MARICOPA ASSOCIATION of GOVERNMENTS

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July 20, 2010

TO: Members of the MAG Regional Council

FROM: Mayor Tom Schoaf, Litchfield Park, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.
Wednesday, July 28, 2010
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next MAG Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. Supporting information is enclosed for your review. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor.

Please park in the garage underneath the building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. 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 admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions, please call the MAG office.

c: MAG Management Committee

MAG REGIONAL COUNCIL
TENTATIVE AGENDA
July 28, 2010

		COMMITTEE ACTION REQUESTED
1.	Call to Order	
2.	Pledge of Allegiance	
3.	Call to the Audience An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4.	Executive Director's Report The MAG Executive Director will provide a report to the Regional Council on activities of general interest.	4. Information and discussion.
5.	Approval of Consent Agenda Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).	5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A.	Approval of the June 30, 2010, Meeting Minutes	5A. Review and approval of the June 30, 2010, meeting minutes.

TRANSPORTATION ITEMS

*5B. 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.

5B. Information and discussion.

*5C. Enhancement Peer Review Group Round 18 Recommendations

The MAG Enhancement Peer Review Group, formerly the Enhancement Funds Working Group that was formed by the MAG Regional Council in April 1993, reviews and recommends a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, 12 enhancement fund applications for projects on local roads were received totaling $7,442,160 with approximately $12 million available statewide. Two applications for projects on the Arizona Department of Transportation (ADOT) right-of-way were received totaling $1,886,000 with approximately $8 million available statewide. The Enhancement Peer Review Group and the MAG Management Committee recommended that the list of ranked applications be forwarded to ADOT for consideration by the TERC. Please refer to the enclosed material.

5C. Approval that the list of ranked applications from the MAG Enhancement Peer Review Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee.

*5D. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

The fiscal year (FY) 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there has been a request from Phoenix to add a new transit project. This transit project received federal

5D. Approval of amendments and administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

discretionary funds and needs to be programmed in the TIP. On July 1, 2010, the Transportation Review Committee (TRC) recommended approval. Since the TRC recommendation, the Arizona Department of Transportation requested the addition of a new embankment project on SR-87. On July 14, 2010, the Management Committee recommended approval of both project change requests. Since the Management Committee recommendation, there have been requests to modify five project costs in Litchfield Park and Tempe. This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5E. Final Closeout of the Federal Fiscal Year 2010 MAG Federally Funded Program

The federal fiscal year (FFY) 2010 MAG Interim Closeout, approved on June 30, 2010, by the MAG Regional Council, includes the deferral and deletion of federal funds totaling close to $20 million. In addition, the FFY 2010 MAG Interim Closeout identified three projects to be funded with funds available. Since the FFY 2010 Interim Closeout was approved, there has been one request to defer a project, which was recommended for approval by the Transportation Review Committee on July 1, 2010, and by the Management Committee on July 14, 2010. Please see the attached table that explains the new request to defer, and the previously approved deferred projects.

5E. Approval of the Final Closeout for federal fiscal year 2010 and amending/adjusting the FY 2008-2012 MAG Transportation Improvement Program and the Regional Transportation Plan 2007 Update as needed.

*5F. Draft Fiscal Year 2011 Arterial Life Cycle Program

The Regional Transportation Plan (RTP) identified 94 arterial street projects to receive funding from the regional sales tax extension and from MAG federal funds. The Arterial Life Cycle Program (ALCP) provides information for each project spanning a 20-year life cycle. Information contained in the ALCP includes project location, regional funding, fiscal year (FY) for work, type of work, status of project and the Lead Agency. As part of the ALCP process, Lead Agencies update

5F. Approval of the Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program contingent on a finding of conformity of the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update with applicable air quality plans.

project information annually, at a minimum. MAG staff has programmed the Draft FY 2011 ALCP based on the information provided by Lead Agencies and from projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program (STP-MAG) funds, and Congestion Mitigation and Air Quality (CMAQ) funds. The Transportation Review Committee recommended approval of the Draft FY 2011 ALCP on July 1, 2010, and the MAG Management Committee recommended approval on July 14, 2010. This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5G. L101 High Occupancy Vehicle Lane Budget Increase

The L101 High Occupancy Vehicle (HOV) Design - Build project budget is $138.5 million. This project will complete the HOV lane construction from Tatum Boulevard to I-10 in the West Valley. ADOT has recommended that the proposed project budget be increased by $9.0 million to include the realignment of the freeway in the vicinity of the Maryland Overpass as part of the design - build project in order to accommodate planned direct access ramps in the future. The initial plan for the Maryland Overpass included direct connection ramps to provide access to a nearby park-and-ride lot and the Westgate/University of Phoenix stadium complex. After reviewing the program cash flow, MAG staff recommends the project budget be increased by $9.0 million to $147.5 million. A modification to the FY 2008-2012 MAG Transportation Improvement Program will be needed. In addition, the City of Glendale has requested that the Maryland Overpass Ramps be included in the Draft Regional Transportation Plan (RTP) 2010 Update as an illustrative project. The Draft RTP 2010 Update is scheduled for approval by the MAG Regional Council on July 28, 2010. On July 1, 2010, the Transportation Review Committee voted to recommend approval. On July 14, 2010, the Management Committee

5G. Approval that the L101 HOV project budget be increased by $9.0 million, that the project include the proposed realignment of the freeway in the vicinity of Maryland Avenue, that the FY 2008-2012 MAG Transportation Improvement Program be modified, and that the Maryland Avenue Overpass Ramps be included as an illustrative project in the Regional Transportation Plan 2010 Update.

recommended approval. This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including a new City of Phoenix project to design a park-and-ride facility for FY 2010, minor project revisions to an Arizona Department of Transportation (ADOT) Loop 101 High Occupancy Vehicle project, a Town of Buckeye project to construct sidewalks, curb and gutter, and a new ADOT embankment repair project on State Route 87. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5H. Consultation.

*5I. Finding of Conformity for the Draft FY 2011-2015 MAG Transportation Improvement Program and Draft Regional Transportation Plan 2010 Update

The Draft 2010 Conformity Analysis concludes that the Draft FY 2011-2015 Transportation Improvement Program (TIP) and the Regional Transportation Plan 2010 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On June 21, 2010, a public hearing was conducted on the Draft TIP, Draft Regional Transportation Plan 2010 Update, and Draft Conformity Analysis. On June 24, 2010, the MAG Air Quality Technical Advisory Committee recommended approval of the Draft 2010 MAG

5I. Approval of the Finding of Conformity for the Draft FY 2011-2015 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan 2010 Update.

Conformity Analysis for the Draft FY 2011-2015 MAG Transportation Improvement Program and Draft Regional Transportation Plan 2010 Update. On July 14, 2010, the Management Committee recommended approval. Approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and RTP. Please refer to the enclosed material.

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

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

5J. Information and discussion.

GENERAL ITEMS

*5K. 2010 Heat Relief Maps

The summer heat in Arizona can be deadly. Vulnerable populations like older adults, children, people who are experiencing homelessness and those who work outdoors, need to take extra precautions. The MAG Human Services Division has partnered with non-profit organizations, the faith-based community, cities and towns in the region, and others to provide heat relief maps. Two maps have been created to indicate resources available in the community. The collection map provides regional locations that are collecting bottled water and other donations such as clothing, unopened sun block, and food items for those who are in need. The hydration and refuge map indicates regional locations that people can go to for water, refuge or both. Please refer to the enclosed material.

5K. Information.

*5L. Sustainable Communities Planning Grant Program

On June 24, 2010, the U.S. Department of Housing and Urban Development (HUD) made $98 million available nationally to support the creation of regional plans for sustainable development through the Sustainable Communities Planning Grant Program. This program is offered through HUD in partnership with the U.S. Department of Transportation and the Environmental Protection Agency. The purpose of the Sustainable Communities Planning Grant Program is to integrate housing, economic development, and transportation planning in order to enhance the economy, environment, and social equity. On July 19, 2010, the MAG Regional Council Executive Committee received a report on activities undertaken to determine an approach that puts the region in the most advantageous position and best reflects the priorities of the region. It appears that there is consensus for MAG to apply as the lead applicant on behalf of the Sun Corridor. A potential focus for this region could be developing green housing and jobs along high capacity transit routes and completing paths along the canal system. Please refer to the enclosed material for the recommendation of the Executive Committee regarding the Sustainable Communities Planning Grant Program.

5L. Approval of the recommendations of the MAG Regional Council Executive Committee regarding the Sustainable Communities Planning Grant Program.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6A. FY 2010 MAG Final Phase Public Input Opportunity

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

6A. Acceptance of the Draft FY 2010 MAG Final Phase Public Input Opportunity Report.

Valley Metro, METRO and the City of Phoenix Public Transit Department in attendance. Agenda items included the draft project listing for the FY 2011-2015 MAG Transportation Improvement Program; Draft 2010 Update of the Regional Transportation Plan; and 2010 Air Quality Conformity Analysis. 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 Final Phase Public Input Opportunity Report. On July 14, 2010, the Management Committee recommended acceptance. This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

6B. Approval of the Draft MAG Regional Transportation Plan 2010 Update

The Draft MAG Regional Transportation Plan (RTP) 2010 Update is a comprehensive, performance based, multimodal and coordinated plan, identifying transportation improvements in the region over the next 20 years. 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 modes and 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. The Draft 2010 Update was approved by the Regional Council for air quality conformity analysis on April 28, 2010. A technical air quality conformity analysis was performed on the RTP and concluded that the Plan meets all air quality conformity requirements. On June 21, 2010, a public hearing was conducted on the Draft RTP 2010 Update, the Draft FY 2011-2015 TIP, and the air quality conformity analysis. Comments from the public hearing are covered under Agenda Item #6A. On July 1, 2010, the MAG Transportation Review Committee

6B. Approval of the Draft MAG Regional Transportation Plan (RTP) 2010 Update, contingent on a finding of conformity of the FY 2011-2015 MAG Transportation Improvement Program and RTP 2010 Update with applicable air quality plans.

recommended approval of the Draft RTP 2010 Update. On July 14, 2010, the Management Committee recommended approval. This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. An Executive Summary of the Draft RTP 2010 Update is enclosed. The full Draft RTP 2010 Update may be viewed on the MAG website. Please refer to the enclosed material.

6C. Approval of the Draft FY 2011-2015 MAG Transportation Improvement Program

The Draft FY 2011-2015 MAG Transportation Improvement Program (TIP) reports on all projects programmed with federal funds and on all regionally significant projects that are funded with Federal and non-federal funds. All regionally significant transportation projects, including local, regional, and private funded projects are included in the Draft TIP for the purpose of meeting the air quality conformity analysis requirements. The Draft FY 2011-2015 MAG TIP was approved by the Regional Council in April 2010 to undergo air quality conformity analysis, which is now complete. A public hearing that discussed the air quality conformity analysis, the Draft 2011-2015 MAG TIP and the Regional Transportation Plan 2010 Update was held on June 21, 2010. On July 1, 2010, the MAG Transportation Review Committee recommended approval of the Draft FY 2011-2015 MAG TIP. On July 14, 2010, the Management Committee recommended approval. This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

6C. Approval of the Draft FY 2011-2015 MAG Transportation Improvement Program (TIP), contingent on a finding of conformity of the TIP and Regional Transportation Plan 2010 Update with applicable air quality plans and that the programming of transit preventive maintenance be reviewed for potential amendments/ modifications no later than December 2010.

7. Resolution Supporting the Expansion of Amtrak Passenger Service into the Metropolitan Phoenix Region as Part of the National Intercity Rail Network

Amtrak service was discontinued to the Phoenix metropolitan area in 1996. Phoenix is currently the largest city in the United States not served by

7. Approval of a resolution supporting the expansion of Amtrak passenger service into the metropolitan Phoenix region as part of the national intercity rail network.

Amtrak, followed by Las Vegas, Columbus, and Nashville. Interest in improving the national passenger rail network has been spurred in recent months by the President's high speed rail initiative. Bringing Amtrak service back into Phoenix could serve as a vital first step in moving toward a future high speed rail system, as promoted by the Western High Speed Rail Alliance. Recent discussions between the Arizona Department of Transportation (ADOT) and Amtrak have indicated that Amtrak has an interest in bringing service back into the Valley. ADOT has prepared a grant application for federal funds to evaluate the opportunities of re-opening the Wellton Branch in the Southwest Valley, which would be needed for future Amtrak service. MAG has committed to provide the matching funds for this study. The attached resolution would benefit ADOT's grant application by indicating regional support for future Amtrak service in the MAG region. On July 14, 2010, the Management Committee recommended approval. Please refer to the enclosed material.

8. <u>Loss of the Local Transportation Assistance Fund (LTAF)</u>

During the 2010 legislative session, the Local Transportation Assistance Fund (LTAF) was removed from state law with the funding diverted to the state's general fund. Arizona is now one of five states without a state-level funding source for transit. Statewide, the LTAF repeal represents about $32.2 million of transit funding. In the MAG region, the loss represents a loss of about $22.0 million which, in addition to the decline in local and Proposition 400 revenues, has resulted in substantial reductions in transit service statewide. Discussions are being held around the state to explore alternative funding sources that could be proposed to replace the loss of LTAF funding. This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

8. Information, discussion and possible action to recommend that MAG support efforts to pursue alternative state funding sources for transit services.

AIR QUALITY ITEMS

9. Update on Exceptional Events and MAG Five Percent Plan for PM-10

On June 21, 2010, the MAG Executive Committee directed staff to retain legal counsel and other consultants to take administrative action needed regarding the Environmental Protection Agency (EPA) nonconcurrence on the four exceptional events at the West 43rd Avenue monitor in 2008 and the EPA's intent to disapprove the MAG Five Percent Plan for PM-10 for reducing dust pollution in the Valley. Pursuant to the approval actions by the MAG Regional Council on May 26, 2010, and the MAG Regional Council Executive Committee on June 21, 2010, MAG is engaging Mr. Roger Ferland and associates from the law firm of Quarles and Brady, LLP and is seeking additional expertise in air quality communications and intergovernmental relations with the public and the EPA. Due to the tight timeframes, it is expected that this expertise will be available in mid-August 2010. On June 23, 2010, EPA indicated that the proposed consent decree has been lodged with the court. EPA has to propose action on the MAG Five Percent Plan for PM-10 by September 3, 2010, and finalize the action by January 28, 2011. The proposed consent decree has now been published in the Federal Register and public comments are due by August 2, 2010. The Arizona Department of Environmental Quality transmitted comments from ADEQ and MAG on the EPA exceptional events technical support document on June 30, 2010 and July 2, 2010 respectively. The transmittal included a letter from the Western States Air Resources Council expressing concern that EPA has not yet addressed the implementation issues with the Exceptional Events Rule. Solving these issues is more critical than ever. Further, EPA has issued decisions not to concur with California and Arizona exceptional events where both states are highly confident that these exceedances do meet the criteria in the Rule for qualifying as exceptional events. On July 19, 2010, the Regional Council Executive Committee recommended approval of amending

9. Information, discussion and approval of amending the FY 2011 MAG Unified Planning Work Program and Annual Budget to provide up to $500,000 of funding for legal advice and experts including, but not limited to, regarding the Clean Air Act and its implementing regulations, experts with experience negotiating with Environmental Protection Agency (EPA) Region IX and or EPA headquarters, experts regarding strategies to identify and address sources of PM-10, and consultants to communicate with the public and EPA and for MAG to take administrative action needed regarding the EPA nonconcurrence on the four exceptional events at the West 43rd Avenue monitor in 2008, and EPA's intent to disapprove the MAG Five Percent Plan for PM-10 for reducing dust pollution in the Valley, which may impact the Regional Transportation Plan, MAG Transportation Improvement Program and the implementation of Proposition 400 projects through a conformity freeze or conformity lapse and to use unrestricted MAG funds, or MAG shared allocation RARF funds allocated for planning and administering the Regional Transportation Plan for this purpose.

the FY 2011 MAG Unified Planning Work Program and Annual Budget to provide up to $500,000 of funding for legal advice and experts regarding the EPA nonconcurrence on the four exceptional events at the West 43rd Avenue monitor in 2008, and EPA's intent to disapprove the MAG Five Percent Plan for PM-10 for reducing dust pollution in the Valley. Please refer to the enclosed material.

GENERAL ITEMS

10. 2010 Census Update

The U.S. Census Bureau is wrapping up door-to-door follow-up in the 2010 Decennial Census, but additional work must be conducted before the final counts are announced next spring. During the next several months, the Census Bureau will conduct major quality assurance operations to ensure that the 2010 Census is an accurate and complete picture of everyone living in the United States. The Census Bureau is already conducting coverage follow-up on forms returned by mail and re-interviews as a check on employee performance. The Census Coverage Measurement program conducts field operations to determine the effective population and housing coverage within the 2010 Census. These operations are similar to the full decennial Census and the results are matched to measure the accuracy of the count. Coverage measurement crews will continue to work throughout 2010 and into 2011, but the Census Bureau is on track to deliver the state apportionment totals by December 31, 2010. While work is ongoing for the decennial census, in October the Census Bureau is expected to release the numbers from the first annual American Community Survey (ACS). The Census Bureau has been gathering ACS information for the last five years. Starting this year, there will be an annual release of data, including population estimates. The U.S. Census Bureau wants to avoid confusion regarding this release of data by ensuring that member agencies are aware of how the ACS numbers will differ from the official decennial census numbers. U.S. Census Bureau staff will provide an update.

10. Information and discussion.

11. Request for Future Agenda Items

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

11. Information and discussion.

12. Comments from the Council

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

12. Information.

Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING

June 30, 2010
Sheraton Phoenix Downtown Hotel
Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park, Vice Chair
* Councilwoman Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
* Mayor Michele Kern, El Mirage
* President Clinton Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
* Mayor Ron Henry, Gila Bend
Lt. Governor Joseph Manuel for Governor William Rhodes, Gila River Indian Community
Vice Mayor Les Presmyk for Mayor John Lewis, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe
* Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
* Mayor Scott LeMarr, Paradise Valley
* Mayor Bob Barrett, Peoria
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
Councilwoman Sharon Wolcott, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
* Roc Arnett, Citizens Transportation Oversight Committee

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

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Peggy Neely at 5:02 p.m.

2. Pledge of Allegiance

Councilmember Esser led the Pledge of Allegiance.

Chair Neely presented Mayor Gail Barney from Queen Creek with his membership certificate. She expressed that she was pleased he was on the Regional Council.

Chair Neely introduced proxies: Lt. Governor Joseph Manuel for Governor William Rhodes from the Gila River Indian Community and Vice Mayor Les Presmyk as proxy for Mayor John Lewis from the Town of Gilbert. She thanked them for attending the meeting.

Chair Neely noted the following items were at each place: For agenda item #5B, the memorandum regarding local ARRA bid savings; for agenda item #5D and #5F, an updated project change sheet and a revised Conformity Consultation that reflect change requests received since the agenda was mailed; for agenda item #7, information regarding the proposed Consent Decree; for agenda item #8, the letter from Mayor Lewis that was previously transmitted.

Chair Neely requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item or a yellow public comment card for Consent Agenda items, or items on the agenda for action. Transit tickets for those who used transit to attend the meeting were available. There was no charge for parking in the hotel parking garage.

3. Call to the Audience

Chair Neely noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Neely recognized public comment from Dianne Barker. Chair Neely said that she was glad that Ms. Barker was at the meeting. Ms. Barker thanked Chair Neely for the nice welcome. She said that she Tweeted a question about where people were when the temperature in the Phoenix area reached 122 degrees. Ms. Barker said that she was surprised that people were outside playing golf and bicycling. She said that her mother and father felt that it was not that bad. Ms. Barker stated that she was in Tempe working and using multimodal transportation, and dealt with the heat by keeping her hat on and staying in the shade. She stated that she came to the Regional Council meeting by bus and light rail and that she had given a fellow rider a bottle of water and a bus book. Ms. Barker encouraged holding on to the bus book because she understood it would be not be printed anymore and would be replaced with flyers. She stated that she was in Tempe and witnessed a safety issue: students talking on cell phones while standing on the light rail tracks. Ms. Barker stated that she noted this to Joseph Ryan, who said to her that safety was one of his concerns when he opposed light rail, in addition to his feeling that no one would ride it. Ms. Barker said that she informed Mr. Ryan that he was wrong about no one riding light rail, because she sees the cars almost full when she rides. She remarked that her small company inspires and educates people to use transit. Chair Neely thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He said that 116 people attended the Sun Corridor Joint Planning Advisory Council meeting June 28, 2010, at the Sheraton Wild Horse Pass. Mr. Smith noted that Governor Brewer attended the meeting to discuss

"Building Arizona's Economy," and the results from the AECOM Global Cities Institute study on the Sun Corridor Economic engines. He added that the report is expected to be finalized in September.

Mr. Smith stated that MAG received the Notice of Funding Availability (NOFA) for the Sustainable Communities Planning Grant Program from the Department of Housing and Urban (HUD) on June 24, 2010. He said that it appears about $100 million will be available nationwide through the grant. Mr. Smith stated that MAG staff has been polling the MAG communities and it appears there is consensus for a Sun Corridor application, which has been determined to be eligible. He reported that Amy St. Peter, MAG Human Services Manager, who is staffing the effort, communicated with the HUD office in Washington, DC, and they told her that the MAG effort is ahead of the rest of the country. Mr. Smith stated that they hope to fold in the Sustainable Communities working group with PAG and CAAG and submit the application by August 23, 2010.

Chair Neely extended her appreciation to staff for their efforts to arrange the meeting on June 28. She said the meeting was outstanding.

5. Approval of Consent Agenda

Chair Neely noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H were on the Consent Agenda. She noted that no public comment cards had been received.

Chair Neely asked members if they had questions or requests to hear an item individually. No requests were noted.

Mayor Hallman moved to approve the Consent Agenda. Vice Chair Schoaf seconded, and the motion passed unanimously.

5A. Approval of the May 26, 2010, Meeting Minutes

The Regional Council, by consent, approved the May 26, 2010, meeting minutes.

5B. 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. At the May 26, 2010 meeting of the Regional Council, a presentation on the ARRA local funded project bid savings was made and reported that an accounting on the expenditure of the funds, realized bid savings and a possible strategy for using the bid savings might be available for the June 30, 2010 meeting. In many cases, the local jurisdictions are pursuing plans to use the remaining funds on other eligible projects. During the May presentation, it was mentioned that any unobligated ARRA local funds due to bid savings that could not be used by a jurisdiction could be used on regional freeway projects that are federally eligible and ready to obligate. On June 28, 2010, MAG was informed by ADOT that $620,614 of unallocated ARRA local funds remain due to project bid savings that are not being reprogrammed by the local agency. Because of the

small amount of funding remaining, MAG staff recommended that any unobligated funds would be allocated to eligible regional freeway projects.

5C. Update to Federal Functional Classification System

The Regional Council, by consent, approved the City of Chandler request to classify Airport Boulevard as a Major Collector in the federal functional classification system. The MAG funding suballocation for the MAG region from the American Recovery and Reinvestment Act (ARRA) requires projects to adhere to the requirements established in the Surface Transportation Program (STP). As such, ARRA and/or STP funded projects must be located on a facility that is classified as an urban collector or rural major collector or higher in the federal functional classification hierarchy. MAG received a request from the City of Chandler to add one project to the federal functional classification system. The City of Chandler requested that Airport Boulevard from Germann Road to Queen Creek Road be classified as a Major Collector. The classification requests are necessary for the ARRA/STP funded projects to proceed.

5D. Project Changes/Amendments and Administrative Modifications to the Fiscal Year 2008-2012 MAG Transportation Improvement Program

The Regional Council, by consent, approved amendments and administrative modifications to the fiscal year (FY) 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The Arizona Department of Transportation (ADOT) is requesting the addition of three new projects, and there are requests to modify project costs for 12 transit projects. These were heard and recommended for approval at the May 27, 2010, Transportation Review Committee. Twelve ARRA related project change requests were provided for the first time at the Management Committee meeting on June 9, 2010. The Management Committee recommended approval of the requested changes. Since the Management Committee met, there were 21 new project change requests related to ARRA projects and 12 requests for project changes related to transit projects funded with Federal Transit Administration (FTA) funds in FY 2010. All ARRA projects are being modified to reconcile the project costs from cost savings. Since the time of the Regional Council agenda mailout, there were 27 requested changes to ARRA local projects related to project savings, and 21 requests to add new federal funded transit projects programmed with federal Job Access Reverse Commute (JARC) - 5316 and federal New Freedom - 5317 funds.

5E. Interim Closeout of the Federal Fiscal Year 2010 MAG Federally Funded Program

The Regional Council, by consent, approved additional projects to be deferred from federal fiscal year (FFY) 2010 to FFY 2011 or later and additional projects requesting removal of federal funds; advancing the three projects submitted for priority 1 and 1A projects to FFY 2010; allocating the $2.204 million from deleted projects in FFY 2010 by the cities of Glendale and Mesa to fund Glendale's GLN09-609 with $63,000 and fund Mesa's, MES08-604 and MES10-810 with $2,141,307; and amending and modifying the FY 2008-2012 Transportation Improvement Program, and as appropriate, the Regional

Transportation Plan 2007 Update. The interim closeout has established the availability of $2.204 million in unobligated MAG federal funds for the current federal fiscal year (FFY). By May 2010, member agencies submitted requests to defer or delete federal funds from projects for approximately $14.5 million, which were approved by the MAG Regional Council in May 2010. There are an additional $4.9 million of requests to defer or remove federal funds from projects being heard at the June - July committee cycle. The Transportation Review Committee (TRC) recommended approval of the new requests on May 27, 2010. There were 28 projects submitted to MAG for closeout funds. Of the 28 projects, two projects were identified to be advanced; one project was requested to advance a portion of construction funds for a new design project for FFY 2010; seven projects that requested to be advanced and an increase of funds; nine projects scheduled for FFY 2010 that requested additional funds; and nine projects requested new funds. These are identified in Table B titled 'List of Project Funding Requests.' There were two motions made at the May 28, 2010, TRC meeting. The first was to recommend approval of additional projects to be deferred from FFY 2010 to FFY 2011 or later, approval of additional projects requesting removal of federal funds, and advancing the priority 1 and 1A projects to FFY 2010. The second motion was to recommend allocating the closeout funds deleted from FFY 2010 projects by the cities of Glendale and Mesa to those cities respectively. Upon further review and coordination with the cities of Glendale and Mesa, Glendale has decided not to delete project GLN07-779, but rather defer it to 2011. This leaves the Glendale allocation at $63,000. These funds will still go to the Skunk Creek project. Additionally, Mesa has changed its request upon further analysis of project readiness and priorities. The Closeout funds of $2,141,307 will go toward projects MES10-810 and MES08-604.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including a new Arizona Department of Transportation pavement preservation project on State Route 85, a new region wide Intelligent Transportation Systems project, a new Transportation Enhancement project located at Interstate-17 at the Central Arizona Project, and transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5G. Approval of Electric Vehicle Charging Infrastructure Deployment Guidelines

The Regional Council, by consent, approved the Electric Vehicle Charging Infrastructure Deployment Guidelines document version 3.0 as guidelines to the implementation of infrastructure that will support and encourage the adoption of electric vehicles in the MAG region. On April 16, 2009, MAG entered into a Memorandum of Understanding with ECOtality and Nissan North America to support the adoption of electric vehicles in an effort to address environmental concerns in the region. On August 5, 2009, ECOtality North America was selected by the U.S. Department of Energy for a grant of approximately $99.8 million to implement the largest deployment of electric vehicles and charging infrastructure in history. The ECOtality initiative, in partnership with Nissan North America, proposes to deploy charging infrastructure in major population areas, including Phoenix/Tucson. On March 17,

2010, ECOtality presented the Electric Vehicle Charging Infrastructure Deployment Guidelines version 2.0 document to the MAG Building Codes Committee (BCC). The MAG BCC reviewed the document and provided feedback to ECOtality. On May 19, 2010, ECOtality presented version 3.0 of the Electric Vehicle Charging Infrastructure Deployment Guidelines to the MAG BCC. The Deployment Guidelines document is intended to create a common knowledge base of electric vehicle (EV) requirements for stakeholders involved in the implementation of EV charging infrastructure. ECOtality's Deployment Guidelines provide the necessary background information for understanding EV requirements and the related codes, laws and standards for this effort. At the May 19, 2010, meeting of the MAG Building Codes Committee, the committee voted to recommend approval of the EV Charging Infrastructure Deployment Guidelines document version 3.0 as guidelines to the implementation of infrastructure that will support and encourage the adoption of electric vehicles in the MAG region. On June 9, 2010, the Management Committee recommended approval of the guidelines.

5H. FY 2011 MAG Regional Plan to End Domestic Violence

The Regional Council, by consent, approved the FY 2011 MAG Regional Plan to End Domestic Violence. During FY 2010, the MAG Regional Domestic Violence Council, together with more than 150 stakeholders, developed the new Regional Plan to End Domestic Violence in response to the changing dynamics created by the recession. This is not the first plan to address domestic violence using a regional approach. The first MAG Regional Plan to End Domestic Violence was approved by the MAG Regional Council in 1999. The new plan includes fifteen strategies in the areas of funding, training and education, coordination and collaboration, and services developed to maximize impact with limited resources in today's community. The MAG Regional Domestic Violence Council recommended approval of the Regional Plan on May 6, 2010, and the MAG Management Committee recommended approval on June 9, 2010.

6. Appointment of Members and Officers for the Transportation Policy Committee

On April 24, 2002, the Regional Council approved the composition of the Transportation Policy Committee (TPC). The composition of the TPC provided that the Central City and the seven largest cities have a seat on the TPC, and five seats be selected from the remaining cities and towns. Three of the five would be from areas that need to be represented to achieve geographic balance, with the members selected from and by the under-represented geographic area and ratified by the Regional Council. Interstate 17 is used as a boundary in determining geographic balance. Two At-Large (geographically balanced) would be selected by the Regional Council. The three members to achieve geographic balance, the two At-Large members, and the Native American member serve for two years and are eligible for reappointment. The officers (Chair and Vice Chair) serve one-year terms with succession of positions occurring through the ascending order of officers. The Regional Council was requested to appoint the members of the TPC and the officer positions.

Mr. Smith introduced this item and noted that the majority of those currently serving on the TPC submitted letters of interest. He said that letters of interest that had been submitted that were different from the current composition included Mayor Bob Barrett for the Peoria seat, Phillip Matthews for the Native American Indian Community seat, Mayor Scott Smith for Chair, and Councilwoman Peggy Neely for Vice Chair.

Mayor Meck moved appointments to the Transportation Policy Committee: Mayor Scott Smith as Chair, Councilwoman Peggy Neely as Vice Chair, and the members as shown on the attached chart included in the agenda packet. Vice Chair Schoaf seconded, and the motion passed unanimously.

7. Update on Exceptional Events and MAG Five Percent Plan for PM-10

Lindy Bauer, MAG Environmental Director, reported that at the May 26, 2010, Regional Council meeting, staff provided an update on the decision of the Environmental Protection Agency (EPA) to not concur with four exceptional events at the West 43rd Avenue monitor in 2008. She advised that this means the MAG region will have a violation for 2008. Ms. Bauer stated that at the May meeting, the MAG Regional Council directed staff to bring recommendations to the Executive Committee on obtaining legal advice and suggested that staff work with the Governor and the Arizona Congressional Delegation to stay the action of EPA until EPA corrects its flawed Exceptional Events Rule. She said that on June 21, 2010, the MAG Executive Committee directed staff to retain legal counsel and other experts on administrative action needed regarding the EPA nonconcurrence on the four exceptional events at the West 43rd Avenue monitor in 2008 and the EPA's intent to disapprove the MAG Five Percent Plan for PM-10 for reducing dust pollution in the Valley.

Ms. Bauer noted two recent developments. On June 23, 2010, EPA indicated that the consent decree was lodged with the court, but it still has to go out to public notice. She also noted that EPA has to propose action on the MAG Five Percent Plan for PM-10 by September 3, 2010, and finalize the action by January 28, 2011.

Ms. Bauer stated that the timeline is critical, and she noted that the MAG region would be in a conformity freeze 30 to 90 days after final disapproval in the Federal Register. Ms. Bauer advised that MAG is reviewing EPA's technical support document and intends to submit comments to ADEQ, who will submit them to EPA next week. Ms. Bauer remarked that the comments hopefully will change EPA's mind on the nonconcurrence before it publishes the final disapproval in the Federal Register. She stated that staff and the consultants are working on supplemental information.

Chair Neely thanked Ms. Bauer for her report. She thanked staff for all of the hard work and said that this is the number one priority for this region. Chair Neely added that the Regional Council stands ready to assist where needed.

8. Election of Regional Council Officers and Executive Committee Members

Chair Neely called on Mayor Cavanaugh, Chair of the Nominating Committee.

Mayor Cavanaugh moved to elect Mayor Thomas Schoaf as Chair, Mayor Hugh Hallman as Vice Chair, Mayor Marie Lopez Rogers as Treasurer, and Mayor Scott Smith, Mayor Jim Lane, and Mayor Michael Le Vault as At-Large Members. Councilmember Peggy Neely would remain on the Executive Committee as Past Chair. Councilmember Esser seconded.

Chair Neely expressed that she thought this was a strong slate of candidates and MAG will be in good hands with their leadership. She said to Mayor Cavanaugh, who was leaving the Executive Committee,

that he had served MAG well while during the time he was a member of the Executive Committee. Chair Neely thanked Mayor Cavanaugh for everything he had done and for serving as Chair of the Nominating Committee.

With no further discussion, the vote passed unanimously.

9. Request for Future Agenda Items

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

No requests from the Council were noted.

10. Comments from the Council

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

Mayor Scruggs thanked Chair Neely for her vision, determination, focus, and action oriented dedication while Chair of the MAG Regional Council. Chair Neely was applauded.

Chair Neely thanked and said she was honored by the acknowledgment. Chair Neely stated that she stands by to help in any way she could.

Adjournment

Mayor Hallman moved, Mayor Cavanaugh seconded, and the meeting adjourned at 5:20 p.m.

_____
Chair

_____
Secretary

Agenda Item #5B

Project Status Report
Transportation Projects – MAG Region JULY 20, 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 **p. 3 – 12**

Project Status Report

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

Project I nformation: 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
JULY 20 2010

Project Information					Project Funding			Project Development Status							
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	Comments
State Sponsored Projects - Roadways															
DOT09-815	010-B(205)	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	$27,635.1	$27,635.1	$27,635.1	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	$13,994.1	$13,994.1	$13,994.1	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	$23,899.3	$23,923.5	$23,923.5	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	$1,519.1	$2,251.2	$2,089.1	04/22/09	✓	✓	✓	✓	6/18/10		Regional cost includes $652,890 in Toleson local ARRA funds. Bids open
DOT09-801	060-B(201)	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transporatation Landscaping Enhancement	ARRA	$212.8	$212.8	$212.8	04/22/09	✓	✓	✓	✓	11/20/09	12/31/2011	El Mirage local ARRA funds used for local costs in ADOT project
DOT07-332	060-B(200)	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	$8,046.8	$8,046.8	$8,046.8	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	$11,147.3	$11,147.3	$11,147.3	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	$2,440.9	$2,440.9	$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 SB	Auxiliary lane - 3 miles	ARRA	$2,186.1	$2,186.1	$1,927.9	09/30/09	✓	✓	✓	✓	5/4/10		
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	$3,395.0	$3,395.0	$3,484.7	09/30/09	✓	✓	✓	✓	7/14/10		Estimate based on low bid.
DOT10-816	017-A(211)	I-17: I-10 to Indian School	Southbound Roadway Improvements	ARRA	$1,100.0	$1,100.0	$1,174.3	09/30/09	✓	✓	✓	✓	6/18/10		Estimate based on low bid.
DOT10-813	101-A(205)	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	ARRA	$2,085.1	$2,085.1	$1,606.9	09/30/09	✓	✓	✓	✓	5/4/10		Estimate based on low bid.
DOT10-828	087-B(205)A	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	ARRA	$18,500.0	$18,500.0	$12,931.9	09/30/09	✓	✓	✓	✓	5/21/10		Estimate based on low bid.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information					Project Funding			Project Development Status							
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	Comments
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	$1,600.0	$1,600.0	$1,200.8	12/09/09	✓	✓	✓	✓	5/21/10		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
					$160,701.4	$172,964.1	$131,045.9								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information				Project Funding				Project Development Status							
TIP #	Project Location	Project Description	Fund Type	Federal - ARRA	Federal - Other	Regional/ Local	Estimated Total	Approval Date	Design	Environment	Obligate	Bid Open Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
APJ09-801	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	$1,348.3	$0.0	$0.0	$1,348.3	4/22/09	✓	✓	✓	2/3/10	4/24/10		
AVN09-801	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	$1,681.9	$0.0	$0.0	$1,681.9	4/22/09	✓	✓	✓	3/5/10	4/6/10		Permanent striping will be completed by the end of June. Video detection cameras are scheduled for delivery in early July.
AVN10-801ABS	Avondale City Hall Traffic Operations Center (TOC)	Construct Interim TOC	ARRA	$328.2	$0.0	$560.0	$888.2	6/30/10							Funds from AVN09-801 bid savings.
AVN09-802	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	$179.7	$0.0	$222.1		4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	Combined with AVN09-801
BKY09-801	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabiliation and Preservation	ARRA	$1,118.9			$1,118.9	4/22/09	✓	✓	✓	2/12/10	3/19/10		Crews are working on the milled shoulder on Yuma Road. Contractor has completed second lift of slurry seal on Broadway Road.
BKY07-704	Various Locations: MC-85/Monroe, Southern Ave, Apache Rd	Pave dirt shoulders	ARRA & CMAQ	$196.0	$51.4		$247.4	6/30/10							Program ARRA savings to project. Project originally programmed with $113K of CMAQ - remaining funds moved to new paving design project.
CFR09-801	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	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	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	4/22/09	#####	✓	✓	3/12/10	4/6/10		Partnering/Preconstruction meeting was held on May 20, 2010. Crews are working on crack sealing, milling and AC replacement.
CVK09-807	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$614.8			$614.8	5/27/09	✓	✓	✓	4/2/10	5/4/10		Construction work will start on June 21st.
CHN120-07C	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	$3,949.4		$464.2	$4,413.6	4/22/09	✓	✓	✓	2/5/10	3/25/10	Feb-11	
CHN09-801	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	$201.9			$201.9	4/22/09	✓	✓	✓	3/3/10	4/22/10	Nov-10	
ELM09-801	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	$571.8	$0.0	$0.0	$571.8	4/22/09	✓	✓	✓	4/16/10	5/21/10		Contract time begins June 23, 2010. Partnering/Preconstruction meeting is scheduled for June 28.
ELM08-801ABS	El Mirage Rd: Olive to Cactus	Micro-seal pavement surface	ARRA/STP-AZ	$0.0	$167.8	$8.1	$175.8	6/30/10							Program ARRA savings from ELM09-801as STP-AZ and ARRA to project.
FTH07-301	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local		$2,164.0	$131.0	$2,295.0	6/24/09	✓	✓	✓	12/11/09	2/19/10		Paving is tentatively scheduled for the end of June.
FTH11-101ABS	Shea Blvd.: Saguaro Blvd. to Fountain Hills Blvd.	Mill and overlay	ARRA	$1,081.6		$65.4	$1,147.0								Program ARRA savings to project.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information				Project Funding				Project Development Status							
TIP #	Project Location	Project Description	Fund Type	Federal - ARRA	Federal - Other	Regional/ Local	Estimated Total	Approval Date	Design	Environment	Obligate	Bid Open Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
GBD09-801	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	$33.0	$0.0	$0.0	$33.0	4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	Combined with GBD09-802
GBD09-802	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	$339.5	$0.0	$0.0	$339.5	4/22/09	✓	✓	✓	4/23/10	5/21/10		
GBD09-803	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	$170.0	$0.0	$0.0	$170.0	5/27/09	✓	✓	✓	4/2/10	5/4/10		
GRC09-801	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$561.3			$561.3	4/22/09	✓	✓	✓	4/9/10	5/4/10		Tentative Contractor start date is June 28, 2010. Contractor is working on obtaining required GRIC permits.
GLB09-801	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	$4,366.6	$0.0	$0.0	$4,366.6	4/22/09	✓	✓	✓	2/12/10	3/19/10		Contractor has started paving and will continue for 15-20 days. Final striping will be completed in August 2010.
GLB06-201R/ GLB07-302/ GLB05-107R	Eastern Canal: Baseline Rd to Guadalupe Rd (Santan Vista Trail phase I)	Design and construct multi-use path	ARRA & CMAQ	$939.7	$1,685.8	$200.0	$2,825.5	6/30/10							Reprogramming of ARRA savings, $939,703 for a current CMAQ project
GLN09-801	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	$1,286.0	$0.0	$0.0	$1,286.0	4/22/09	✓	✓	✓	4/23/10	5/21/10		Preconstruction meeting is scheduled for June 10, 2010.
GLN09-802	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	N/A	N/A	N/A	N/A	4/22/09	✓	✓	✓	N/A	N/A	N/A	Combined with GLN-0(219)
GLN09-803	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	N/A	N/A	N/A	N/A	4/22/09	✓	✓	✓	N/A	N/A	N/A	Combined with GLN-0(219)
GLN09-804	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$210.7	$0.0	$0.0	$210.7	4/22/09	✓	✓	✓	4/16/10	5/21/10		Partnering and Preconstruction meeting is scheduled on June 15, 2010.
GLN09-805	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	N/A	N/A	N/A	N/A	4/22/09	✓	✓	✓	N/A	N/A	N/A	Combined with GLN-0(215)
GLN09-806	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	$1,667.8	$0.0	$0.0	$1,667.8	4/22/09	✓	✓	✓	4/23/10	5/11/10		Estimated start date for construction is June 24th.
GLN09-807	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	$639.0	$0.0	$0.0	$639.0	4/22/09	✓	✓	✓	5/14/10	6/18/10		This project is scheduled to be awarded at the June 18, 2010, board meeting.
GLN09-808	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	$260.9	$0.0	$0.0	$260.9	4/22/09	✓	✓	✓	4/23/10	5/21/10		Partnering and preconstruction meeting is scheduled on June 15, 2010.
GLN08-604	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	$266.9	$3,557.4	$0.0	$3,824.2	4/22/09	✓	✓	✓	3/5/10	4/16/10		Temporary concrete barrier setup for median pier construction on L 101 is scheduled for June 24, 2010.
GLN08-801ABS	Bell Rd: 51st Ave. to 59th Ave.	Pavement Overlay	ARRA/STP-AZ	$481.8		$332.0	$813.9	6/30/10							Program ARRA savings to project.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information				Project Funding				Project Development Status							
TIP #	Project Location	Project Description	Fund Type	Federal - ARRA	Federal - Other	Regional/ Local	Estimated Total	Approval Date	Design	Environment	Obligate	Bid Open Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
GLN08-802ABS	Various Locations Citywide	Upgrade traffic signal controllers	STP-AZ		$235.8	$14.3	$250.0	6/30/10							Program ARRA savings to project.
GLN08-803ABS	Bell Rd: 59th Ave. to 70th Ave.	Pavement Overlay	ARRA/STP-AZ	$800.0		$595.0	$1,395.0	6/30/10							Program ARRA savings to project.
GLN09-609	Skunk Creek/Union Hills Dr.	Design and construct multi-use path under Union Hills Dr.	STP-AZ		$199.5	$12.1	$211.6	6/30/10							Program ARRA savings to project.
GDY09-801	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	$782.4	$0.0	$16.0	$798.4	4/22/09	✓	✓	✓	3/26/10	4/16/10		Tentative start date for contractor is June 21st.
GDL09-801	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	$634.0	$0.0	$0.0	$634.0	4/22/09	✓	✓	✓	4/9/10	5/4/10		Contract time starts on June 7, 2010.
LPK09-801	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	ARRA	$455.9	$0.0		$455.9	4/22/09	✓	✓	✓	4/2/10	5/21/10		Contract work to start end of June and the field office is working on setting up partnering and preconstruction meeting.
LPK10-801ABS	Litchfield Rd: Wigwam Blvd to Camelback Rd	Roadway rehabilitation and restoration, including patching and microseal	ARRA	$128.1			$128.1	6/30/10							Program ARRA savings to project.
MMA09-801	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	$6,469.2	$0.0	$8.9	$6,478.1	4/22/09	✓	✓	✓	2/18/10	3/24/10		
MES09-801R	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	$1,610.9			$1,610.9	5/27/09	✓	✓	✓	3/11/10	4/5/10		
MES09-802R	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	$1,281.2			$1,281.2	5/27/09	✓	✓	✓	2/3/10	3/22/10	Aug-10	
MES09-803	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	$2,336.4			$2,336.4	5/27/09	✓	✓	✓	2/10/10	4/5/10	Sep-10	
MES09-804	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	$1,975.7			$1,975.7	5/27/09	✓	✓	✓	2/3/10	3/22/10	Jun-10	
MES09-805	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	$3,476.4			$3,476.4	5/27/09	✓	✓	✓	2/3/10	3/22/10	Nov-10	
MES09-809	Phase 4A	Fiber, cameras, detection, cabinets, controllers.	CMAQ & ARRA	$549.3	$644.0		$1,193.4	6/30/10							Lower CMAQ from $651,254 to $644,031, and add ARRA Savings $549,334.
PVY09-801	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	$823.2	$0.0	$0.6	$823.8	4/22/09	✓	✓	✓	6/25/10			
PEO100-07AC1	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	$5,991.5	$2,647.8	$11,489.7	4/22/09	✓	✓	✓	10/22/09	12/18/09		Crews are also working on screen walls, curb and gutter placement and grading for roundabout construction.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information				Project Funding				Project Development Status							
TIP #	Project Location	Project Description	Fund Type	Federal - ARRA	Federal - Other	Regional/ Local	Estimated Total	Approval Date	Design	Environment	Obligate	Bid Open Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
PEO09-801	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	$2,042.7			$2,042.7	6/24/09	✓	✓	✓	3/12/10	4/16/10		Paving operations are scheduled to begin June 14th and will be completed by June 23rd.
PEO10-805	Lake Pleasant Parkway; Dynamite to CAP	Design New Four Lane Arterial Roadway	STP		$2,259.0	$465.7	$2,724.8	6/30/10							Allocate ARRA savings as STP-AZ from Pavement Preservation to LPP design as part of Peoria's local match.
PHX07-306	7th Ave at the ACDC Canal	Multi-Use Underpass	ARRA & CMAQ	$900.0	$1,750.0	$258.3	$2,908.3	6/30/10							
PHX07-316	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	$100.0	$1,256.0	$1,244.0	$2,600.0	4/22/09	✓	✓	✓	10/27/09	11/18/09	Jul-10	
PHX09-801	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,136.2	$0.0	$0.0	$7,136.2	4/22/09	✓	✓	✓	1/26/10	3/3/10	Dec-10	
PHX09-802	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$0.0	$0.0	$7,150.0	4/22/09	✓	✓	✓	1/26/10	3/3/10	Dec-10	
PHX09-803	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$0.0	$0.0	$7,150.0	4/22/09	✓	✓	✓	1/26/10	3/3/10	Dec-10	
PHX09-804	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$0.0	$0.0	$1,750.0	4/22/09	✓	✓	✓	2/2/10	3/3/10	Dec-10	
PHX09-805	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$0.0	$0.0	$1,750.0	4/22/09	✓	✓	✓	2/2/10	3/3/10	Dec-10	
PHX09-806	11 Locations Citywide	Design & Costruct Bridge Deck Rehabilitations	ARRA	$2,250.0	$0.0	$0.0	$2,250.0	4/22/09	✓	✓	✓	3/23/10	TBD	Dec-10	
PHX09-807	6 Locations Citywide	Design & Costruct Bridge Joint Rehabilitations	ARRA	$1,250.0	$0.0	$0.0	$1,250.0	4/22/09	✓	✓	✓	2/9/10	TBD	Dec-10	
PHX09-808	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	$3,000.0	$0.0	$0.0	$3,000.0	4/22/09	✓	✓	✓	3/23/10	TBD	Dec-10	
PHX09-809	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	$1,500.0	$0.0	$0.0	$1,500.0	4/22/09	✓	✓	✓	3/9/10	TBD	Dec-10	
PHX09-810	Citywide Corridors	Design &Procure/Install CCTV	ARRA	$1,000.0	$0.0	$0.0	$1,000.0	4/22/09	✓	✓	✓	6/15/10	6/21/10	Feb-11	
PHX09-811	Citywide Corridors	Design &Procure/Install Wireless Communications	ARRA	$500.0	$0.0	$0.0	$500.0	4/22/09	✓	✓	✓	6/22/10		Feb-11	
QNC09-801	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	$227.3	$0.0	$0.0	$227.3	4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	
QNC09-802	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	$805.8	$0.0	$0.0	$805.8	4/22/09	✓	✓	✓	4/16/10	5/21/10		Contractor is scheduled to start on June 23rd and the Field office is working on scheduling partnering/ preconstruction conference.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information				Project Funding				Project Development Status							
TIP #	Project Location	Project Description	Fund Type	Federal - ARRA	Federal - Other	Regional/ Local	Estimated Total	Approval Date	Design	Environment	Obligate	Bid Open Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
SRP09-801	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	$653.9			$653.9	5/27/09	✓	✓	✓	3/26/10	4/16/10		Contractor anticipates entire work to take approximately 2- 2½ weeks. Work anticipated to start on July 6, 2010.
SCT09-802	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	$4,600.0			$4,600.0	7/22/09	✓	✓	✓	3/2/10			
SCT12-813	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	$461.7			$461.7	4/22/09	✓	✓	✓	3/12/10			
SCT08-803ABS	Various Locations	Construction for Mill & Replace	ARRA	$831.9			$831.9	6/30/10							Program additional ARRA funds $831,860 to project
SUR09-801	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	$2,933.4	$0.0	$0.0	$2,933.4	4/22/09	✓	✓	✓	3/5/10	4/6/10		Contractor has started working on this project.
TMP09-801	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	$2,083.1	$0.0		$2,083.1	4/22/09	✓	✓	✓	3/23/10*	4/22/10	Jan-10	Contract Awardd date April 22, 2010. Notice to proceed May 1, 2010.
TMP15-138ABS	Broadway Road: Mill Avenue to Evergreen	Asphalt Mill and Overlay	ARRA	$1,384.9			$1,384.9	6/30/10							Reprogram ARRA Savings
WKN09-801	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	$644.1	$0.0	$0.0	$644.1	4/22/09	✓	✓	✓				Waiting for utility improvements.
YTN09-801	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	$324.9			$324.9	4/22/09	✓	✓	✓	4/23/10	5/21/10		Contract work to start end of June and the field office is working on setting up partnering and preconstruction meeting.
YTN09-802	Peoria Ave & 115th Ave Re-alignment	Design	STP-AZ		$137.1	$7.4	$144.5	6/30/10							Reprogrammed to STP-AZ funds.
				$98,937.3	$19,962.2	$99,687.3	$125,346.0								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information			Project Funding			Project Development Status							
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
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.
GLN10-807T	Citywide	Operating Assistance - Glendale	$4.6			3/2/10	NA	NA	✓	NA			
GLN10-808T	Citywide	ADA Complimentary Assistance - Glendale	$70.3			3/2/10	NA	NA	✓	NA			
ME508-801T	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.
PEO10-803T	Citywide	ADA Complimentary Assistance - Peoria	$0.7			3/2/10	NA	NA	✓	NA			
PHX08-704T	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	$1,100.0	$1,100.0		5/27/09		✓	✓	✓		Jun-12	Staff is reviewing a revised design scope of work and fee proposal from Premier Engineering.
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	Construction is in it's initial stage. Contractor is clearing the site and beginning excavation for underground utilities.
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	Comments on the revised scope of work by the Deputy Director were forwarded to EAS on March 18. A cost analysis on the proposal and a negotiation summary/memorandum will be prepared by EAS.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information			Project Funding			Project Development Status							
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transit Projects													
PHX09-838T	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	$3,000.0	$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	Contractor finished laying out underground utilities, concrete curbs and sidewalks, and is getting ready to grade site for aggregate base course placement.
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 by Trapeze was on site March 2 - 5, 2010 installing the BSM software and providing training on System Admin, field staff using laptop and GPS for adding and updating bus stops, and map updates. Issue list has been cr
PHX09-840T	Citywide	Bus Stop Improvements	$4,321.2	$4,321.2		3/25/09	✓	✓	✓	✓		Dec-11	Southwest Fabrication received the Notice to Proceed work on 2/22/10. SW is now repairing concrete transit pads and is manufacturing transit furniture. The first batch of new furniture is scheduled to be placed at sites by the end of April
PHX10-804T	Citywide	Operating Assistance - Phoenix	$870.7			3/2/10	NA	NA	✓	NA		Mar-10	
PHX10-805T	Citywide	ADA Complimentary Assistance - Phoenix	$972.0			3/2/10	NA	NA	✓	NA		Mar-10	
PHX10-818T	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	$5,000.0	$5,000.0		3/25/09		✓	✓	✓		Jan-11	The construction plans were approved on March 16 after one review. The Statement of Readiness for Central Station has been approved by Budget & Research. Discussions are continuing on the revised CA services proposal from the consultant team. A draft RCA
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%.
SCT10-801T	Citywide	Operating Assistance - Scottsdale	$20.4			3/2/10	NA	NA	✓	NA			
TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	$6,500.0	$6,500.0		3/25/09	✓	✓	✓			Mar-11	Final Design Contract Awarded
TMP10-801T	Citywide	Operating Assistance - Tempe	$331.0			3/2/10	NA	NA	✓	NA			

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JULY 20 2010

Project Information						Project Funding			Project Development Status							
TIP #	Federal ID	Project Location	Project Description	Length	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Transportation Enhancements																
CHN09-805	CHN-0(014)	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	n/a	TEA-ARRA	$750,000	$1,161,610	$893.6	5/27/09	✓	✓	✓	6/4/10			Estimate based on low bid plus contigency.
GLB04-303R	GIL-0(015)	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	n/a	TEA-ARRA	$270,000	$680,000	$297.6	5/27/09	✓	✓	✓	9/9/09	9/18/09		
GLB08-801	GIL-0(202)	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	1	TEA-ARRA	$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	0.05	TEA-ARRA	$732,562	$732,562	$437.5	5/27/09	✓	✓	✓	12/3/09			Not yet issued. Pending City Signatures.
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	4.6	TEA-ARRA	$750,000	$1,117,817	$561.1	5/27/09	✓	✓	✓	6/25/09	7/21/09	Dec-09	Construction complete
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	1.3	TEA-ARRA	$750,000	$1,509,375	$678.0	6/24/09	✓	✓	✓	6/3/10			Estimate based on low bid plus contigency.
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	4.6	TEA-ARRA	$750.0	$1,117.8	$552.4	5/27/09	✓	✓	✓	3/24/10	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.)
SCT09-703	SCT-0(200)	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	0.75	ARRA; TEA-ARRA	$763,490	$763,490	$763.5	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	n/a	TEA-ARRA	$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)	1	TEA-ARRA	$823,772	$1,695,302	$1,644.6	5/27/09	✓	✓	✓	5/19/10			
						$5,255,004	$8,100,738									

Agenda Item #5C

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

DATE:
July 20, 2010

SUBJECT:
Enhancement Peer Review Group Round 18 Recommendations

SUMMARY:
The Enhancement Peer Review Group, (EPRG), formerly the Enhancement Funds Working Group, was formed by the MAG Regional Council in April 1993 to review and recommend a ranked list of Enhancement Fund applications from this region to the Arizona Department of Transportation (ADOT) Transportation Enhancement Review Committee (TERC). In January, 2010, after MAG was notified by ADOT that Round 18 Enhancement Fund applications would be due on August 13, 2010, MAG member agencies were informed of the availability of the funding and a schedule was distributed for the ranking and evaluation for transportation enhancement projects.

Transportation enhancement funds can be used for many types of non-traditional transportation projects, including the design and construction of pedestrian walkways and bicycle paths, bicycle education, landscaping, scenic and historic preservation, billboard removal, archaeological research, and other projects that are related to the surface transportation system. This year, twelve enhancement fund applications for projects on local roads were received totaling $7,442,160 with approximately $12.0 million available statewide. Two applications for projects on the ADOT right-of-way were received totaling $1,886,000 with approximately $8.0 million available statewide.

Projects were evaluated and ranked by the EPRG using criteria established by ADOT. The EPRG reviewed applications and recommended changes to strengthen the applications and improve their ability to compete on a statewide basis. Applicants were then requested to revise their applications based upon EPRG input. After the revised applications were reviewed, the EPRG ranked the applications. The Enhancement Peer Review Group recommends that the list of ranked applications be forwarded to ADOT for consideration by the TERC.

PUBLIC INPUT:
A workshop for potential enhancement fund applicants was held on March 22, 2010, to explain the transportation enhancement process. Notice of the workshop was mailed to persons interested in bicycling, the arts, landscape architecture, planning, hiking, historic preservation, and alternative mode transportation. All meetings of the Enhancement Peer Review Group were held in accordance with the open meeting law. Extensive opportunities for public input were included in the review and ranking process. These input opportunities occurred at EPRG committee meetings.

PROS & CONS:
PROS: Forwarding the ranked applications creates this region's opportunity to obtain federal funds for projects which fall into the eleven enhancement fund categories.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: The Enhancement Funds Working Group was reconstituted into the Enhancement Peer Review Group by the MAG Regional Council on May 28, 2008. The EPRG is chaired and vice-chaired by members of the MAG Transportation Review Committee. Committee members include one member each from the Street Committee, Bicycle and Pedestrian Committee, as well as one historic preservation representative, one landscape architecture representative, and one arts representative. Process changes included prohibiting members on the EPRG from ranking their own projects; providing that members on the EPRG serve up to two years; geographically balancing the membership on the EPRG; and ensuring transparent voting.

ACTION NEEDED:
Approval that the list of ranked applications from the MAG Enhancement Peer Review Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee.

PRIOR COMMITTEE ACTIONS:
On July 14, 2010, the MAG Management Committee unanimously recommended that the ranked list of project applications be forwarded for approval to the Arizona Department of Transportation (ADOT) Transportation Enhancement Review Committee (TERC).

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

On June 8, 2010, the Enhancement Peer Review Group unanimously recommended that the ranked list of project applications be forwarded for approval to the Arizona Department of Transportation (ADOT) Transportation Enhancement Review Committee (TERC).

MEMBERS ATTENDING

John Hauskins, Chair, Maricopa County Department of Transportation, representing Transportation Review Committee
* Tami Ryall, Vice Chair, Gilbert, representing Transportation Review Committee
Jim Coffman, Coffman Studio, representing the American Society of Landscape Architects, Arizona Chapter
Donna Isaac, Scottsdale Public Art, representing Arts community
Katherine Coles, Phoenix, representing the MAG Bicycle and Pedestrian Committee
Reba Wells Grandrud, Historic Preservation representing Historic Preservation Community
Dan Cook, Chandler, representing MAG Streets Committee

* Not present.

CONTACT PERSON:
Maureen DeCindis, (602) 254-6300.

LOCAL PROJECTS			
Final Rank	**Applicant**	**Project**	**Federal Cost**
1	Phoenix	Roosevelt Row: Narrow current street and construct new sidewalk, curb, gutter with landscaping.	$750,000
2	Queen Creek	Construct a one mile 10' -12' wide multi-use path along the Queen Creek Wash between Hawes Rd and Ellsworth Rd.	$610,459
3	Gilbert	Mid-block crossings for four pathways: Consolidated Canal and Baseline Rd., Eastern Canal & Baseline; SRP Powerline Corr & Guadalupe; SRP Powerline & Elliott.	$750,000
4	Maricopa County	Construct asphalt 5' bike lanes on both sides of New River Road from Desert Hills Drive to East Circle Mtn Road about 3.2 miles.	$459,610
5	El Mirage	Construct 1 mile hard surface Multi Use Path 10' wide with lighting with in drainage way to connect Dysart Rd and Cactus Rd.	$750,000
6	Tolleson	Construct .5 miles of a 10' wide concrete multi-use path on the north side of Van Buren with ADA ramps.	$714,912
7	Glendale	Ballpark Blvd. Connection: 10' wide signalized crossing at Ball Park Blvd; connect to the future Grand Canal Pathway and New River Pathway.	$527,661
8	Litchfield Park	Multi-use path and median refuge on Litchfield Road north of Bird Lane.	$231,854
9	Valley Metro	Bicycle & Pedestrian Safety Education Support Center will provide resources and web applications to partners.	$750,000
10	Fountain Hills	Construct 1400' of 8' wide detached concrete sidewalk with landscaping. Remove frontage road; replace with 5 driveways	$633,130
11	Buckeye	Pedestrian-Bicycle Bridge overpass across the intersection of Watson Rd and Durango Street.	$734,054
12	Scottsdale	Marshall Way Pedestrian Improvements from 2nd Street to 5th Avenue in downtown Scottsdale	$523,703
			$7,435,383
STATE PROJECTS			
1	Tempe	Rio Salado Shared Use Path Underpass at ADOT 101 & 202 Interchange	$943,000
2	Gila Bend	Pedestrian-Bicycle Bridge over State Route 85. The bridge will be 12' wide, ADA and span 100'.	$943,000
			$1,886,000

Agenda Item #5D

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

DATE:
July 20, 2010

SUBJECT:
Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:
The Fiscal Year (FY) 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007.

Since that time, there has been a request from Phoenix to add a new transit project, a request from ADOT to add a new embankment project on SR-87, and requests to modify five project costs for Litchfield Park and Tempe as they relate to the American Recovery and Reinvestment Act (ARRA) federal funds.

PUBLIC INPUT:
None.

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

CONS: None.

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

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

ACTION NEEDED:
Approval of amendments and administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: Since the recommendation of the Management Committee, Litchfield Park and Tempe have requested project modifications. On July 21, 2010, the Transportation Policy Committee will consider the requested changes. An update will be provided on action taken by the Committee.

Management Committee: On July 14, 2010, the Management Committee recommended approval of the Phoenix transit project and the SR-87 embankment project for amendments and administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for 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 July 1, 2010, the Transportation Review Committee (TRC) recommended approval of the transit project found in the attached table for amendments and administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Jorge Gastelum for Lance Calvert
* Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
Litchfield Park: Paul Ward for Woody Scoutten
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit
RPTA: Bob Anitlla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
Tempe: Jyme Sue McLaren for 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 Videoconference
# - Attended by Audioconference

CONTACT PERSON:
Eileen O. Yazzie, Transportation Programming Manager, (602) 254-6300.

Request for Project Change - 2008-2012 MAG Transportation Improvement Program

July 2010

HIGHWAY

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT10-830	ADOT	87: MP 218 - MP 224.9, Phase III	Embankment Repairs	2010		STP -AZ			$ 4,809,300	$ 290,700	$ 5,100,000	Amend: Add a new embankment repairs project in federal FY 2010 for $5,100,000.
LPK10-801ABS	Litchfield Park	Litchfield Rd: Wigwam Blvd to Camelback Rd	Roadway rehabilitation and restoration, including patching and microseal	2010	0.55	Local	$287,000				$ 287,000	Admin Mod: Change project funding type from ARRA to Local; increase project costs from $128,146 to $287,000.
LPK05-101C	Litchfield Park	Litchfield Rd Bypass at Wigwam Boulevard	Acquire Right of Way and Construct bicycle underpass	2010		CMAQ & STP-AZ	$53,850		$1,814,566		$ 1,868,416	Admin Mod: Add $128,146 of STP-AZ funds from ARRA local Litchfield Park savings. Federal funds are funded with $1,686,420 of CMAQ, and $128,146 of STP-AZ.
TMP09-704	Tempe	Crosscut Canal from Papago Park to Mouer Park	Design and Construct multi-use path (phase II)	2010		ARRA-TEA		$ 1,695,302			$ 1,695,302	Admin Mod: Project currently programmed with $823,772K - ARRA-TEA and $871,530 from ARRA Local. Change funding source to 100% ARRA-TEA.
TMP15-138	Tempe	Broadway Road: Mill Avenue to Evergreen	Asphalt Mill and Overlay	2010		ARRA		$ 2,140,511			$ 2,140,511	Admin Mod: Increase project costs from $1,384,900 to $2,140,511 funded with ARRA savings from TMP09-801.
TMP10-803	Tempe	Citywide	Purchase and Install Video Detection System	2010		CMAQ & ARRA		$ 138,989	$ 305,568		$ 444,557	Admin Mod: Change local costs (138,989) to ARRA funds with ARRA savings from TMP09-801. Total project costs remain the same.

Transit Projects

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX10-830T	Phoenix	East Baseline Rd.	Pre-design/design for park-and-ride lot	2010		5309-Disc.	$ 108,680		$ 434,720		$ 543,400	Add new project to TIP from 5309 Bus/Bus Facility discretionary program. ALI: 11.31.04

Agenda Item #5E

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

DATE:
July 20, 2010

SUBJECT:
Final Closeout of the Federal Fiscal Year 2010 MAG Federally Funded Program

SUMMARY:
The Interim federal fiscal year (FFY) 2010 MAG Closeout, approved on June 30, 2010, by the Regional Council, includes the deferral and deletion of federal funds from totaling close to $20 million. In addition, the Interim FFY 2010 MAG Closeout identified three projects to be funded with $2.204 million. Since the Interim FFY 2010 Closeout was approved, there has been a request from the Town of Buckeye to defer a project. Please see the attached table that explains the new request to defer, and the previously approved deferred projects. An amendment/modification to the FY 2008-2012 MAG Transportation Improvement Program will be necessary if the Final Closeout is approved.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Approval of these recommendations will allow for additional and accelerated transportation projects to be funded in the MAG region.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Action to close out the FFY 2010 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions include any necessary amendments or administrative adjustments to the FY 2008-2012 MAG TIP to allow the projects to proceed.

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

ACTION NEEDED:
Approval of the Final Closeout for federal fiscal year 2010 and amending/adjusting the FY 2008-2012 MAG Transportation Improvement Program and the Regional Transportation Plan 2007 Update as needed.

PRIOR COMMITTEE ACTIONS:
Management Committee: On July 14, 2010, the MAG Management Committee recommended approval of the Final Closeout for federal fiscal year 2010 and amending/adjusting the FY 2008-2012 MAG Transportation Improvement Program and the Regional Transportation Plan 2007 Update as needed.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for David Boggs, RPTA

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

Transportation Review Committee: On July 1, 2010, the TRC recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Jorge Gastelum for Lance Calvert
* Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
Litchfield Park: Paul Ward for Woody Scoutten
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Rick Naimark
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RPTA: Bob Anitlla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
Tempe: Jyme Sue McLaren for 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 Videoconference
# - Attended by Audioconference

CONTACT PERSON:
Eileen O. Yazzie, Transportation Program Manager, (602) 254-6300.

Federal Fiscal Year 2010 Closeout - Requests to Defer Projects, Remove Federal Funds/Delete Projects

PROJECTS NEEDING ACTION

Requests to Defer Projects - First Request

Per the Programming Principles, 'Member agencies are allowed a one time deferral without justification.'

Closeout Request	Section	Agency	ID	Location	Work	Length	Funding	FedCost	LocCost	Total	MAG Mode	Original Yr Prog. for Const.	# of times Deferred (not including this request)	Year Requested to be deferred	Have Letter?	Will the project be complete?
Defer	Highway	Buckeye	BKY12-802	Downtown Buckeye: 7th and Eason Ave. area	Construct sidewalks, curb and gutter		CMAQ	$ 221,550	$ 94,950	$ 316,500	Bike/Ped	2010	0	2011	Yes	Yes

PROJECTS ALREADY APPROVED BY REGIONAL COUNCIL TO BE DEFERRED

Requests to Defer Projects - Second Time or More

Per the Programming Principles, 'If a project is requesting to be deferred for the second time or more, a deferral justification letter is to be submitted.' Please see attached letters.

Closeout Request	Section	Agency	ID	Location	Work	Length	Funding	FedCost	LocCost	Total	MAG Mode	Original Yr Prog. for Const.	# of times Deferred (not including this request)	Year Requested to be deferred	Have Letter?	Will the project be complete?
Defer	Highway	Chandler	CHN07-601	Commonwealth Ave: Hamilton St to Ithaca	Pave dirt road	0.2	CMAQ	$ 325,000	$ 1,075,000	$ 1,400,000	AQ or TDM	2007	2	2011	Yes	
Defer	Highway	El Mirage	ELM09-802	125th Ave and 127th Ave: Varney Rd to Peoria Ave	Pave unpaved roads	1	CMAQ	$ 381,031	$ 1,102,252	$ 1,483,283	AQ or TDM	2009	1	2011	Yes	
Defer	Highway	Fort McDowell Yavapai Nation	FTM09-903C	Various Locations on Fort McDowell Yavapai Nation	Construct Pave dirt road	2.5	CMAQ	$ 375,000	$ 24,000	$ 399,000	AQ or TDM	2007	3	2011	Yes	
Defer	Highway	Glendale	GLN09-610	Downtown alley north of Glendale Ave between 57th Ave and 57th Dr	Transform existing service alleyway into a safe environment for pedestrian circulation and limited vehicular traffic	0.04	CMAQ	$ 240,721	$ 103,166	$ 343,887	Ped	2009	1	2012	Yes	
Defer	Highway	Glendale	GLN07-311	Alley 250 ft north of Glendale Ave: 58th Ave to 57th Dr	Design and construct alley improvements and pedestrian walkway	0.05	CMAQ	$ 75,000	$ 75,000	$ 150,000	Ped	2007	2	2012	Yes	
Defer	Highway	Mesa	MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	0.45	CMAQ	$ 910,000	$ 3,437,000	$ 4,347,000	Street	2007	2	2013	Yes	
Defer	Highway	Mesa	MES08-603	Longmore: Broadway Rd to Main St (EVIT)	Design and construct bicycle path to connect Broadway Rd with Main St and the Light Rail Station	0.5	CMAQ	$ 1,082,739	$ 388,961	$ 1,471,700	Bicycle	2008	2	2011	Yes	
Defer	Highway	Phoenix	PHX09-619	19th Ave at Greenway Rd	Construct multi-use path and bridge (phase 2)	0.04	CMAQ	$ 1,010,000	$ 2,174,100	$ 3,184,100	Bicycle	2009	1	2011	Yes	
Defer	Highway	Phoenix	PHX09-624	Various locations	Construct regional ITS fiber optic backbone, phase B-1	30	CMAQ	$ 665,000	$ -	$ 665,000	ITS	2009	1	2011	Yes	
Defer	Highway	Phoenix	PHX09-871	Various locations	Pave unpaved alleys	18	CMAQ	$ 466,667	$ 200,000	$ 666,667	AQ or TDM	2009	1	2011	Yes	
Defer	Highway	Phoenix	PHX09-872	Various locations	Pave unpaved roads	3	CMAQ	$ 1,050,000	$ 450,000	$ 1,500,000	AQ or TDM	2009	1	2011	Yes	
Defer	Highway	Scottsdale	SCT07-606	Dynamite Blvd: Pima Road to Alma School Road	Install Vertical Curb and Gutter	3	CMAQ	$ 500,000	$ 500,000	$ 1,000,000	AQ or TDM	2007	3	2011	Yes	
Defer	Highway	Surprise	SUR09-820	Rural Area West of 219th Ave between Pinnacle Peak & Deer Valley	Pave unpaved roads	3.27	CMAQ	$ 1,602,302	$ 686,700	$ 2,289,002	AQ or TDM	2009	1	2011	Yes	
								$ 8,683,460								

Federal Fiscal Year 2010 Closeout - Requests to Defer Projects, Remove Federal Funds/Delete Projects

PROJECTS ALREADY APPROVED BY REGIONAL COUNCIL TO BE DEFERRED

Requests to Defer Projects - First Request

Per the Programming Principles, 'Member agencies are allowed a one time deferral without justification.'

Defer	Highway	El Mirage	ELM13-903	Dysart Ranchettes area: Varney Rd, Peoria Ave, Dysart Rd, El Mirage	Paving dirt roads	3.4	CMAQ	$ 1,250,000	$ 1,750,000	$ 3,000,000	AQ/TDM	2010	0	2011	Not needed	
Defer	Highway	Glendale	GLN07-779	Various Locations: Camelback Rd, Litchfield Rd, Olive Ave, Greenway Rd, 83rd Ave, 75th Ave	Pave dirt shoulders	5.17	CMAQ	$ 133,035	$ 133,035	$ 266,070	AQ or TDM	2008	2	2011	Pending	
Defer	Highway	Phoenix	PHX10-845	Salt River: 24th Street to I-10/Tempe Drain	Construct Multi-use path		CMAQ	$ 801,606	$ 480,100	$ 1,281,706	Bike/Ped	2010	0	2011	Not needed	
Defer	Highway	Tempe	TMP10-620	Broadway Rd: Rural Rd to Mill Ave	Construct pedestrian and bicycle facilities improvements	1	CMAQ	$ 2,571,780	$ 2,571,780	$ 5,143,560	Bike/Ped	2010	0	2011	Not needed	
Defer	Highway	Tempe	TMP10-629	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	1.1	CMAQ	$ 120,000	$ 400,000	$ 520,000	Bike/Ped	2010	0	2011	Not needed	
Defer	Highway	Buckeye	BKY10-801	Miller Road: Hazen Rd to I-10 and Monroe (MC85): Miller Rd to Apache Rd	Interconnect Traffic Signals	6	CMAQ	$ 210,000	$ 90,000	$ 300,000	ITS	2010	0	2013	Not needed	
Defer	Highway	Buckeye	BKY11-801	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	0.22	CMAQ	$ 64,456	$ 3,896	$ 68,352	AQ or TDM	2011	0	2013	Not needed	
Defer	Highway	Chandler	CHN13-901	Various Locations in the City of Chandler	Paving dirt alleys	10	CMAQ	$ 350,000	$ 589,000	$ 939,000	AQ or TDM	2010	0	2011	Not needed	
Defer	Highway	Fort McDowell Yavapai Nation	FTM13-901	Various Locations on Fort McDowell Yavapai Nation	Paving dirt roads	4.7	CMAQ	$ 700,000	$ 1,650,000	$ 2,350,000	AQ or TDM	2010	0	2011	Not needed	
Defer	Highway	Phoenix	PHX10-633	Various locations	Construct regional ITS fiber optic backbone, phase B-2	30	CMAQ	$ 665,000	$ -	$ 665,000	ITS	2010	0	2011	Yes-Not Needed	
Defer	Highway	Phoenix	PHX13-904	Various Locations in the City of Phoenix: 44 miles of dirt alleys	Paving dirt alleys	44	CMAQ	$ 1,200,000	$ 920,000	$ 2,120,000	AQ or TDM	2010	0	2011	Yes-Not Needed	
Defer	Highway	Scottsdale	SCT10-617R	Scottsdale Rd: Earll Dr to Chaparral Rd	Upgrade sidewalks and add bicycle lanes	3	CMAQ	$ 510,696	$ 2,540,741	$ 3,051,437	Ped	2010	0	2011	Yes-Not Needed	
								$ 8,576,573								

PROJECTS ALREADY APPROVED BY REGIONAL COUNCIL TO BE DELETED

Requests to Remove Federal Funds from the Project/Delete Project

Delete	Highway	Mesa	MES06-203C	Pepper Pl: Lewis St to Robson St	Construct multi-use path	0.5	CMAQ	$ 305,961	$ 93,039	$ 399,000	Bicycle	Request to Delete Project	No
Delete	Highway	Mesa	MES07-314	South Canal: Val Vista Dr to Greenfield Rd	Construct multi-use path. Development of multi-use path system (MUP)	1.25	CMAQ	$ 541,800	$ 232,200	$ 774,000	Bicycle	Request to Delete Project	No
Delete	Highway	Mesa	MES09-605	Grand St: Broadway Rd to 6th Ave (Nuestro neighborhood phase 1)	Improve pedestrian facilities	0.25	CMAQ	$ 441,041	$ 189,018	$ 630,059	Ped	Request to Delete Project	No
Delete	Highway	Mesa	MES10-608	South Canal: McDowell Rd to Val Vista Dr	Construct new multi-use path on the north bank	1.5	CMAQ	$ 852,505	$ 568,337	$ 1,420,842	Bicycle	Request to Delete Project	No
Delete	Highway	Glendale	GLN08-605	Glendale Ave: Loop 101 to Luke AFB	Pave access points	5	CMAQ	$ 63,000	$ 27,000	$ 90,000	AQ or TDM	Request to Delete Project	No
								$ 2,204,307					

Agenda Item #5F

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

DATE:
July 20, 2010

SUBJECT:
Draft Fiscal Year 2011 Arterial Life Cycle Program

SUMMARY:
A.R.S. 28-6352 (B) requires MAG to develop a budgeting process that ensures that the costs for the arterial program do not exceed available revenues from the regional sales tax extension and MAG federal funds. The Arterial Life Cycle Program (ALCP) provides a listing of 93 of the original 94 Regional Transportation Plan (RTP) arterial projects and maintains the fiscal constraint of the life cycle program over the remaining 20-year life cycle of the sales tax. The projects follow the priorities established in the RTP. In some cases, projects are advanced, deleted, deferred, exchanged, or substituted per the ALCP Policies and Procedures (Policies). The ALCP represents a program that is fiscally balanced for each year.

As part of the ALCP process, Lead Agencies are required to update ALCP Projects at least once a year and MAG staff produce a new ALCP reflecting the project updates. While developing the Draft fiscal year (FY) 2011 ALCP, participating Lead Agencies submitted project information for all ALCP Projects following the process and deadlines established in the Transportation Programming Guidebook. MAG staff has programmed the Draft FY 2011 ALCP using this project information and the projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds.

Per the Policies approved on December 9, 2009, specific proposed changes to projects programmed in the ALCP must be recommended by the MAG Street Committee before the change may be included in the Draft ALCP. Proposed changes that must be presented to the MAG Street Committee include a change in project scope, the deletion of a project and/or the inclusion of a substitute project in the program. Between February and April 2010, the MAG Street Committee heard proposed project changes, which included:

- changes in scope and length for the Avenida Rio Salado project by the City of Phoenix
- the deletion of Price Road improvements and the inclusion of substitute projects by the City of Chandler
- the reallocation of project savings to two additional projects by the City of Peoria

Regional reimbursements are adjusted during the annual update process using the United States Consumer Price Index (CPI), All Urban Consumers – West Region All Items (CUUR0400SA0), per the ALCP Policies and Procedures. The inflation rate from 2009$ to 2010$ was 1.588 percent. The Draft FY 2011 ALCP includes the inflated reimbursement amounts. MAG staff also inflated the local and regional reimbursement amounts for the ALCP Projects listed in the FY 2011-2015 MAG Transportation Improvement Program (TIP) Draft.

The Draft FY 2011 ALCP confirms the project schedules for MAG and jurisdictions to move forward on Project Overviews, Project Agreements, and Project Reimbursement Requests for FY 2011 Projects.

The attached documents include (1) a memorandum addressing the FY 2011 Arterial Life Cycle Program; (2) the Draft FY 2011 ALCP and legend; and, (3) a listing of project changes from FY 2010 to FY 2011, which were incorporated into the Draft ALCP.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: An approved Draft FY 2011 ALCP meets the legal requirement of MAG for the arterial street component of the RTP. The approved Draft FY 2011 ALCP will allow jurisdictions and MAG to complete Project Overviews, enter into Project Agreements and allow Lead Agencies to receive regional reimbursements for FY 2011 ALCP Projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: MAG will have a current Life Cycle budget for the arterial portion of Proposition 400, which totals about $1.78 billion. This information will be also reflected in the FY 2011-2015 MAG TIP.

POLICY: A.R.S. 28-6352 (B) requires that MAG develop a budgeting process for the arterial street component of the RTP.

ACTION NEEDED:
Approval of the Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program contingent on a finding of conformity of the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update with applicable air quality plans.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On July 14, 2010, the Management Committee voted to recommend approval of the Draft FY 2011 Arterial Life Cycle Program (ALCP) contingent on a new Finding of Conformity for the Regional Transportation Plan 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program with the applicable air quality plans.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson

Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

On July 1, 2010, the Transportation Review Committee voted to recommend approval of the Draft FY 2011 Arterial Life Cycle Program (ALCP) contingent on a new Finding of Conformity for the Regional Transportation Plan 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program with the applicable air quality plans.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Jorge Gastelum for Lance Calvert
* Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
Litchfield Park: Paul Ward for Woody Scoutten
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit
RPTA: Bob Anitlla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

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

On April 13, 2010, the Street Committee voted to recommend approval of the reallocation of ALCP project savings to two additional City of Peoria projects for inclusion in the FY 2010 Arterial Life Cycle Program and the Draft FY 2011 Arterial Life Cycle Program. The projects to be programmed with the project savings included arterial intersection improvements at 75th Avenue and Thunderbird Road and arterial capacity improvements on 83rd Avenue from Butler Road to Mountain View Drive.

MEMBERS ATTENDING

Dan Cook, Chandler, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
Jose Heredia, Buckeye
* Lance Calvert, El Mirage
* Devi Samudrala for Tony Rodriguez, Gila River Indian Community
Kurt Sharp, Gilbert
Allan Grover for Bob Darr, Glendale
Hugh Bigalk, Goodyear
Gino Turrubiartes, Guadalupe
* Thomas Chlebanowski for Darryl Crossman, Litchfield Park
Tanya Glass for Chris Plumb, Maricopa Co.
Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Ben Wilson, Peoria
Shane L. Silsby, Phoenix
* Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Todd Taylor for Phil Kercher, Scottsdale
Nicholas Mascia for Robert Maki, Surprise
Shelly Seyler, Tempe
* Jason Earp, Tolleson
Grant Anderson, Youngtown

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

On March 9, 2010, the Street Committee voted to recommend approval to delete the Price Road improvements project and include proposed substitute projects in the Draft FY 2011 Arterial Life Cycle Program. The proposed Price Road substitute projects included Chandler Heights Rd. from Arizona Ave. to McQueen Rd., Chandler Heights Rd. from McQueen Rd. to Gilbert Rd., McQueen Rd. from Ocotillo Rd. to Riggs Rd., Ocotillo Rd. from Cooper Rd. to Gilbert Rd., Price Rd. at Germann Rd., Price Rd. at Queen Creek Rd., and Price Rd. from the Santan Freeway to Germann Rd.

MEMBERS ATTENDING

Dan Cook, Chandler, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
Jose Heredia, Buckeye
* Lance Calvert, El Mirage
* Tony Rodriguez, Gila River Indian Community
Kurt Sharp, Gilbert
Bob Darr, Glendale
Hugh Bigalk, Goodyear
Gino Turrubiartes, Guadalupe
Paul Ward for Darryl Crossman, Litchfield Park
Tanya Glass for Chris Plumb, Maricopa Co.
Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Ben Wilson, Peoria
Shane L. Silsby, Phoenix
Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Todd Taylor for Phil Kercher, Scottsdale
Nicholas Mascia for Robert Maki, Surprise
Shelly Seyler, Tempe
* Jason Earp, Tolleson
Grant Anderson, Youngtown

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

On February 9, 2010, the Street Committee voted to recommend approval of proposed changes to the project scope for the Avenida Rio Salado project in the Draft FY 2011 Arterial Life Cycle Program. The proposed change removed a bridge and interchange from the project scope and reduced the length of the project.

MEMBERS ATTENDING

Dan Cook, Chandler, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
Jose Heredia, Buckeye
* Lance Calvert, El Mirage
Devi Samudrala for Tony Rodriguez, Gila River Indian Community
Kurt Sharp, Gilbert
Bob Darr for Wade Ansell, Glendale
Hugh Bigalk, Goodyear
Gino Turrubiartes for Jim Ricker, Guadalupe
Paul Ward for Darryl Crossman, Litchfield Park
Chris Plumb, Maricopa County
Ken Hall, Mesa
* Andrew Cooper, Jr., Paradise Valley
Ben Wilson, Peoria
Shane L. Silsby, Phoenix
Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Phil Kercher for David Meinhart, Scottsdale
Nicholas Mascia for Robert Maki, Surprise
Shelly Seyler, Tempe
* Jason Earp, Tolleson
Grant Anderson, Youngtown

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

CONTACT PERSON:

Christina Hopes, Transportation Planner II, 602.254.6300, chopes@mag.maricopa.gov

MARICOPA ASSOCIATION of GOVERNMENTS

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Phone (602) 254-6300 FAX (602) 254-6490
Email: mag@mag.maricopa.gov Website: www.mag.maricopa.gov

July 20, 2010

TO: Members of the MAG Regional Council

FROM: Christina Hopes, Transportation Planner II

SUBJECT: DRAFT FISCAL YEAR 2011 ARTERIAL LIFE CYCLE PROGRAM

The Arterial Life Cycle Program (ALCP) provides management for the arterial street component of the Regional Transportation Plan (RTP) and is updated annually to reflect current project information. ALCP revenues and expenditures also must be fiscally constrained, per Arizona Revised Statute 28-6352(B). The Draft fiscal year (FY) 2011 ALCP is fiscally constrained over the remaining period of the 20-year life cycle program using projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds.

The ALCP Policies and Procedures approved on December 9, 2009, state that regional reimbursements will be adjusted using the United States Consumer Price Index (CPI), All Urban Consumers – West Region All Items (CUUR0400SA0). Regional reimbursements in the Draft FY 2011 ALCP have been inflated to 2010$ using an inflation rate of 1.588 percent. Using the same inflation factor, MAG Staff has inflated the local and regional reimbursement amounts for ALCP Projects listed in the Draft FY 2011-2015 MAG Transportation Improvement Program (TIP), which will be presented to the Committee in June for approval.

Reimbursement amounts in FY 2010 and FY 2011 will be adjusted prior to the approval of the Draft FY 2011 ALCP by the Regional Council dependent on reimbursement requests submitted to MAG by June 14, 2010. Several materials are attached for review, including the Draft FY 2011 Arterial Life Cycle Program. Table A indentifies project changes from FY 2010 to FY 2011 in the ALCP. The most notable change was the reprogramming of the Price Road project, which included the deletion of the original project and inclusion of several capacity improvement projects in the general vicinity of the original project.

Regional reimbursements are listed by work phase, expressed in millions, and are rounded to the nearest thousand. The remaining regional budget is listed next to the project's RTP ID. The ALCP contains a number of abbreviations and acronyms, which are summarized in Table B. For further information or questions, please contact Christina Hopes by phone at 602-254-6300 or by email at chopes@mag.maricopa.gov.

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
CHANDLER																												
Arizona Ave at Chandler Blvd: Intersection Improvements	AII-ARZ-30-03	$ -				CO																						
			RARF	DES	2004	CO			0.189																			
			RARF	ROW	2005	CO			1.013																			
			RARF	CONST	2006	CO			2.380																			
Arizona Ave at Elliot Rd: Intersection Improvements	AII-ARZ-10-03	$ -																										
			RARF	DES	2003	E/A/CO					0.215																	
			RARF	ROW	2006	E/A/CO					0.314																	
			RARF	CONST	2006	E/A/CO					2.682																	
Arizona Ave at Ray Rd: Intersection Improvements	AII-ARZ-20-03					CO																						
			RARF	DES	2005	CO		0.198																				
			RARF	ROW	2006	CO		0.660																				
			RARF	CONST	2007	CO		2.616																				
Arizona Avenue: Ocotillo Rd to Hunt Hwy	ACI-ARZ-10-03	$ 7,406,883																										
			STP-MAG	DES	2022	E/D																	1.303					
			STP-MAG	ROW	2022	E/D																	1.138					
			STP-MAG	CONST	2022	E/D																	4.966					
Chandler Blvd at Alma School: Intersection Improvements	AII-CHN-10-03	$ 3,361,392																										
			RARF	DES	2008-2010					0.235	0.135	0.348																
			RARF	ROW	2009					0.016		0.578																
			RARF	CONST	2012									2.436														
Chandler Blvd at Dobson Rd: Intersection Improvements	AII-CHN-20-03	$ 427,225																										
			RARF	DES	2005-2008			0.017	0.041	0.139																		
			RARF	ROW	2007-2010				0.026	0.837	1.013																	
			RARF	CONST	2010/2011							0.427																
Chandler Blvd at Kyrene Rd: Intersection Improvements	AII-CHN-30-03	$ 3,752,969																										
			CMAQ	DES	2026	E/D																					0.262	
			CMAQ	ROW	2026	E/D																					0.741	
			CMAQ	CONST	2026	E/D																					2.750	
Gilbert Rd: Loop 202 to Hunt Hwy	ACI-GIL-10-03	$ 14,649,001																										
Gilbert Rd: 202L/Germann to Queen Creek Rd	ACI-GIL-10-03-A		RARF	DES	2008/2009	E/A/CO					0.327																	
			RARF	ROW	2008/2009	E/A/CO					0.715																	
			RARF	CONST	2008 -2010	E/A/CO					5.036											0.670						
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	ACI-GIL-10-03-B		RARF	DES	2010	E/A												0.391										
			RARF	ROW	2011	E/A												0.921										
			RARF	CONST	2012	E/A												0.565				1.876					0.258	
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ACI-GIL-10-03-C		RARF	DES	2009/2010	E/A																					0.378	
			RARF	ROW	2012	E/A																					1.070	
			RARF	CONST	2013	E/A																					2.103	2.406
Gilbert Rd: Ocotillo Rd to Chandler Heights	ACI-GIL-10-03-D		RARF	DES	2010	E/A												0.391										
			RARF	ROW	2011	E/A												0.921										
			RARF	CONST	2014	E/A												0.565				1.876					0.258	
Kyrene Rd/Ray Rd: Intersection Improvements	AII-KYR-10-03	$ 3,752,969																										
			CMAQ	DES	2022	E/D																	0.180					
			CMAQ	ROW	2023	E/D																		0.568				
			CMAQ	CONST	2024	E/D																			3.004			
Price Rd Extenstion Replacement Projects	ACI-PRC-10-03	$ 49,506,496																										

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Chandler Heights Rd: Arizona Ave to McQueen Road	ACI-PRC-10-03-A		STP-MAG	DES	2017													0.811										
			STP-MAG	ROW	2017													1.067										
			STP-MAG	CONST	2018														5.404									
Chandler Heights Road: McQueen Road to Gilbert Road	ACI-PRC-10-03-B		STP-MAG	DES	2019															1.195								
			STP-MAG	ROW	2020																2.916							
			STP-MAG	CONST	2020																6.618							
McQueen Road: Ocotillo Road to Riggs Road	ACI-PRC-10-03-C		RARF	DES	2014										0.806													
			RARF	ROW	2015											1.849												
			RARF	CONST	2015											2.461							2.111					
Ocotillo Road: Arizona Avenue to McQueen Road	ACI-PRC-10-03-D		RARF	DES	2014										0.516													
			RARF	ROW	2014											1.351												
			RARF	CONST	2015	E/D										2.329							2.032					
Ocotillo Road: Cooper Road to Gilbert Road	ACI-PRC-10-03-E		STP-MAG	DES	2017													0.629										
			STP-MAG	ROW	2017/2018														1.636									
			STP-MAG	CONST	2019															4.196								
Price Rd at Germann Rd: Intersection Improvements	ACI-PRC-10-03-F		CMAQ	DES	2019																0.370							
			CMAQ	ROW	2020																0.519							
			CMAQ	CONST	2020																2.468							
Price Rd at Queen Creek Rd: Intersection Improvements	ACI-PRC-10-03-G		STP-MAG	DES	2019															0.526								
			STP-MAG	ROW	2020																1.159							
			STP-MAG	CONST	2020																3.506							
Price Rd: Santan to Germann	ACI-PRC-10-03-H		RARF	DES	2005	E/A										0.333												
			RARF	ROW	2007	E/A										0.071												
			RARF	CONST	2008	E/A										2.631												
Ray Rd at Alma School Rd: Intersection Improvements	All-RAY-10-03	$ 3,629,626																										
			RARF	DES	2008/2009				0.137	0.217																		
			RARF	ROW	2009/2010					1.863																		
			RARF	CONST	2011	D						3.630																
Ray Rd at Dobson Rd: Intersection Improvements	All-RAY-20-03	$ 6,678,446																										
			STP-MAG	DES	2014	E/D											0.705											
			STP-MAG	ROW	2015	E/D											1.273											
			STP-MAG	CONST	2015	E/D											4.700											
Ray Rd at McClintock Dr: Intersection Improvements	All-RAY-40-03	$ 5,613,550																										
			STP-MAG	DES	2009, 2014	E/D											0.614											
			STP-MAG	ROW	2015	E/D											0.903											
			STP-MAG	CONST	2015	E/D											4.096											
Ray Rd at Rural Rd: Intersection Improvements	All-RAY-50-03	$ 3,752,969																										
			CMAQ	DES	2023	E/D																		0.190				
			CMAQ	ROW	2024	E/D																			0.543			
			CMAQ	CONST	2025	E/D																				3.021		
CHANDLER/GILBERT																												
Queen Creek Rd: Arizona Ave to Higley Rd	ACI-QNC-10-03	$ 31,675,185																										
Queen Creek Rd: Arizona Ave to McQueen Rd (CHN)	ACI-QNC-10-03-A		RARF	DES	2005-2008	A/CO				0.307																		
			RARF	ROW	2005 -2008	A/CO				1.393																		
			RARF	CONST	2008/2009	A/CO				3.972																		
Queen Creek Rd: McQueen Rd to Gilbert Rd (CHN)	ACI-QNC-10-03-B		STP-MAG	DES	2019	E/D														1.163								

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			STP-MAG	ROW	2020	E/D															1.564							
			STP-MAG	CONST	2020	E/D/RD															5.719	2.032						
Queen Creek Rd: Lindsay Rd to Greenfield Rd (GIL)	ACI-QNC-10-03-C		RARF	DES	2013									0.708														
			RARF	ROW	2014										4.151													
			RARF	CONST	2015											6.672												
Queen Creek Rd: Greenfield Rd to Higley (GIL)	ACI-QNC-10-03-D		RARF	DES	2011								0.545															
			RARF	ROW	2012									2.171	2.171													
			RARF	CONST	2013										2.390	2.390												
FOUNTAIN HILLS																												
Shea Blvd: Palisades Blvd to Cereus Wash	ACI-SHA-10-03	$ 5,681,124																										
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	ACI-SHA-10-03-A		RARF	DES	2009					0.248		0.040																
Shea Blvd: Technology Dr to Cereus Wash	ACI-SHA-10-03-B		RARF	DES	2009					0.064	0.096	0.177																
			RARF	ROW	2011	D						0.021																
			RARF	CONST	2011	D						1.422	1.422															
Shea Blvd: Palisades Blvd to Technology Dr	ACI-SHA-10-03-C		STP-MAG	DES	2018	D													0.579									
			STP-MAG	ROW	2019	D														0.163								
			STP-MAG	CONST	2020	D															1.856							
GILBERT																												
Elliot Rd at Cooper Rd: Intersection Improvements	AII-ELT-30-03	$ 4,115,894																										
			STP-MAG	DES	2018	E/D																0.234						
			STP-MAG	ROW	2019	E/D																0.823						
			STP-MAG	CONST	2020	E/D																3.059						
Elliot Rd at Gilbert Rd: Intersection Improvements	AII-ELT-40-03	$ 3,752,969																										
			CMAQ	DES	2019	E																	0.249					
			CMAQ	ROW	2020	E																	3.504					
			CMAQ	CONST	2021	E/D																						
Elliot Rd at Greenfield Rd: Intersection Improvements	AII-ELT-10-03	$ 3,752,969																										
			RARF	DES	2015	A																		0.250				
			RARF	ROW	2016	A																		1.724				
			RARF	CONST	2017	A																		1.778				
Elliot Rd at Higley Rd: Intersection Improvements	AII-ELT-20-03	$ 3,752,969																										
			CMAQ	DES	2018	E/A																0.402						
			CMAQ	ROW	2019	E/A																0.640						
			CMAQ	CONST	2020	E/A																2.711						
Elliot Rd at Val Vista Dr: Intersection Improvements	AII-ELT-50-03	$ 3,752,969																										
			RARF	DES	2015	E/A																	0.216					
			RARF	ROW	2016	E/A																	0.756					
			RARF	CONST	2017	E/A																	2.781					
Germann Rd: Gilbert Rd to Power Rd	ACI-GER-20-03	$ 22,033,561																										
Germann Rd: Gilbert Rd to Val Vista Dr	ACI-GER-20-03-A		RARF	DES	2013	E/D																				0.792		
			RARF	ROW	2014	E/D																				1.213		
			RARF	CONST	2015	E/D																				2.302	2.302	
Germann Rd: Val Vista Dr to Higley Rd	ACI-GER-20-03-B		RARF	DES	2013	E/D														1.137								
			RARF	ROW	2014	E/D														2.465								
			RARF	CONST	2015	E/D														3.904							7.918	
Greenfield Rd: Elliot Rd to Ray Rd	ACI-GRN-10-03	$ 3,752,950																										
			RARF	DES	2013	E/A										0.417												

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			RARF	ROW	2014	E/A										1.593												
			RARF	CONST	2015	E/A										1.743												
Guadalupe Rd at Cooper Rd: Intersection Improvements	AII-GUD-30-03	$ 3,752,969																										
			RARF	DES	2010	E						0.236																
			RARF	ROW	2010	E						1.592																
			RARF	CONST	2010/2011	E/D						1.925																
Guadalupe Rd at Gilbert Rd: Intersection Improvements	AII-GUD-40-03	$ 3,752,969																										
			RARF	DES	2011	E/D								0.265														
			RARF	ROW	2012	E/D									1.293													
			RARF	CONST	2013	E/D										2.195												
Guadalupe Rd at Greenfield Rd: Intersection Improvements	AII-GUD-10-03	$ 3,752,969																										
			CMAQ	DES	2021																			0.286				
			CMAQ	ROW	2022																			0.542				
			CMAQ	CONST	2023																			2.925				
Guadalupe Rd at Power Rd: Intersection Improvements	AII-GUD-20-03	$ 3,752,969																										
			RARF	DES	2016	E/A																						
			RARF	ROW	2017	E/A																						
			RARF	CONST	2018	E/A																				3.753		
Guadalupe Rd at Val Vista Dr: Intersection Improvements	AII-GUD-50-03	$ 3,752,969																										
			CMAQ	DES	2016												0.238											
			CMAQ	ROW	2017													0.878										
			CMAQ	CONST	2018														2.637									
Ray Rd: Val Vista Dr to Power Rd	ACI-RAY-10-03	$ 16,585,702																										
Ray Rd: Val Vista to Higley	ACI-RAY-10-03-A		RARF	DES	2015	E/A																		0.660				
			RARF	ROW	2016	E/A																		1.524				
			RARF	CONST	2017	E/A																		3.056				
Ray Rd: Higley to Recker	ACI-RAY-10-03-B		RARF	DES	2015	E/A																	0.660					
			RARF	ROW	2016	E/A																	1.087					
			RARF	CONST	2017	E/A																	2.032					
Ray Rd: Recker to Power	ACI-RAY-10-03-C		RARF	DES	2015	E/A																		0.660				
			RARF	ROW	2016	E/A																		1.016				
			RARF	CONST	2017	E/A																		3.930				
			RARF	SAVE	2027	E/A																						1.961
Ray Rd at Gilbert Rd: Intersection Improvements	AII-RAY-30-03	$ 3,752,969																										
			RARF	DES	2016	E																					0.244	
			RARF	ROW	2017	E																					1.138	
			RARF	CONST	2018	E																					2.371	
Val Vista Dr: Warner Rd to Pecos Rd	ACI-VAL-20-03																											
			RARF	DES	2004	CO		0.680																				
			RARF	ROW	2005	CO		1.248																				
			RARF	CONST	2005/2006	CO		1.616	6.934																			
Warner Rd at Cooper Rd: Intersection Improvements	AII-WNR-10-03	$ -																										
			RARF	DES	2008					0.514	0.064																	
			RARF	ROW	2009/2010					0.585	0.049																	
			RARF	CONST	2009/2010					0.205	2.283																	
Warner Rd at Greenfield Rd: Intersection Improvements	AII-WRN-20-03	$ 3,752,969																										
			RARF	DES	2013									0.332														
			RARF	ROW	2014										1.019													

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			RARF	CONST	2015											2.402												
GILBERT/MESA/MARICOPA COUNTY																												
Power Rd: Santan Fwy to Chandler Heights	ACI-PWR-10-03	$ 15,356,192																										
Power Rd at Pecos: Intersection Improvements (GIL)	ACI-PWR-10-03-A		RARF	DES	2008	E/A					0.064																	
			RARF	ROW	2008/2009	E/A					0.048																	
			RARF	CONST	2008/2009	E/A/RD					5.032																	
Power Rd: Santan Fwy to Pecos Rd (GIL)	ACI-PWR-10-03-B		RARF	DES	2010	E/A						1.029																
			RARF	ROW	2010/2011	E/A						1.778	2.655															
			RARF	CONST	2011/2012	E/A							2.936	6.959														
Power Rd: Pecos Rd to Chandler Heights (GIL)	ACI-PWR-10-03-C		RARF	DES	2022																							
			RARF	ROW	2023																							
			RARF	CONST	2024																							
Power Rd: Baseline Rd to Santan Fwy	ACI-PWR-20-03	$ 10,197,271																										
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202 (MES)	ACI-PWR-20-03-A		RARF	PREDES/ DES	2008-2010, 2016	E/D											1.483											
			RARF	ROW	2017	E/D												2.004										
			RARF	CONST	2018	E/D													6.710									
Power Rd: Baseline Rd to East Maricopa Floodway (MC)	ACI-PWR-20-03-B		RARF	DES	2007	E/A/CO				0.251																		
			RARF	ROW	2007	E/A/CO				2.627																		
			RARF	CONST	2008/2009	E/A/CO				4.882																		
MARICOPA COUNTY																												
Dobson Rd: Bridge over Salt River	ACI-DOB-10-03	$ 18,522,719																										
			RARF	DCR	2009																							
			RARF	EA	2009																							
			RARF	DES	2013	D																						
			STP-MAG	ROW	2014	D/RD										7.619	5.046											
			STP-MAG	CONST	2015	D/RD											5.857											
El Mirage Rd: Bell Rd to Jomax Rd	ACI-ELM-10-03	$ 13,868,806																										
El Mirage Rd: Bell Rd to Deer Valley Dr	ACI-ELM-10-03-A		RARF	DES	2006-2009	A						0.604																
			RARF	ROW	2003-2007	A						1.905																
			RARF	CONST	2010/2011	A						1.692						2.929	6.739									
El Mirage Rd: L303 to Jomax	ACI-ELM-10-03-C		RARF	DES	2024	D																						
			RARF	ROW	2024	D																						
			RARF	CONST	2024	D																						
El Mirage Rd: Deer Valley Dr to L303	ACI-ELM-10-03-D		RARF	OES	2008	A/CO					0.577																	
			RARF	ROW	2009	A/CO					1.167																	
			RARF	CONST	2009	A/CO					3.790																	
El Mirage Rd: Thunderbird Rd to Bell Rd	ACI-ELM-20-03	$ 19,842,652																										
			RARF	STUDY	2006	A																						
			RARF	PRE-DES	2008-2010	A				1.105	0.342																	
			RARF	DES	2011/2012	A						0.210	1.310	0.432														
			RARF	ROW	2013/2014	A								1.213	0.939													
			RARF	CONST	2015/2016											5.838	4.951	4.951										
El Mirage Rd: Thunderbird Rd to Northern Ave	ACI-ELM-30-03	$ 16,706,766																										
			RARF	STUDY	2008	A														0.304								
			RARF	DES	2016															3.590								
			RARF	ROW	2016															2.280								
			RARF	CONST	2017/2018															4.300	6.232							

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Gilbert Rd: Bridge over Salt River	ACI-GIL-20-03	$ 13,922,305																										
			STP-MAG	DCR	2009	A																						
			STP-MAG	EA	2009	A																						
			STP-MAG	DES	2011									1.690														
			STP-MAG	ROW	2011									2.045														
			STP-MAG	CONST	2015											10.188												
Jomax Rd: 303L to Sun Valley Pkwy	ACI-JMX-10-03	$ 20,580,799																										
			RARF	ROW	2017															10.290								
			RARF	ROW	2018																10.290							
McKellips Rd: Bridge over Salt River	ACI-MCK-30-03	$ 13,922,305																										
			RARF	DCR	2009	A																						
			RARF	EA	2009	A																						
			RARF	ROW	2015											2.664												
			RARF	CONST	2016	D											11.258											
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	ACI-MCK-40-03	$ 39,224,581																										
			STP-MAG	PRE-DES	2009	A																						
			STP-MAG	DES	2013										0.522													
			STP-MAG	ROW	2014											0.795												
			STP-MAG	CONST	2015												7.247											
			RARF	SAVE	2014/2015	RD											10.220	10.220	10.220									
Northern Pkwy: Sarival to Grand (Phase I)	ACI-NOR-30-03	$ 40,531,985																										
Northern Pkwy: Sarival to Dysart	ACI-NOR-30-03-A		STP-MAG	Pre-DES	2003-2011	D					2.800																	
			STP-MAG	DES	2011/2012	D					5.670																	
			STP-MAG	ROW	2010/2011	D					11.217																	
			STP-MAG	CONST	2011-2013	D						1.707	19.200	14.423														
Northern Parkway: ROW Protection	ACI-NOR-30-03-B		STP-MAG	ROW	2003-2012	D						2.601	2.601															
Northern Pkwy: Sarival to Grand (Phase II)	ACI-NOR-10-03	$ 84,744,464																										
Northern Pkwy: Sarival to Dysart	ACI-NOR-10-03-A		STP-MAG	Reimb.	2012												7.913											
Northern Pkwy: Dysart to 111th	ACI-NOR-10-03-B		STP-MAG	DES	2013	A											0.807											
			STP-MAG	ROW	2014	A											8.140											
			STP-MAG	CONST	2014/2015	A												9.973										
Northern Pkwy: Sarival Overpass	ACI-NOR-10-03-C		STP-MAG	DES	2013	A											0.733											
			STP-MAG	CONST	2014	A												9.020										
Northern Pkwy: Reems Overpass	ACI-NOR-10-03-D		STP-MAG	DES	2013	A											0.587											
			STP-MAG	CONST	2014	A												7.773										
Northern Pkwy: Litchfield Overpass	ACI-NOR-10-03-E		STP-MAG	DES	2014	A											0.587											
			STP-MAG	CONST	2015	A												7.260										
Northern Pkwy: Agua Fria Bridge	ACI-NOR-10-03-F		STP-MAG	DES	2013	A											0.367											
			STP-MAG	CONST	2014	A											4.547											
Northern Pkwy: Northern Avenue at L101	ACI-NOR-10-03-G		STP-MAG	DES	2014	A											1.613											
			STP-MAG	CONST	2015	A												4.327										
Northern Pkwy: Dysart Overpass	ACI-NOR-10-03-H		STP-MAG	DES	2017														1.540									
			STP-MAG	CONST	2018														7.616	7.616								
Northern Pkwy: ROW Protection	ACI-NOR-10-03-I		STP-MAG	ROW	2017/2018, 2020													0.733		1.797	1.797							
Northern Pkwy: Sarival to Grand (Phase III)	ACI-NOR-20-03	$ 86,318,290																										

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

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Northern Pkwy: Dysart Overpass	ACI-NOR-20-03-A		STP-MAG	Reimb.	2018																	3.540						
Northern Pkwy: El Mirage Alternative Access	ACI-NOR-20-03-B		STP-MAG	DES	2021																	0.147						
			STP-MAG	ROW	2021																	1.760						
			STP-MAG	CONST	2022																		2.273					
Northern Pkwy: El Mirage Overpass	ACI-NOR-20-03-C		STP-MAG	DES	2021																	1.613						
			STP-MAG	CONST	2021/2022																	5.130	15.256					
Northern Pkwy: Agua Fria to 111th	ACI-NOR-20-03-D		STP-MAG	DES	2021																	0.220						
			STP-MAG	CONST	2022																		2.493					
Northern Pkwy: 111th to 107th	ACI-NOR-20-03-E		STP-MAG	DES	2022																		0.880					
			STP-MAG	ROW	2023																			3.520				
			STP-MAG	CONST	2023/2024																			5.170	5.170			
Northern Pkwy: 107th to 99th	ACI-NOR-20-03-F		STP-MAG	DES	2024																				1.173			
			STP-MAG	ROW	2024																				4.987			
			STP-MAG	CONST	2025																					14.960		
Northern Pkwy: Loop 101 to 91st	ACI-NOR-20-03-G		STP-MAG	DES	2025																					0.220		
			STP-MAG	ROW	2025																					0.367		
			STP-MAG	CONST	2026																						2.860	
Northern Pkwy: 91st to Grand Intersection Improvements	ACI-NOR-20-03-H		CMAQ	CONST	2026																						5.866	
Northern Pkwy: ROW Protection	ACI-NOR-20-03-I		STP-MAG	ROW	2023, 2026																					1.833	0.733	
Northern Pkwy: Ultimate Construction	ACI-NOR-20-03-J		STP-MAG	CONST	2026																						6.147	
MESA																												
Baseline Rd: Power Rd to Meridian Rd	ACI-BSL-10-03	$ 17,796,338																										
Baseline Rd: Power Rd to Ellsworth Rd	ACI-BSL-10-03-A		RARF	DES	2014	A																		0.909				
			RARF	ROW	2015	A																		2.727				
			RARF	CONST	2016	A																		5.071				
Baseline Rd: Ellsworth Rd to Meridian Rd	ACI-BSL-10-03-B		RARF	DES	2017	A																			0.909			
			RARF	ROW	2018	A																			2.727			
			RARF	CONST	2019	A																			5.453			
Broadway Rd: Dobson to Country Club	ACI-BDW-10-03	$ 7,299,470																										
			RARF	PRE-DES	2008, 2010				0.080		0.001		0.119															
			RARF	DES	2013/2014	D								0.367	0.367													
			RARF	ROW	2014	D									1.086													
			RARF	CONST	2015	D										5.361												
Country Club at University: Intersection Improvements	AII-CCB-10-03	$ 2,784,461																										
			RARF	PRE-DES	2007	A														0.067								
			RARF	DES	2013/2014	A														0.067								
			RARF	ROW	2014	A														1.047								
			RARF	CONST	2015	A														1.604								
Country Club at Brown Rd: Intersection Improvements	AII-CCB-20-03	$ 2,784,461																										
			RARF	DES	2016	A																0.280						
			RARF	ROW	2017	A																	0.838					
			RARF	CONST	2018	A																	1.667					
Crismon Rd: Broadway Rd to Germann Rd	ACI-CRS-10-03	$ 36,561,183																										
Crismon Rd: Broadway Rd to Guadalupe Rd	ACI-CRS-10-03-A		RARF	DES	2014	A																					1.246	
			RARF	ROW	2015	A																					3.737	

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

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			RARF	CONST	2016	A/RD																					7.473	
Crismon Rd: Guadalupe Rd to Ray Rd	ACI-CRS-10-03-B		STP-MAG	DES	2023																			1.209				
			STP-MAG	ROW	2024																				3.627			
			STP-MAG	CONST	2025																					7.254		
Crismon Rd: Ray Rd to Germann Rd	ACI-CRS-10-03-C		STP-MAG	DES	2018	A																1.210						
			STP-MAG	ROW	2019	A																3.627						
			STP-MAG	CONST	2020	A																7.179						
Dobson Rd at Guadalupe Rd: Intersection Improvements	AII-DOB-10-03	$ 2,063,113																										
			RARF	PRE-DES	2007				0.072																			
			RARF	DES	2008/2009				0.034	0.077	0.125																	
			RARF	ROW	2009/2010					0.013	0.344																	
			RARF	CONST	2010						0.042	2.063																
Dobson Rd at University Dr: Intersection Improvements	AII-DOB-20-03	$ 2,784,461																										
			RARF	DES	2010	A															0.280							
			RARF	ROW	2011	A															0.839							
			RARF	CONST	2011/2012	A															1.666							
Elliot Rd: Power Rd to Meridian Rd	ACI-ELT-10-03	$ 18,038,465																										
Elliot Rd: Power Rd to Ellsworth Rd	ACI-ELT-10-03-A		STP-MAG	DES	2021																	0.909						
			STP-MAG	ROW	2022																		2.727					
			STP-MAG	CONST	2023																			5.313				
Elliot Rd: Ellsworth Rd to Meridian	ACI-ELT-10-03-B		STP-MAG	DES	2023																			0.908				
			STP-MAG	ROW	2024																				2.727			
			STP-MAG	CONST	2025																					5.454		
Germann Rd: Ellsworth Rd to Signal Butte Rd	ACI-GER-10-03	$ 12,469,543																										
			STP-MAG	DES	2019	A																1.258						
			STP-MAG	ROW	2020	A																3.660						
			STP-MAG	CONST	2021																	3.776	3.776					
Gilbert Rd at University Dr: Intersection Improvements	AII-GIL-10-03	$ (0)																										
			RARF	DES	2007	A/CO					0.188																	
			RARF	ROW	2007	A/CO					0.495																	
			RARF	CONST	2009/2010	A/CO					2.058																	
Greenfield Rd: University Rd to Baseline Rd	ACI-GRN-20-03	$ 8,356,102																										
Greenfield Rd: Baseline Rd to Southern Ave	ACI-GRN-20-03-A		RARF	DES	2008/2009				0.454		0.079																	
			RARF	ROW	2008-2010				0.001	0.016	0.198	0.355																
			RARF	CONST	2010						1.619	2.454																
Greenfield Rd: Southern Ave to University Rd	ACI-GRN-20-03-B		RARF	PRE-DES	2013	D										0.304												
			STP-MAG	DES	2017/2018	D													0.304									
			STP-MAG	ROW	2018	D													1.624									
			STP-MAG	CONST	2019	D														3.315								
Guadalupe Rd: Power Rd to Meridian Rd	ACI-GUD-10-03	$ 23,002,069																										
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A		RARF	DES	2017	D												0.783										
			RARF	ROW	2018	D													2.349									
			RARF	CONST	2019	E/D														1.914			2.784					
Guadalupe Rd: Hawes Rd to Crimson Rd	ACI-GUD-10-03-B		STP-MAG	DES	2015													0.783										
			STP-MAG	ROW	2016	D												2.349										
			STP-MAG	CONST	2017	D												4.698										

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

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Guadalupe Rd: Crimson Rd to Meridian Rd	ACI-GUD-10-03-C		STP-MAG	DES	2016	D												0.783										
			STP-MAG	ROW	2017	D												2.350										
			STP-MAG	CONST	2018	D													4.210									
Hawes Rd: Broadway Rd to Ray Rd	ACI-HWS-10-03	$ 20,701,862																										
Hawes Rd: Broadway Rd to US60	ACI-HWS-10-03-A		STP-MAG	OES	2020	A																		0.713				
			STP-MAG	ROW	2021																			2.139				
			STP-MAG	CONST	2022																			4.278				
Hawes Rd: Baseline Rd to Elliot Rd	ACI-HWS-10-03-B		STP-MAG	DES	2022																					0.692		
			STP-MAG	ROW	2023																					2.076		
			STP-MAG	CONST	2024																					4.153		
Hawes Rd: Elliot Rd to Santan Freeway	ACI-HWS-10-03-C		STP-MAG	DES	2023																						0.252	
			STP-MAG	ROW	2024																						1.517	
			STP-MAG	CONST	2024																						2.527	
Hawes Rd: Santan Freeway to Ray Rd	ACI-HWS-10-03-D		RARF	DES	2009/2010	A																0.252						
			RARF	CONST	2010/2011	A																2.100						
Higley Rd Pkwy: US 60 to SR-202L	ACI-HIG-10-03	$ 16,706,766																										
Higley Rd Pkwy: 202L to Brown Rd	ACI-HIG-10-03-A		STP-MAG	DES	2017														0.839									
			STP-MAG	ROW	2018														2.517									
			STP-MAG	CONST	2019															4.997								
Higley Rd Pkwy: Brown Rd to US-60	ACI-HIG-10-03-B		STP-MAG	DES	2018																0.839							
			STP-MAG	ROW	2019																2.517							
			STP-MAG	CONST	2020																4.997							
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	All-HIG-10-03	$ 27,723,546																										
			RARF	DES	2015	A													2.796									
			RARF	ROW	2016														4.195	4.195								
			RARF	CONST	2017															9.279	7.258							
Lindsay Rd at Brown Rd: Intersection Improvements	All-LND-10-03	$ 2,784,461																										
			RARF	DES	2015	E/A										0.279												
			RARF	ROW	2016	E/A											0.839											
			RARF	CONST	2017	E/A												1.667										
McKellips Rd: East of Sossaman to Meridian	ACI-MCK-10-03	$ 19,854,417																										
McKellips Rd: East of Sossaman to Crismon Rd	ACI-MCK-10-03-A		RARF	DES	2016	A																	1.197					
			RARF	ROW	2017	A																		3.591				
			RARF	CONST	2018	A																			7.181			
McKellips Rd: Crismon Rd to Meridian Rd	ACI-MCK-10-03-B		RARF	DES	2016	A																						0.798
			RARF	ROW	2017	A																						2.394
			RARF	CONST	2018	A																						4.693
McKellips Rd: Gilbert Rd to Power Rd	ACI-MCK-20-03	$ 21,501,172																										
Corridor Study			RARF	STUDY	2006																							
McKellips Rd at Lindsay Rd: Intersection Improvements	ACI-MCK-20-03-A		RARF	PRE-DES	2007	D			0.043																			
			RARF	DES	2016/2017	D												0.378										
			RARF	ROW	2017	D												1.599										
			RARF	CONST	2018	D													4.322									
McKellips Rd at Greenfield Rd: Intersection Improvements	ACI-MCK-20-03-B		RARF	PRE-DES	2007				0.040																			
			STP-MAG	DES	2017/2018	D												0.183										

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			STP-MAG	ROW	2017	D												0.234										
			STP-MAG	CONST	2018	D													2.452									
McKellips Rd at Higley Rd: Intersection Improvements	ACI-MCK-20-03-C		RARF	PRE-DES	2007				0.040																			
			CMAQ	DES	2016/2017	D													0.183									
			CMAQ	ROW	2016/2017	D													0.234									
			CMAQ	CONST	2017/2018	D													2.452									
McKellips Rd at Power Rd: Intersection Improvements	ACI-MCK-20-03-D		STP-MAG	DES	2017/2018	D														0.563								
			STP-MAG	ROW	2018	D														0.798								
			STP-MAG	CONST	2019	D														1.937								
McKellips Rd at Recker Rd: Intersection Improvements	ACI-MCK-20-03-E		CMAQ	DES	2017/2018	D														0.563								
			CMAQ	ROW	2018	D														0.798								
			CMAQ	CONST	2019	D														1.936								
McKellips Rd at Val Vista Dr: Intersection Improvements	ACI-MCK-20-03-F		RARF	PRE-DES	2007				0.040																			
			STP-MAG	DES	2017/2018	D													0.183									
			STP-MAG	ROW	2017	D													0.234									
			STP-MAG	CONST	2018	D													2.452									
Meridian Rd: Baseline Rd to Germann Rd	ACI-MER-10-03	$ 29,176,308																										
Meridian Rd: Baseline Rd to Ray Rd	ACI-MER-10-03-A		RARF	DES	2015	A											1.678											
			RARF	ROW	2016													5.034										
			RARF	CONST	2017														10.067									
Meridian Rd: Ray Rd to Germann Rd	ACI-MER-10-03-B		RARF	DES	2017														1.258									
			RARF	ROW	2018															3.776								
			RARF	CONST	2019																7.363							
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd	ACI-MES-10-03	$ 9,003,486																										
Mesa Dr: US 60 to Southern Ave	ACI-MES-10-03-A		RARF	PRE-DES	2008/2009				0.044	0.015																		
			RARF	DES	2010-2012	D					0.192	1.109																
			RARF	ROW	2009-2012	D				0.002	0.004	1.080	1.080															
			RARF	CONST	2012/2013	D							2.465	2.465														
Mesa Dr at Broadway Rd: Intersection Improvements	ACI-MES-10-03-B		RARF	PRE-DES	2010						0.056		0.045															
			RARF	DES	2013/2014	D									0.759													
			RARF	ROW	2014/2015	D																						
			RARF	CONST	2016	D																						
Pecos Rd: Ellsworth Rd to Meridian Rd	ACI-PEC-10-03	$ 12,590,606																										
			RARF	DES	2016	D											1.259											
			RARF	ROW	2017	D												3.776										
			RARF	CONST	2019	D														7.556								
Ray Rd: Sossaman Rd to Meridian Rd	ACI-RAY-20-03	$ 25,060,149																										
Ray Rd: Sossaman Rd to Ellsworth Rd	ACI-RAY-20-03-A		RARF	DES	2009	A																	0.379					
			RARF	ROW	2009	A																	0.282					
			RARF	CONST	2010/2011	A																	3.138					
Ray Rd: Ellsworth Rd to Meridian Rd	ACI-RAY-20-03-B		STP-MAG	DES	2023																			1.511				
			STP-MAG	ROW	2024																				4.531			
			STP-MAG	CONST	2025																					8.623		
			STP-MAG	SAVE	2025																						6.597	
Signal Butte Rd: Broadway to Pecos Rd	ACI-SGB-10-03	$ 32,929,278																										
Signal Butte Rd: Broadway Rd to Elliot Rd	ACI-SGB-10-03-A		STP-MAG	DES	2020	A																1.678						

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			STP-MAG	ROW	2021																	5.034						
			STP-MAG	CONST	2022																		10.068					
Signal Butte Rd: Elliot Rd to Pecos Rd	ACI-SGB-10-03-B		STP-MAG	DES	2022																			1.678				
			STP-MAG	ROW	2023																				5.034			
			STP-MAG	CONST	2024																					5.374	4.064	
Southern Ave: Country Club Dr to Recker Rd	ACI-SOU-10-03	$ 30,454,563																										
Southern Ave: Country Club Dr to Recker Rd			RARF	STUDY	2006																							
Southern at Country Club Dr: Intersection Improvements	ACI-SOU-10-03-A		RARF	DES	2007, 2012	D							0.310															
			RARF	ROW	2012	D								1.517														
			RARF	CONST	2013	D									3.034													
Southern Ave at Stapley Dr: Intersection Improvements	ACI-SOU-10-03-B		RARF	PRE-DES	2007				0.119																			
			RARF	DES	2009-2011	D				0.049		0.051	1.133															
			RARF	ROW	2012	D							3.034															
			RARF	CONST	2013	D								4.171	4.171													
Southern Ave at Lindsay Rd: Intersection Improvements	ACI-SOU-10-03-C		RARF	DES	2013	E/D										0.318												
			RARF	ROW	2014	E/D										1.181												
			RARF	CONST	2015	E/D										3.280												
Southern Ave at Higley Rd: Intersection Improvements	ACI-SOU-10-03-D		RARF	DES	2013	E/D								0.771														
			RARF	ROW	2014	E/D									2.312													
			RARF	CONST	2015	E/D										5.172												
Southern Ave: Sossaman to Meridian	ACI-SOU-20-03	$ 18,038,465																										
Southern Ave: Sossaman Rd to Crismon Rd	ACI-SOU-20-03-A		STP-MAG	DES	2020	A																1.090						
			STP-MAG	ROW	2021																		3.272					
			STP-MAG	CONST	2022																			6.546				
Southern Ave: Crismon Rd to Meridian Rd	ACI-SOU-20-03-B		STP-MAG	DES	2022																			0.727				
			STP-MAG	ROW	2023																				2.181			
			STP-MAG	CONST	2024																					4.222		
Stapley Dr at University Dr: Intersection Improvements	All-STA-10-03	$ 2,784,461																										
			CMAQ	DES	2013/2014	E/A											0.279											
			CMAQ	ROW	2014/2015	E/A											0.839											
			CMAQ	CONST	2015	E/A											1.667											
Thomas Rd: Gilbert Rd to Val Vista Dr	ACI-THM-10-03	$ 5,568,922																										
			STP-MAG	DES	2024	E/D																					0.374	
			STP-MAG	ROW	2025	E/D																					1.390	
			STP-MAG	CONST	2026	E/D																					3.805	
University Dr: Val Vista Dr to Hawes Rd	ACI-UNV-10-03	$ 21,670,370																										
University Dr: Val Vista Dr to Higley Rd	ACI-UNV-10-03-A		STP-MAG	DES	2019	A																1.091						
			STP-MAG	ROW	2020	A																3.272						
			STP-MAG	CONST	2021																		6.544					
University Dr: Higley Rd to Hawes Rd	ACI-UNV-10-03-B		STP-MAG	DES	2021																			1.091				
			STP-MAG	ROW	2022																			3.272				
			STP-MAG	CONST	2023																				6.402			
Val Vista Dr: University Dr to Baseline Rd	ACI-VAL-10-03	$ 11,016,780																										
Val Vista Dr: Baseline Rd to Southern Ave	ACI-VAL-10-03-A		RARF	DES	2013	A/RD																0.637						
			RARF	ROW	2013/2014	A/RD																1.654						
			RARF	CONST	2014	A/RD																3.272						

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Val Vista Dr: Southern Ave to University Dr	ACI-VAL-10-03-B		RARF	DES	2016	RD																0.546						
			RARF	ROW	2017	RD																1.636						
			RARF	CONST	2018	RD																3.272						
PEORIA																												
Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	ACI-BRD-10-03	$ 6,002,699																										
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03-A		STP-MAG	DES	2007	E																						
			STP-MAG	ROW	2007	E																						
			STP-MAG	CONST	2009/2010	E				6.696																		
Loop 101 at Beardsley Rd/Union Hills Dr	ACI-BRD-10-03-B		STP-MAG	DES	2007	E																						
			STP-MAG	ROW	2007	E																						
			STP-MAG	CONST	2009/2010	E				10.851																		
83rd Avenue: Butler Rd to Mountain View	ACI-BRD-10-03-C		RARF	DES	2010							0.569																
			RARF	CONST	2011							3.549																
75th Ave at Thunderbird Rd: Intersection Improvement	ACI-BRD-10-03-D		RARF	DES	2010							0.462																
			RARF	ROW	2011								0.356															
			RARF	CONST	2011/2012								1.067															
Happy Valley Rd: I303 to 67th Avenue	ACI-HPV-10-03	$ 20,580,799																										
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	ACI-HPV-10-03-A		RARF	DES	2016	A																						
			RARF	ROW	2017	A																						
			RARF	CONST	2018	A																						
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	ACI-HPV-10-03-B		RARF	DES	2008/2009	E/A						2.047																
			RARF	ROW	2008/2009	E/A						4.842																
			RARF	CONST	2008-2010	E/A						4.729	8.963															
Lake Pleasant Pkwy: Union Hills to SR74	ACI-LKP-10-03	$ 24,744,446																										
Lake Pleasant Pkwy: Dynamite Blvd to CAP	ACI-LKP-10-03-A		RARF	PRE-DES	2010	A						0.722																
			STP-MAG	DES	2010	A					1.907																	
			RARF	ROW	2010/2011	A										3.442									0.683			
			RARF	CONST	2011/2012	E/D																			7.209	4.229	5.745	0.296
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	ACI-LKP-10-03-B		RARF	DES	2003	E/CO																						
			RARF	ROW	2011	E/CO																						
			RARF	CONST	2006-2008	E/CO	7.027	7.263	8.044	4.793																		
Lake Pleasant Pkwy: CAP to SR74/Carefree Hwy	ACI-LKP-10-03-C		RARF	DES	2022	D																						
			RARF	ROW	2011	D																						2.418
			RARF	CONST	2024	D																						
PHOENIX																												
Avendia Rio Salado: 51st Avenue to 7th Street	ACI-RIO-10-03	$ 44,430,312																										
			STP-MAG	STUDY	2007	A																						
			STP-MAG	DES	2010	A																						
			STP-MAG	ROW	2011-2013							7.684	7.684	7.684														
			STP-MAG	CONST	2013-2015									5.345	10.688	5.345												
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy	ACI-BMT-10-03	$ 22,396,751																										
			STP-MAG	STUDY	2007																							
			STP-MAG	DES	2011	D						2.555																
			STP-MAG	ROW	2012	D							2.452															
			STP-MAG	CONST	2013/2014	D								8.695	8.695													
Happy Valley Rd:67th Avenue to I-17	ACI-HPV-20-03	$ 16,464,639																										

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Happy Valley: I-17 to 35th Ave	ACI-HPV-20-03-A		RARF	DES	2003	A/CO																	0.490					
			RARF	ROW	2004	A/CO																	0.010					
			RARF	CONST	2005	A/CO																	4.717					
Happy Valley: 35th Ave to 43rd Ave	ACI-HPV-20-03-B		RARF	PREDES	2008	A																						
			RARF	DES	2016	A																				0.321		
			RARF	ROW	2017	A																				0.882		
			RARF	CONST	2018	A																				3.034		
Happy Valley: 43rd Ave to 55th Ave	ACI-HPV-20-03-C		RARF	PREDES	2009	A																						
			RARF	DES	2016	A																				0.455		
			RARF	ROW	2017	A																				0.213		
			RARF	CONST	2018	A																				3.514		
Happy Valley: 55th Ave to 67th Ave	ACI-HPV-20-03-D		RARF	DES	2016	A																					0.455	
			RARF	ROW	2017	A																						
			RARF	CONST	2018	A/RD																						2.374
Sonoran Blvd: 15th Avenue to Cave Creek	ACI-SON-10-03	$ 32,445,024	RARF	PRE-DES	2008	A																						
			RARF	DES	2009, 2011	A						1.422																
			RARF	ROW	2009, 2011	A						2.844																
			RARF	CONST	2011-2013							6.760	10.810	10.609														
SCOTTSDALE/CAREFREE																												
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek Rd	ACI-PMA-10-03	$ 79,526,792																										
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak (SCT)	ACI-PMA-10-03-A		RARF	DES	2005-2010	E/A				0.440	0.748	0.801																
			RARF	ROW	2009/2010	E/A				0.008	0.025	1.740																
			RARF	CONST	2010/2011	E/A					2.029	8.935	9.067															
Pima Rd/Happy Valley Intersection Improvement (SCT)	ACI-PMA-10-03-B		RARF	CONST	2007	A/CO																						
Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	ACI-PMA-10-03-C		RARF	DES	2011									1.338														
			RARF	ROW	2012										1.183													
			RARF	CONST	2013										9.839	3.536												
Pima Rd: Dynamite Blvd to Stagecoach Rd (SCT)	ACI-PMA-10-03-D		RARF	DES	2016	E/D											2.679	2.679										
			RARF	ROW	2016/2017	E/D											2.998	2.918										
			RARF	CONST	2016-2020	E/D											2.998	5.153	5.305	5.089	7.851							
Pima Rd: Stagecoach Rd to Cave Creek (CFR)	ACI-PMA-10-03-E		RARF	CONST	2018	D													2.709	2.709								
Pima Rd: SR101L to Thompson Peak Pkwy (SCT)	ACI-PMA-10-03-F		RARF	DES	2004-2006	A/CO				1.061																		
			RARF	ROW	2006-2008	A/CO																						
			RARF	CONST	2006-2008	A/CO				12.578																		
SCOTTSDALE																												
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	ACI-CFR-10-03	$ 9,321,891																										
			RARF	DES	2014	A																						
			RARF	ROW	2015	A											2.765											
			RARF	CONST	2016												6.557											
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd	ACI-SFN-10-03	$ 16,096,962																										
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	ACI-SFN-10-03-A		RARF	DES	2007	CO			0.611																			
			RARF	ROW	2008	CO			0.006																			
			RARF	CONST	2008	CO			2.420	0.708																		
SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	ACI-SFN-10-03-B		RARF	PRE-DES	2014	E/D/RD													0.052									
			RARF	DES	2015	E/D/RD													0.628									
			RARF	ROW	2015	E/D/RD													0.612									

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

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			RARF	CONST	2015	E/D/RD													4.704									
			RARF	SAVE	2020	E/D/RD															5.529				4.060	0.513		
Miller Rd/SR-101L Underpass	ACI-MLR-10-03	$ 13,922,305																										
			STP-MAG	DES	2018																1.392							
			STP-MAG	ROW	2019																3.415							
			STP-MAG	CONST	2020																9.115							
Pima Rd: Happy Valley Rd to Dynamite Blvd	ACI-PMA-20-03	$ 23,607,387																										
			STP-MAG	DES	2016														2.132									
			STP-MAG	ROW	2017														2.353									
			STP-MAG	CONST	2018														8.631	10.492								
Pima Rd: McKellips Rd to Via Linda	ACI-PMA-30-03	$ 30,508,007																										
Pima Rd: Via Linda to Via De Ventura	ACI-PMA-30-03-A		RARF	DES	2012	D								0.102														
			RARF	CONST	2013	D								1.229														
Pima Rd: Via De Ventura to Krail	ACI-PMA-30-03-B		RARF	DES	2010							0.599																
			RARF	CONST	2010/2011	D						3.434	3.434															
Pima Rd: Krail to Chaparral Rd	ACI-PMA-30-03-C		RARF	DES	2011	D							0.752															
			RARF	CONST	2011/2012	D								4.328	4.328													
Pima Rd: Chapparal to Thomas	ACI-PMA-30-03-D		RARF	DES	2012/2013	D							0.498															
			RARF	CONST	2013/2014	D								2.885	2.876													
Pima Rd: Thomas Rd to McDowell Rd	ACI-PMA-30-03-E		RARF	DES	2011	D						0.488																
			RARF	CONST	2011/2012	D							2.778	2.778														
Scottsdale Airpark Area Capacity Improvements	ACI-SAT-10-03	$ 72,982,824																										
Frank Lloyd Wright -Loop 101 Traffic Interchange	ACI-SAT-10-03-A		RARF	DES	2013	A											0.037											
			RARF	CONST	2014	A											3.917											
Raintree -Loop 101 Traffic Interchange	ACI-SAT-10-03-B		RARF	PRE-DES/ DES	2013	E/A								0.040														
			RARF	CONST	2014	E/A									1.127													
Northsight Blvd: Hayden to Frank Lloyd Wright	ACI-SAT-10-03-C		RARF	DES	2013	E/A								0.149														
			RARF	ROW	2014	E/A									4.557													
			RARF	CONST	2015	E/A										2.252												
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	ACI-SAT-10-03-D		RARF	DES	2013	E/A											0.055											
			RARF	ROW	2014	E/A											0.350											
			RARF	CONST	2015	E/A											0.572											
Redfield Rd: Scottsdale Rd to Hayden	ACI-SAT-10-03-E		RARF	DES	2014	E/A									0.219													
			RARF	CONST	2015	E/A										1.547	0.691											
Thunderbird-Raintree Loop	ACI-SAT-10-03-F		RARF	DES	2013	E								0.306														
			RARF	ROW	2014/2015	E									5.094	9.181												
			RARF	CONST	2016	E											6.014											
Raintree Drive: Loop 101 to Hayden	ACI-SAT-10-03-G		STP-MAG	DES	2021	D																	1.060					
			STP-MAG	ROW	2022	D																		7.723				
			STP-MAG	CONST	2023	D																			8.932			
Hayden Rd: Redfield to Raintree	ACI-SAT-10-03-H		STP-MAG	DES	2022	D																		0.236				
			STP-MAG	ROW	2023	D																			2.132			
			STP-MAG	CONST	2024	D																				2.451		
CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	ACI-SAT-10-03-I		RARF	DES	2016	E/A											0.049											
			RARF	ROW	2017	E/A												2.191										

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			RARF	CONST	2018	E/A													0.513									
Hayden Rd - Loop 101 Interchange Improvements	ACI-SAT-10-03-J		STP-MAG	DES	2023	D																					0.949	
			STP-MAG	ROW	2024	D																					0.770	
			STP-MAG	CONST	2025/2026	D																					9.869	
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd	ACI-SCT-10-03	$ 13,316,987																										
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	ACI-SCT-10-03-A		RARF	PRE DES	2009/2010	A						0.887																
			RARF	DES	2011	A						1.025																
			RARF	ROW	2010	A						2.032																
			RARF	CONST	2011/2012								3.792	3.792														
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	ACI-SCT-10-03-B		RARF	DES	2013									1.789														
			RARF	ROW	2014																							
			RARF	CONST	2015																							
Scottsdale Rd: Jomax Rd to Carefree Hwy	ACI-SCT-20-03	$ 28,328,864																										
Scottsdale Rd: Jomax Rd to Dixileta Dr	ACI-SCT-20-03-A		STP-MAG	DES	2016														1.088									
			STP-MAG	ROW	2017														1.967									
			STP-MAG	CONST	2018/2019															3.194	3.194							
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	ACI-SCT-20-03-B		STP-MAG	DES	2016														1.088									
			STP-MAG	ROW	2017														1.967									
			STP-MAG	CONST	2018/2019															3.194	3.194							
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	ACI-SCT-20-03-C		STP-MAG	DES	2016														1.088									
			STP-MAG	ROW	2017														1.967									
			STP-MAG	CONST	2018/2019															3.194	3.194							
Shea Blvd: SR-101L to SR-87	ACI-SHA-20-03	$ 18,221,557																										
Shea Blvd at 90th/92nd/96th: Intersection Improvements	ACI-SHA-20-03-A		RARF	DES	2005	A/CO				0.297																		
			RARF	ROW	2006	A/CO				0.038																		
			RARF	CONST	2007	A/CO				1.492	2.229																	
			RARF	SAVE	2021																							
Shea Auxiliary Lane from 90th St to Loop 101	ACI-SHA-20-03-B		RARF	DES	2020	A																					0.642	
			RARF	ROW	2021																						1.652	
			RARF	CONST	2021																							4.058
Shea Blvd at Via Linda (Phase1): Intersection Improvements	ACI-SHA-20-03-C		RARF	DES	2005	A/CO				0.027																		
			RARF	CONST	2006	A/CO				0.595																		
Shea Blvd at Via Linda (Phase 2): Intersection Improvements	ACI-SHA-20-03-D		RARF	DES	2016	A																					0.073	
			RARF	ROW	2017	A																					0.073	
			RARF	CONST	2017	A																					1.927	
Shea Blvd at 120/124th St: Intersection Improvements	ACI-SHA-20-03-E		RARF	DES	2010	A																			0.066			
			RARF	ROW	2010/2011	A																			0.059			
			RARF	CONST	2011	A																			0.257			1.010
Shea Blvd at Mayo/134th St: Intersection Improvements	ACI-SHA-20-03-F		RARF	DES	2005	A/CO				0.019																		
			RARF	CONST	2006	A/CO				0.143																		
Shea Blvd: SR-101L to 96th St: ITS Improvements	ACI-SHA-20-03-G		RARF	DES	2009	A						0.048											0.073					
			RARF	CONST	2009/2010	A																	0.308					
Shea Blvd: 96th St to 144th St: ITS Improvements	ACI-SHA-20-03-H		RARF	DES	2011	A																				0.440		
			RARF	ROW	2012	A																				0.440		
			RARF	CONST	2012	A																				1.467		

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Shea Blvd at Loop 101: Intersection Improvements	ACI-SHA-20-03-I		RARF	DES	2016	A																				0.403		
			RARF	ROW	2017	A																				0.330		
			RARF	CONST	2018	A																				2.933		
Shea Blvd at 110th St: Intersection Improvements	ACI-SHA-20-03-J		RARF	DES	2016	A																		0.044				
			RARF	ROW	2017	A																		0.088				
			RARF	CONST	2017	A																		0.132				
Shea Blvd at 114th St: Intersection Improvements	ACI-SHA-20-03-K		RARF	DES	2018	A																		0.044				
			RARF	ROW	2019	A																		0.088				
			RARF	CONST	2019	A																		0.132				
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	ACI-SHA-20-03-L		RARF	DES	2010	A																		0.147				
			RARF	ROW	2010/2011	A																		0.147				
			RARF	CONST	2011	A																		0.367				
Shea Blvd at 115th St: Intersection Improvements	ACI-SHA-20-03-M		RARF	DES	2018	A																				0.016		
			RARF	ROW	2019	A																				0.031		
			RARF	CONST	2019	A																				0.063		
Shea Blvd at 125th St: Intersection Improvements	ACI-SHA-20-03-N		RARF	DES	2018	A																				0.063		
			RARF	ROW	2019	A																				0.063		
			RARF	CONST	2019	A																				0.251		
Shea Blvd at 135th St: Intersection Improvements	ACI-SHA-20-03-O		RARF	DES	2018	A																				0.016		
			RARF	ROW	2019	A																				0.031		
			RARF	CONST	2019	A																				0.063		
Shea Blvd at 136th St: Intersection Improvements	ACI-SHA-20-03-P		RARF	DES	2016	A																				0.022		
			RARF	ROW	2017	A																				0.007		
			RARF	CONST	2017	A																				0.147		
Legacy Dr: Hayden Rd to 88th Street	ACI-UNH-10-03	$ 13,559,114																										
			STP-MAG	DES	2019	A																						
			STP-MAG	ROW	2020	A																						
			STP-MAG	CONST	2021																			6.095	7.464			
MAG/Multi-Agency																												
ITS Program	AOP-ITS-10-03	$ 49,417,138	CMAQ						5.559	5.641	6.461	6.565	6.670	6.778	6.887	7.760	3.031	2.729	2.526	4.340								
Implementation Studies	APL-MAG-10-03	$ 33,839,546	RARF					0.020		1.676		4.253	1.061	1.126	1.254	1.378	1.424	1.470	1.523	1.574	1.620	1.667	1.728	1.775	1.827	1.885	1.132	
						TOTAL	7.027	14.228	28.326	66.697	62.396	98.027	98.238	100.934	82.282	105.874	124.585	108.081	126.606	123.122	109.278	75.833	88.976	86.501	88.336	90.592	93.670	22.408

TABLE A. ARTERIAL LIFE CYCLE PROGRAM PROJECT CHANGES: FY2010 to FY2011

AGENCY	RTP ID	LOCATION	DESCRIPTION
ADVANCED			
Chandler	ACI-PRC-10-03-C	McQueen Road: Ocotillo Road to Riggs Road	Project advanced from Phase III to Phase II
Chandler	ACI-PRC-10-03-D	Ocotillo Road: Arizona Avenue to McQueen Road	Project advanced from Phase III to Phase II
Chandler	ACI-PRC-10-03-F	Price Rd: Santan to Germann	Project advanced from Phase III to Phase I
Chandler	AII-RAY-20-03	Ray Rd at Dobson Rd: Intersection Improvements	Project advanced from Phase IV to Phase II
Chandler	AII-RAY-40-03	Ray Rd at McClintock Dr: Intersection Improvements	Project advanced from Phase III to Phase II
Fountain Hills	ACI-SHA-10-03-C	Shea Blvd: Palisades Blvd. to Technology Dr	Project advanced from Phase IV to Phase III
Gilbert	AII-ELT-50-03	Elliot Rd at Val Vista Dr	Project advanced from Phase IV to Phase III
Scottsdale	ACI-SAT-10-03-I	CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	Project advanced from Phase IV to Phase III
CHANGE PROJECT SCOPE			
Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Lindsay Dr	Reduced Project Scope by 1 mile. New Segment called Queen Creek Rd: McQueen Rd to Gilbert Rd. Section between Lindsay Rd and Gilbert Rd completed by developers
Peoria	ACI-LKP-10-03-C	Lake Pleasant Pkwy: CAP to SR74/Carefree Hwy	Segment limits changed on Lake Pleasant Pkwy from Loop 303 to SR74/Carefree Hwy to CAP to SR74/Carefree Hwy
Peoria	ACI-LKP-10-03-A	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Segment limits changed from Lake Pleasant Pkwy: Dynamite to Loop 303 to Lake Pleasant Pkwy: Dynamite Blvd to CAP
Phoenix	ACI-RIO-10-03	Avendia Rio Salado: 51st Avenue to 7th St	Project Scope reduced from Loop 202 to 7th St to 51st Avenue to 7th St
COMBINE SEGMENTS			
Gilbert	ACI-QNC-10-03-C	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Combined two project segments: Queen Creek: Lindsay Rd to Val Vista Dr and Queen Creek: Val Vista Dr to Greenfield Rd
Phoenix	ACI-SON-10-03	Sonoran Blvd: 15th Avenue to Cave Creek	Combined three project segments into one: Sonoran Blvd: 15th Ave to 10th St, Sonoran Blvd: 10th St to 26th St, Sonoran Blvd: 26th St to Cave Creek
DEFERRED			
Carefree	ACI-PMA-10-03-E	Pima Rd: Stagecoach Rd to Cave Creek	Project deferred from Phase II to Phase III
Chandler	ACI-ARZ-10-03	Arizona Ave: Ocotillo Rd to Hunt Hwy	Project deferred from Phase III to Phase IV
Chandler	AII-CHN-30-03	Chandler Blvd at Kyrene Rd	Project deferred from Phase III to Phase IV
Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Gilbert Rd	Project deferred from Phase II to Phase III
Fountain Hills	ACI-SHA-10-03-B	Shea Blvd: Technology Dr to Cereus Wash	Project deferred from Phase I to Phase II
Gilbert	AII-ELT-10-03	Elliot Rd at Greenfield Rd	Project deferred from Phase II to Phase III
Gilbert	ACI-RAY-10-03-A	Ray Rd: Val Vista to Higley	Project deferred from Phase II to Phase III
Gilbert	ACI-RAY-10-03-B	Ray Rd: Higley to Recker	Project deferred from Phase II to Phase III
Gilbert	ACI-RAY-10-03-C	Ray Rd: Recker to Power Rd	Project deferred from Phase II to Phase III
Maricopa County	ACI-ELM-10-03-A	El Mirage Rd: Bell Rd to Deer Valley Drive	Project deferred from Phase I to Phase II
Maricopa County	ACI-ELM-10-03-C	El Mirage Rd: Loop 303 to Jomax	Project deferred from Phase III to Phase IV
Maricopa County	ACI-MCK-30-03	McKellips Road Bridge over the Salt River	Project deferred from Phase II to Phase III
Maricopa County	ACI-NOR-30-03-B	Northern Parkway: Corridorwide ROW Protection	Project deferred from Phase I to Phase II
Maricopa County	ACI-NOR-20-03-B	Northern Parkway: El Mirage Alternative Access	Project deferred from Phase III to Phase IV
Maricopa County	ACI-NOR-20-03-C	Northern Parkway: El Mirage Overpass	Project deferred from Phase III to Phase IV
Maricopa County	ACI-NOR-30-03-A	Northern Parkway: Sarival to Dysart	Project deferred from Phase I to Phase II
Mesa	AII-CCB-20-03	Country Club/Brown Rd: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-GUD-10-03-A	Guadalupe Rd: Power Rd to Hawes Rd	Project deferred from Phase II to Phase III

TABLE A. ARTERIAL LIFE CYCLE PROGRAM PROJECT CHANGES: FY2010 to FY2011

AGENCY	RTP ID	LOCATION	DESCRIPTION
Mesa	ACI-HWS-10-03-D	Hawes Rd: Santan Fwy to Ray Rd	Project deferred from Phase I to Phase II
Mesa	AII-LND-10-03	Lindsay Rd/Brown Rd: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-MCK-20-03-C	McKellips Rd/Higley Rd: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-MCK-20-03-A	McKellips Rd/Lindsay Rd: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-MCK-20-03-F	McKellips Rd/Val Vista Dr: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-MES-10-03-B	Mesa Dr at Broadway Rd	Project deferred from Phase II to Phase III
Mesa	ACI-PEC-10-03	Pecos Rd: Ellsworth Rd to Meridian Rd	Project deferred from Phase II to Phase III
Mesa	ACI-PWR-20-03-A	Power Rd: East Maricopa Floodway to Santan Fwy/Loop	Project deferred from Phase II to Phase III
Mesa	ACI-RAY-20-03-A	Ray Rd: Sossaman Rd to Ellsworth Rd	Project deferred from Phase I to Phase II
Mesa	ACI-VAL-10-03-B	Val Vista Dr: Southern Ave to University Dr	Project deferred from Phase II to Phase III
Peoria	ACI-HPV-10-03-A	Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	Project deferred from Phase III to Phase IV
Phoenix	ACI-BMT-10-03	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Project deferred from Phase I to Phase II
Scottsdale	ACI-PMA-10-03-D	Pima Rd: Dynamite Blvd to Stagecoach Pass	Project deferred from Phase II to Phase III
Scottsdale	ACI-SHA-20-03-E	Shea at 120/124th Streets	Project deferred from Phase I to Phase II
Scottsdale	ACI-SHA-20-03-B	Shea Auxiliary Lane from 90th St to Loop 101	Project deferred from Phase III to Phase IV
Scottsdale	ACI-SHA-20-03-J	Shea Blvd at 110th Street	Project deferred from Phase II to Phase III
Scottsdale	ACI-SHA-20-03-L	Shea Blvd at Frank Lloyd Wright Blvd	Project deferred from Phase I to Phase II
Scottsdale	ACI-SHA-20-03-I	Shea Blvd at Loop 101	Project deferred from Phase II to Phase III
DELETE PROJECT/ADD SUBSTITUTE PROJECT			
Chandler	ACI-PRC-10-03	Price Rd (Extension): SR202 to 1-10	Project deleted from ALCP. Project budget allocated to 8 substitute projects (ACIPRC-10-03 A through H), Ray/McClintock (AII-RAY-40-03), Ray/Dobson (AII-RAY-20-03), Arizona Avenue (ACI-ARZ-10-03), and Queen Creek Rd (ACI-QNC-10-03-B)
Chandler	ACI-PRC-10-03-A	Chandler Heights Rd: Arizona Ave to McQueen Rd	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-B	Chandler Heights Road: McQueen Road to Gilbert Rd	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-C	McQueen Road: Ocotillo Road to Riggs Road	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-D	Ocotillo Road: Arizona Avenue to McQueen Road	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-E	Ocotillo Road: Cooper Road to Gilbert Road	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-F	Price Rd at Germann Rd: Intersection Improvements	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-G	Price Rd at Queen Creek Rd: Intersection Improvements	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-H	Price Rd: Santan to Germann	Substitute project for Price Rd Extension
EXCHANGE			
Chandler	AII-CHN-30-03	Chandler Boulevard at Kyrene Road: Intersection Improvements	Exchange Project with Ray Rd at Dobson Rd: Intersection Improvements
Chandler	AII-RAY-20-03	Ray Road at Dobson Road: Intersection Improvements	Exchange Project with Chandler Boulevard at Kyrene Road: Intersection Improvements
Scottsdale	ACI-SAT-10-03-I	CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-D	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-C	Northsight Blvd: Hayden to Frank Lloyd Wright	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-B	Raintree -Loop 101 Traffic Interchange	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-E	Redfield Rd: Scottsdale Rd to Hayden	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-F	Thunderbird-Raintree Loop	Exchanged project with Pima Rd: Dynamite to Stagecoach

TABLE A. ARTERIAL LIFE CYCLE PROGRAM PROJECT CHANGES: FY2010 to FY2011

AGENCY	RTP ID	LOCATION	DESCRIPTION
EXCHANGE FUNDS			
Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Lindsay Dr	Existing RARF funds swapped with STP-MAG from the deletion of Price Rd. RARF funds were reallocated to McQueen Road: Ocotillo Road to Riggs Road
Chandler	ACI-ARZ-10-03	Arizona Ave: Ocotillo Rd to Hunt Hwy	Existing RARF funds swapped with STP-MAG from the deletion of Price Rd. RARF funds were reallocated to Ocotillo Rd: Arizona Ave to McQueen Rd and Price Rd: Loop 202 to Germann
OTHER			
Fountain Hills	ACI-SHA-10-03-B	Shea Blvd: Technology Dr to Cereus Wash	Reallocated $2.6 million in funds to Shea Blvd: Palisades Blvd to Technology Dr
Gilbert	ACI-QNC-10-03-D	Queen Creek Rd: Greenfield Rd to Higley	Reassigned Segment ID. Project segment previously listed under ACI-QNC-10-03-E
REALLOCATE PROJECT SAVINGS			
Chandler	AII-RAY-40-03	Ray Rd at McClintock Dr: Intersection Improvements	A portion of the funds from the deletion of Price Rd. were reallocated to the project. Total Remaining Regional Budget increased by $1,831,496
Chandler	AII-RAY-20-03	Ray Road at Dobson Road: Intersection Improvements	A portion of the funds from the deletion of Price Rd. were reallocated to the project. Total Remaining Regional Budget increased by $2,879,476
Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Lindsay Dr	Reallocated $161,460 in project savings from Price Rd to Queen Creek Rd
Chandler	ACI-ARZ-10-03	Arizona Ave: Ocotillo Rd to Hunt Hwy	Reallocated $1,213,375 in project savings from Price Rd to Arizona Avenue
Gilbert	ACI-PWR-10-03-A	Power Rd at Pecos Rd: Intersection Improvement	Reallocated $4.7 million in project savings to Power Rd: Santan/202 to Pecos Rd (ACI-PWR-10-03-B)
Peoria	ACI-LKP-10-03	Lake Pleasant Pkwy: Union Hills to SR74	Reallocation project savings of $5,334,127 from Beardsley Connection (ACI-BRD-10-03)
REIMBURSEMENT DEFERRED			
Maricopa County	ACI-DOB-10-03	Dobson Rd: Bridge over Salt River	A portion of the reimbursement was deferred from Phase II to Phase III
SEGMENT PROJECT			
Chandler	ACI-GIL-10-03-B	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Project divided into 2 segments: Gilbert Rd: Queen Creek to Ocotillo (ACI-GIL-10-03-B) and Gilbert Rd: Ocotillo Rd to Chandler Heights (ACI-GIL-10-03-D)
Gilbert	ACI-RAY-10-03	Ray Rd: Val Vista Dr to Power Rd	Project divided into 3 segments: Ray Rd: Val Vista to Higley (ACI-RAY-10-03-A), Ray Rd: Higley to Recker (ACI-RAY-10-03-B), and Ray Rd: Recker to Power (ACI-RAY-10-03-C)
Scottsdale	ACI-PMA-30-03	Pima Rd: McKellips to Via Linda	Project divided into 5 segments: Pima Rd: Via Linda to Via de Ventura (ACI-PMA-30-03-A), Pima Rd: Via de Ventura to Krail (ACI-PMA-30-03-B), Pima Rd: Krail to Chapparal (ACI-PMA-30-03-C), Pima Rd: Chapparal to Thomas Rd (ACI-PMA-30-03-D), and Pima Rd: Thomas Rd to McDowell Rd (ACI-PMA-10-03-E)
COMPLETED PROJECT			
Chandler	ACI-GIL-10-03-A	Gilbert Rd: SR-202L/Germann to Queen Creek Rd	Project Completed in FY2010
Gilbert	ACI-PWR-10-03-A	Power Rd at Pecos Rd: Intersection Improvement	Project Completed in FY2010
Mesa	AII-GIL-10-03	Gilbert Rd/University Dr: Intersection Improvements	Project completed in FY 2010
Peoria	ACI-BRD-10-03-A	Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	Project Completed in FY2010
Peoria	ACI-HPV-10-03-B	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Project Completed in FY2010
Peoria	ACI-BRD-10-03-B	Loop 101 at Beardsley/Union Hills Drive	Project Completed in FY2010

TABLE B. ARTERIAL LIFE CYCLE PROGRAM ABBREVIATIONS

COLUMNS AND HEADING ACRONYMS/ABBREVIATIONS

RTP Code	The unique identifier tied to the project
FY10 Remain. Reg. Budget	The project's remaining regional reimbursement expressed in 2009$
Status	Information about the project and/or work phase status and history

PROJECT STATUS ACRONYMS/ABBREVIATIONS

A	Project has been advanced from the project's original phase in the RTP
D	Project has been deferred from the project's original phase in the RTP
CO	Project has been completed or closed out
E	Project funding has been exchanged with another project in the ALCP
E/A	Exchanged and Advanced
E/D	Exchanged and Deferred
RD	Reimbursements Deferred per the ALCP Policies and Procedures (Sec. 270)

WORK PHASE ACRONYMS/ABBREVIATIONS

DES	Project design
Pre-DES	Project pre-design
ROW	Project right-of-way acquisition
CONST	Project construction
SAVE	Project savings

Agenda Item #5G

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

DATE:
July 20, 2010

SUBJECT:
L101 High Occupancy Vehicle Lane Budget Increase

SUMMARY:
In January 2010, the Regional Council approved a design–build project to construct High Occupancy Vehicle (HOV) lanes on Loop 101 from Tatum Boulevard to the junction with Interstate-10 in the West Valley as a project to use a potential second round of stimulus funding. In May 2010, the Regional Council was informed that the prospects for the second round of stimulus funding had diminished. However, the Arizona Department of Transportation (ADOT) and MAG determined that the $138.5 million project could be funded from the available cash flow of the Freeway Life Cycle Program. The available cash flow stemmed from project savings on other Freeway Life Cycle Program projects, such as right-of-way expenditures for the Loop 303.

ADOT has recommended that the proposed project budget be increased by $9.0 million to include the realignment of the freeway in the vicinity of the Maryland Overpass as part of the design–build project in order to accommodate planned direct access ramps in the future. The initial plan for the Maryland Overpass included direct connection ramps to provide access to a nearby park-and-ride lot and the Westgate/University of Phoenix stadium complex. After reviewing the program cash flow, MAG staff recommends the project budget be increased by $9.0 million to $147.5 million. A modification to the FY 2008-2012 MAG Transportation Improvement Program will be needed.

In addition, the City of Glendale has requested that the Maryland Overpass Ramps be included in the Draft Regional Transportation Plan (RTP) 2010 Update as an illustrative project. The Draft RTP 2010 Update is scheduled for approval by the MAG Regional Council on July 28, 2010.

PUBLIC INPUT:
None.

PROS & CONS:
Pros: By including the realignment of the L101 as part of the HOV project, it can be accomplished at a lower cost and without future disruption of the traffic when the Maryland HOV ramps are constructed in the future. By including the future ramps as an illustrative project in the MAG Regional Transportation Plan, federal funding opportunities related to future grant or other opportunities may be enhanced.

Cons: There is no funding or schedule for the construction of the HOV ramps.

TECHNICAL & POLICY IMPLICATIONS:
Technical: The realignment can be accomplished as part of the HOV construction project so the ramps can be added in the future with minimal disruption to L101 traffic.

POLICY: Direct HOV ramp connections improve the access to the HOV lanes by transit and car pool vehicles. In addition, the Maryland overpass, once the ramps are constructed in the future will substantially improve access to the University of Phoenix stadium and Westgate.

ACTION NEEDED:
Approval that the L101 HOV project budget be increased by $9.0 million, that the project include the proposed realignment of the freeway in the vicinity of Maryland Avenue, that the FY 2008-2012 MAG Transportation Improvement Program be modified, and that the Maryland Avenue Overpass Ramps be included as an illustrative project in the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:
This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On July 14, 2010, the MAG Management Committee recommended approval that the L101 HOV project budget be increased by $9.0 million, that the project include the proposed realignment of the freeway in the vicinity of Maryland Avenue, that the FY 2008-2012 MAG Transportation Improvement Program be modified, and that the Maryland Avenue Overpass Ramps be included as an illustrative project in the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

On July 1, 2010, the Transportation Review Committee voted to recommend approval that the L101 HOV project budget be increased by $9.0 million, that the project include the proposed realignment of the freeway in the vicinity of Maryland Avenue, and that the Maryland Avenue Overpass Ramps be included as an illustrative project in the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Jorge Gastelum for Lance Calvert
* Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer

* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
Litchfield Park: Paul Ward for Woody Scoutten
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit
RPTA: Bob Anitlla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

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

CONTACT PERSON:
Eric Anderson, Transportation Director, 602-254-6300, eanderson@mag.maricopa.gov

Agenda Item #5H

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

DATE:
July 20, 2010

SUBJECT:
Conformity Consultation

SUMMARY:
The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including a new City of Phoenix project to design a park-and-ride facility for FY 2010, minor project revisions to an Arizona Department of Transportation (ADOT) Loop 101 High Occupancy Vehicle project, a Town of Buckeye project to construct sidewalks, curb and gutter, and a new ADOT embankment repair project on State Route 87. Comments on the conformity assessment are requested by July 28, 2010.

Since the July 14, 2010 Management Committee meeting, MAG has received requests to add several American Recovery and Reinvestment Act (ARRA) funded projects for FY 2010 to the amendment and administrative modification. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A revised table containing all of the projects is provided in the attached interagency consultation memorandum.

PUBLIC INPUT:
An opportunity for public comment was provided at the July 14, 2010 Management Committee meeting and no public comments were received.

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

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

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

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity

Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:
Consultation.

PRIOR COMMITTEE ACTIONS:
Management Committee: This item was on the agenda of the July 14, 2010 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
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David Cavazos, Phoenix
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Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

CONTACT PERSON:
Dean Giles, Air Quality Planning Program Specialist III, (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

July 20, 2010

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
Max Porter, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

On July 7 and July 14, 2010, the Maricopa Association of Governments distributed memoranda for consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including a new City of Phoenix project to design a park-and-ride facility for FY 2010, minor project revisions to an Arizona Department of Transportation (ADOT) Loop 101 High Occupancy Vehicle project, a Town of Buckeye project to construct sidewalks, curb and gutter, and a new ADOT embankment repair project on State Route 87. Since that time, MAG has received requests to add several American Recovery and Reinvestment Act (ARRA) funded projects for FY 2010 to the amendment and administrative modification. A revised table is attached. Comments on the conformity assessment are now requested by July 28, 2010.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on March 9, 2010 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Eric Massey, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

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

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include design, right-of-way, and utility projects. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on March 9, 2010 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
BKY12-802	Buckeye	Downtown Buckeye: 7th and Eason Ave. area	Construct sidewalks, curb and gutter	2011	CMAQ	$ 94,950	$ 221,550		$ 316,500	Defer project from 2010 to 2011. This project will move forward through Management, TPC, and Regional Council as a Final Closeout agenda item.	A minor project revision is needed to defer project to FY 2011. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-818	ADOT	101 (Agua Fria & Pima Fwy): I-10 - Tatum Blvd	Design-Build to construct HOV lanes	2010	STP -AZ	$ -	$ 140,035,500	$ 8,464,500	$ 148,500,000	Amend: Increase budget by $9,000,000. Proposed cost is now $148,500,000; it was previously $139,500,000.	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-830	ADOT	87: MP 218 - MP 224.9, Phase III	Embankment Repairs	2010	STP -AZ		$ 4,809,300	$ 290,700	$ 5,100,000	Amend: Add a new embankment repairs project in federal FY 2010 for $5,100,000.	The project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
LPK10-801ABS	Litchfield Park	Litchfield Rd: Wigwam Blvd to Camelback Rd	Roadway rehabilitation and restoration, including patching and microseal	2010	Local	$ 287,000			$ 287,000	Admin Mod: Change project funding type from ARRA to Local; increase project costs from $128,146 to $287,000.	A minor project revision is needed to change funding type and increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
LPK05-101C	Litchfield Park	Litchfield Rd Bypass at Wigwam Boulevard	Acquire Right of Way and Construct bicycle underpass	2010	CMAQ & STP-AZ	$ 53,850	$ 1,814,566		$ 1,868,416	Admin Mod: Add $128,146 of STP-AZ funds from ARRA local Litchfield Park savings. Federal funds are funded with $1,686,420 of CMAQ, and $128,146 of STP-AZ.	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
TMP09-704	Tempe	Crosscut Canal from Papago Park to Mouer Park	Design and Construct multi-use path (phase II)	2010	ARRA-TEA				$ 1,695,302	Admin Mod: Project currently programmed with $823,772K - ARRA-TEA and $871,530 from ARRA Local. Change funding source to 100% ARRA-TEA.	A minor project revision is needed to change funding type. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
TMP15-138	Tempe	Broadway Road: Mill Avenue to Evergreen	Asphalt Mill and Overlay	2010	ARRA				$ 2,140,511	Admin Mod: Increase project costs from $1,384,900 to $2,140,511 funded with ARRA savings from TMP09-801.	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
TMP10-803	Tempe	Citywide	Purchase and Install Video Detection System	2010	CMAQ & ARRA		$ 305,568		$ 444,557	Admin Mod: Change local costs (138,989) to ARRA funds with ARRA savings from TMP09-801. Total project costs remain the same.	A minor project revision is needed to change funding type. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PHX10-830T	Phoenix	East Baseline Rd.	Pre-design/design for park-and-ride lot	2010	5309-Disc.	$ 108,680	$ 434,720		$ 543,400	Add new project to TIP from 5309 Bus/Bus Facility discretionary program. ALI: 11.31.04	The project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Agenda Item #5I

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

DATE:
July 20, 2010

SUBJECT:
Finding of Conformity for the Draft FY 2011-2015 MAG Transportation Improvement Program and Draft Regional Transportation Plan 2010 Update

SUMMARY:
On April 28, 2010, the MAG Regional Council approved the Draft FY 2011-2015 MAG Transportation Improvement Program (TIP) and the Draft Regional Transportation Plan 2010 Update for an air quality conformity analysis. MAG has prepared the Draft 2010 MAG Conformity Analysis for the Draft FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update. The analysis indicates that the TIP and Regional Transportation Plan 2010 Update meet all applicable federal transportation conformity requirements and are in conformance with applicable air quality plans. A copy of the 2010 MAG Conformity Analysis Executive Summary is attached.

Following a 30-day public review and comment period, MAG conducted a public hearing on June 21, 2010 on the Draft TIP, Draft Regional Transportation Plan 2010 Update, and Draft 2010 MAG Conformity Analysis. On June 24, 2010, the MAG Air Quality Technical Advisory Committee recommended approval of the Draft 2010 MAG Conformity Analysis. On July 14, 2010, the Management Committee concurred with the Air Quality Technical Advisory Committee recommendation. Approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and Regional Transportation Plan 2010 Update.

PUBLIC INPUT:
A public hearing on the Draft FY 2011-2015 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan 2010 Update, and Draft 2010 MAG Conformity Analysis was conducted on June 21, 2010. Public testimony was received on the conformity analysis from two citizens that commented about the data used for conformity, and about the use of federal funds for paving in the Northwest unincorporated areas. In addition, the Arizona Public Interest Research Group Education Fund and the Southwest Energy Efficiency Project commented that it did not appear that MAG accounted for the reduction in transit funding caused by the State Legislature's stripping of the Local Transportation Assistance Fund in the Regional Transportation Plan 2010 Update and Conformity Analysis.

A copy of the public hearing transcript and responses to the comments received is contained in the FY 2010 Final Phase Public Input Opportunity Report. Comments on the conformity analysis were requested by June 21, 2010.

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

CONS: None.

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

POLICY: The TIP and Regional Transportation Plan 2010 Update cannot be adopted until the conformity finding is approved. The Draft 2010 MAG Conformity Analysis is prepared in accordance with federal regulations, MAG Conformity Consultation Processes and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council. In addition, federal and state guidance is followed regarding transportation conformity.

ACTION NEEDED:
Approval of the Finding of Conformity for the Draft FY 2011-2015 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:
Management Committee: On July 14, 2010, the MAG Management Committee recommended approval of the Finding of Conformity for the Draft FY 2011-2015 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
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Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

Air Quality Technical Advisory Committee: On June 24, 2010, the MAG Air Quality Technical Advisory Committee unanimously recommended approval of the Draft 2010 MAG Conformity Analysis for the Draft FY 2011-2015 MAG Transportation Improvement Program and Draft Regional Transportation Plan 2010 Update.

MEMBERS PRESENT

Doug Kukino, Glendale, Chairman
Gaye Knight, Phoenix, Vice Chair
Sue McDermott, Avondale
Elizabeth Biggins-Ramer, Buckeye
* Jim Weiss, Chandler
#Jamie McCullough, El Mirage
Kurt Sharp for Tami Ryall, Gilbert
Cato Esquivel, Goodyear
Scott Bouchie, Mesa
#Maher Hazine for William Mattingly, Peoria
Larry Person, Scottsdale
#Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
#Mark Hannah, Youngtown
Ramona Simpson, Queen Creek
* Walter Bouchard, Citizen Representative
* Corey Woods, American Lung Association of Arizona
Wendy Crites for Grant Smedley, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
#Gina Grey, Western States Petroleum Association
* Valley Metro
Dave Berry, Arizona Motor Transport Association
Jeannette Fish, Maricopa County Farm Bureau
* Russell Bowers, Arizona Rock Products Association
* Greater Phoenix Chamber of Commerce
# Amanda McGennis, Associated General Contractors
Spencer Kamps, Homebuilders Association of Central Arizona
Mannie Carpenter, Valley Forward
Erin Taylor, University of Arizona Cooperative Extension
Beverly Chenausky, Arizona Department of Transportation
Diane Arnst, Arizona Department of Environmental Quality
* Wienke Tax, Environmental Protection Agency
Jo Crumbaker, Maricopa County Air Quality Department
* Duane Yantorno, Arizona Department of Weights and Measures
* Ed Stillings, Federal Highway Administration
* Judi Nelson, Arizona State University
Christopher Horan, Salt River Pima-Maricopa Indian Community

*Members neither present nor represented by proxy.
#Participated via telephone conference call.
+Participated via video conference call.

CONTACT PERSON:
Dean Giles, Air Quality Program Specialist, (602) 254-6300.

ON THE MOVE
PARTNERS IN PROGRESS

DRAFT

2010

CONFORMITY ANALYSIS

FOR THE FY 2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION PLAN 2010 UPDATE

REGIONAL TRANSPORTATION PLAN

EXECUTIVE SUMMARY

MAY 2010

MARICOPA ASSOCIATION of GOVERNMENTS

EXECUTIVE SUMMARY

This report presents the 2010 MAG Conformity Analysis for the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan 2010 Update (RTP). The Maricopa Association of Governments (MAG) is the designated Metropolitan Planning Organization (MPO) in Maricopa County, Arizona, and is responsible for regional transportation and air quality planning. The analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A finding of conformity for the FY 2011-2015 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2010 Update is therefore supported.

The 2010 MAG Conformity Analysis for the FY 2011-2015 MAG Transportation Improvement Program and the MAG Regional Transportation Plan 2010 Update includes results of the regional emissions analysis for carbon monoxide, eight-hour ozone, and PM-10. Summarized below are the applicable federal criteria or requirements for conformity determinations, the conformity tests applied, regional emissions analysis results, and an overview of the organization of this report. Figures presenting the conformity test results and transportation control measure funding in the FY 2011-2015 MAG Transportation Improvement Program are provided at the end of the Executive Summary.

CONFORMITY REQUIREMENTS

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The federal transportation conformity rule was first promulgated in 1993 by EPA, following the passage of amendments to the federal Clean Air Act in 1990. The federal transportation conformity rule has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity rule and court opinions are summarized in Chapter 1.

The conformity rule applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). At this time, portions of Maricopa County are designated as a nonattainment or maintenance area with respect to federal air quality standards for three criteria pollutants, carbon monoxide (CO), eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM-10). Transportation plans and programs for the nonattainment or maintenance areas in the Maricopa County

area must satisfy the requirements of the federal transportation conformity rule. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are:

(1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by EPA for transportation conformity purposes, or interim emissions tests;

(2) the latest planning assumptions and emission models in force at the time the conformity analysis begins must be employed;

(3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and,

(4) consultation.

Consultation generally occurs at the beginning of the conformity analysis process, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

CONFORMITY TESTS

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) interim emissions tests. For the emissions budget test, predicted emissions for the TIP and RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found by EPA to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emissions budget found to be adequate for transportation conformity purposes, interim emissions tests apply.

On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Carbon Monoxide Maintenance Plan, including the conformity budgets, effective April 8, 2005. On October 25, 2007, EPA published a notice in the *Federal Register* finding the VOC and NOx emissions budgets in the MAG Eight-Hour Ozone Plan adequate, effective November 9, 2007. In addition, on June 16, 2008, EPA published a notice in the *Federal Register* finding the PM-10 emission budget in the MAG 2007 Five Percent Plan for PM-10 adequate, effective July 1, 2008.

Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, eight-hour ozone, and PM-10. For the 2010 MAG Conformity Analysis for the FY 2011-2015 MAG TIP and RTP, the emissions budget test was applied using the approved conformity budgets from the Carbon Monoxide Maintenance Plan. For

eight-hour ozone, the emissions budget tests were performed for volatile organic compounds (VOC) and nitrogen oxides (NOx) using the adequate conformity budget from the MAG Eight-Hour Ozone Plan. For PM-10, the emissions budget test was applied using the adequate conformity budget from the MAG 2007 Five Percent Plan for PM-10.

RESULTS OF THE CONFORMITY ANALYSIS

For the 2010 MAG Conformity Analysis, a regional emissions analysis was conducted for carbon monoxide, for the eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and PM-10 for the years: 2010, 2015, 2025, and 2031. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started on April 26, 2010. The major conclusions of the 2010 MAG Conformity Analysis are:

- For carbon monoxide, the total vehicle-related emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis year 2010 are projected to be less than the approved 2006 emissions budget, and the emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis years 2015, 2025, and 2031 are projected to be less than the approved budget for 2015. The applicable conformity test for carbon monoxide is therefore satisfied. The results of the regional emissions analysis for carbon monoxide are presented in Figure ES-1.

- For eight-hour ozone, the total vehicle-related volatile organic compound and nitrogen oxide emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis years of 2010, 2015, 2025, and 2031 are projected to be less than the adequate 2008 emissions budgets. The applicable conformity tests for eight-hour ozone are therefore satisfied. The results of the regional emissions analysis for eight-hour ozone are presented in Figures ES-2 and ES-3.

- For PM-10, the total vehicle-related emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis years of 2010, 2015, 2025, and 2031 are projected to be less than the adequate 2010 emissions budget. The conformity test for PM-10 is therefore satisfied. The results of the regional emissions analysis for PM-10 are presented in Figure ES-4.

- A review of the implementation status of TCMs in applicable air quality plans has indicated that the TIP and Regional Transportation Plan will provide for the timely implementation of the TCMs and there are no obstacles to the implementation of any TCM. The current status of TCMs identified in applicable air quality implementation plans is documented in Chapter 5 of this report. Figure ES-5 presents the total funding programmed in the TIP for transportation projects and programs that implement transportation control measures and other air quality measures.

- Consultation has been conducted in accordance with federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable federal and state conformity rules and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions. Chapter 3 includes a summary of the transportation model characteristics, key socioeconomic data, and other data related to the land use and transportation system forecasts, and Chapter 4 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 5 contains the documentation required under the federal transportation conformity rule for transportation control measures. The results of the conformity analysis for the TIP and Regional Transportation Plan are provided in Chapter 6.

Excerpts from the applicable air quality plans, consultation documentation, and other related information are contained in the Appendices. The appendices include copies of memoranda previously circulated for consultation. The appendices of the final version of this report will also include a transcript of the public hearing to be conducted on the draft report. Any comments received and responses made as part of the final 30-day consultation period on this draft report will also be included in the appendices.

Figure ES-1: Carbon Monoxide Results for Conformity Budget Test

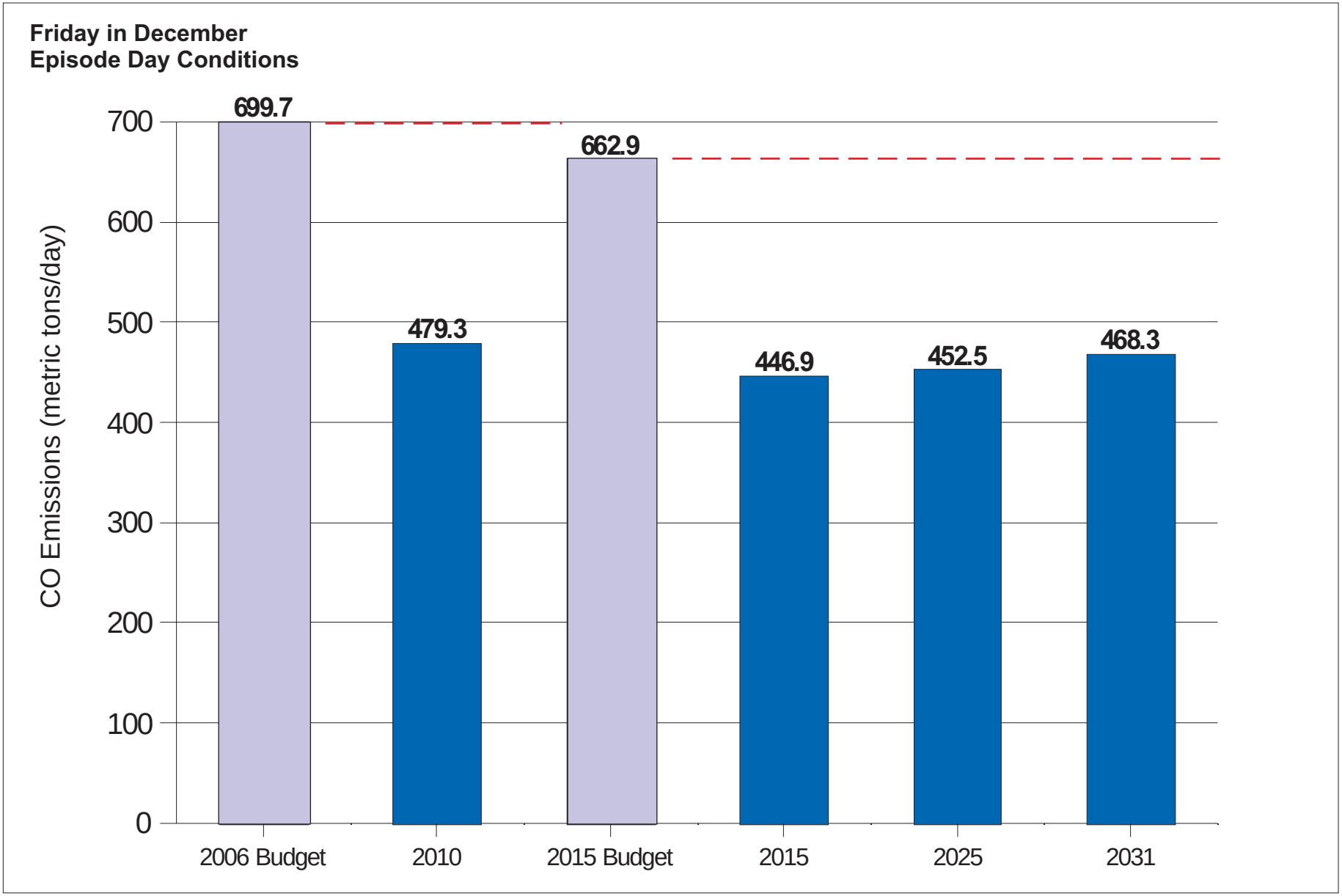


Figure ES-2: Eight-Hour Ozone: Volatile Organic Compounds (VOC) Results for Conformity Budget Test

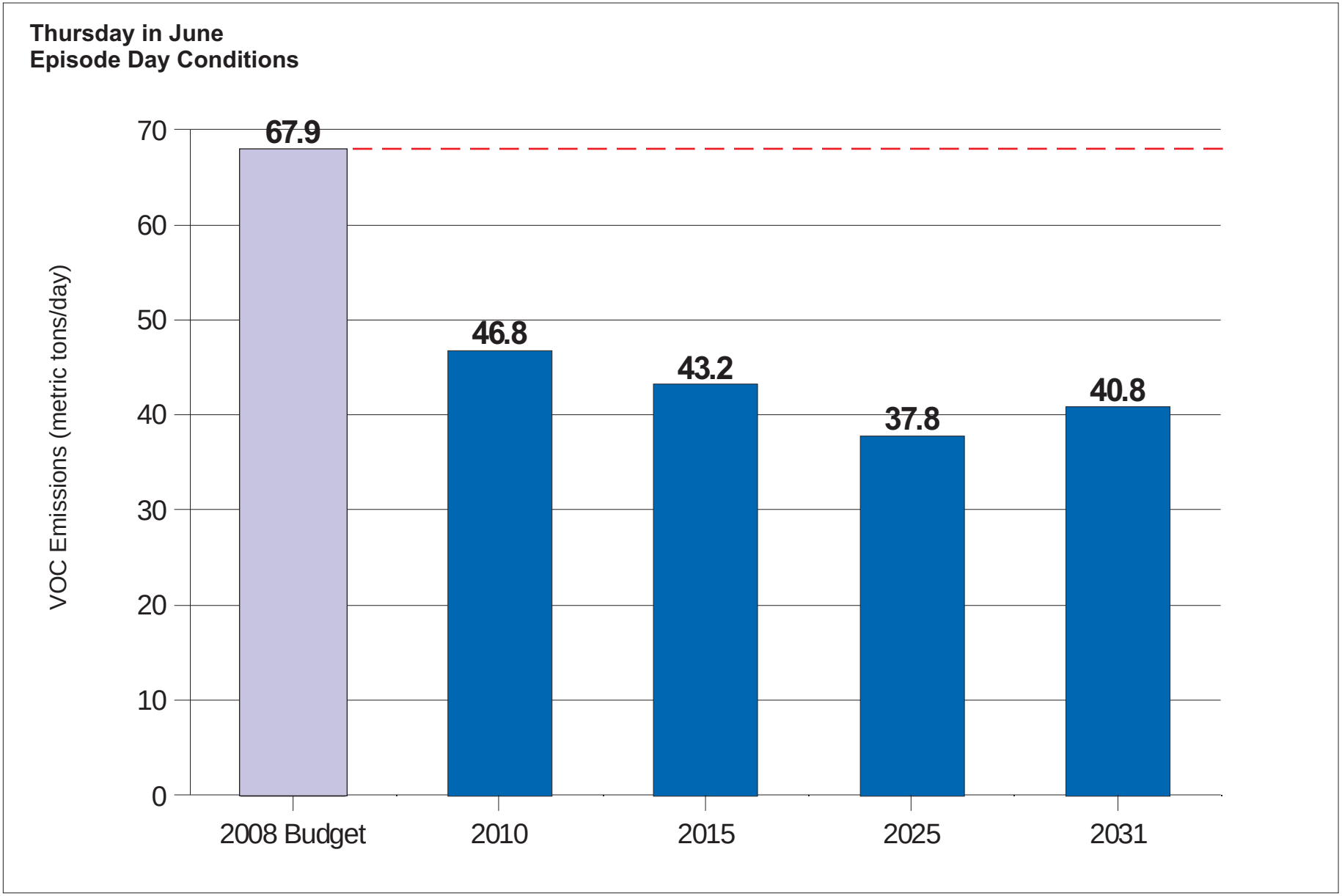


Figure ES-3: Eight-Hour Ozone: Nitrogen Oxides (NOx) Results for Conformity Budget Test

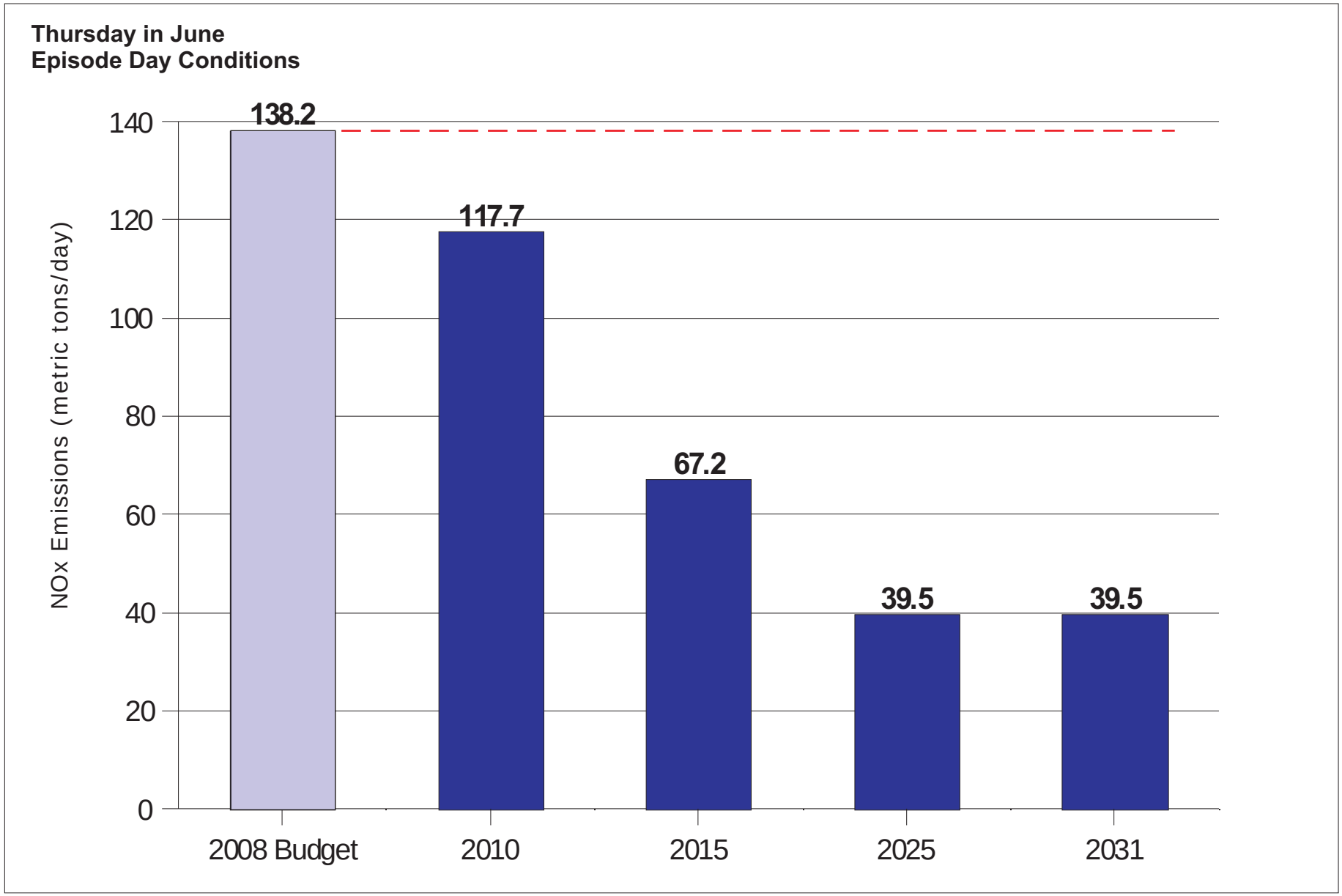


Figure ES-4: PM-10 Results for Conformity Budget Test

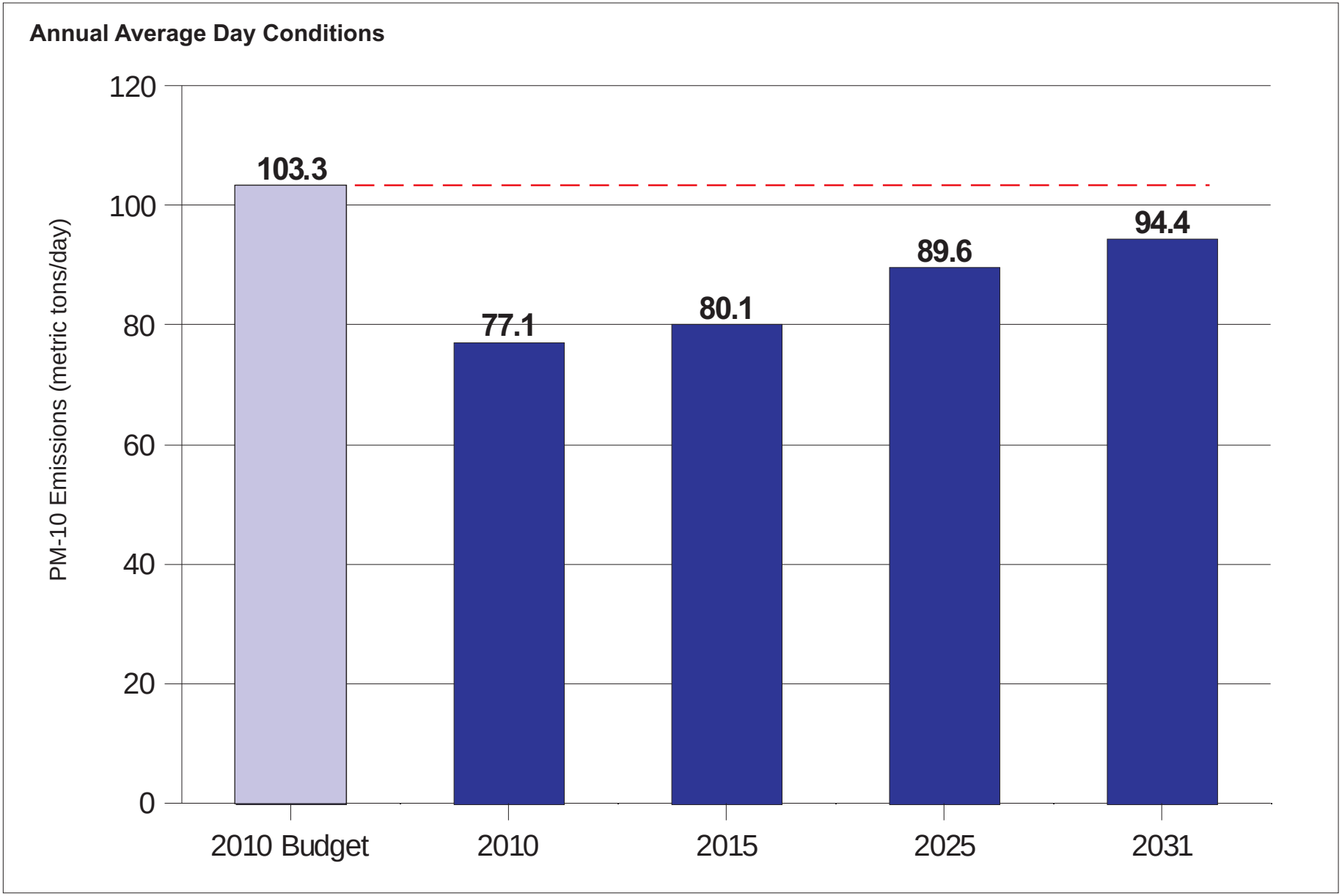
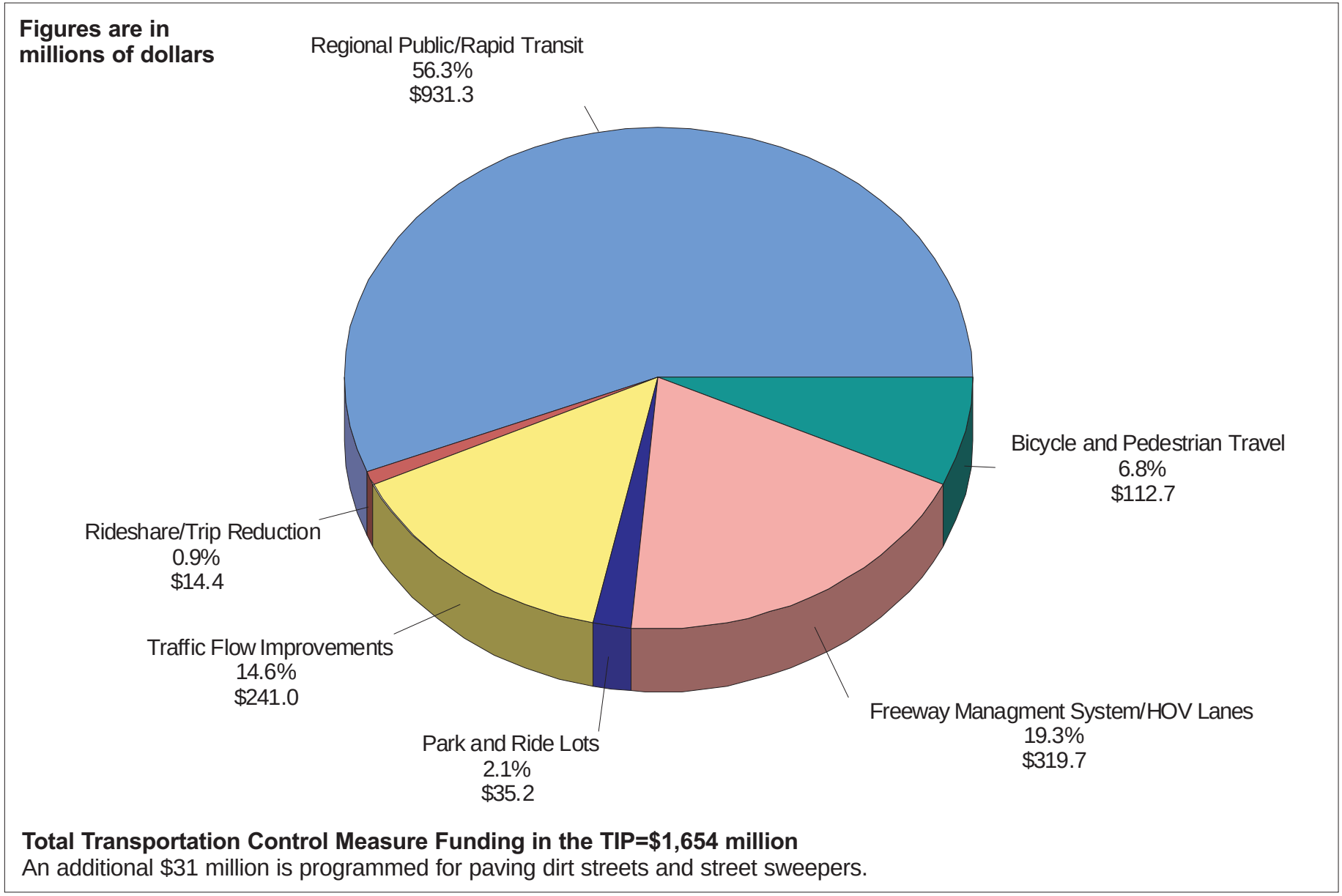


Figure ES-5: Transportation Control Measure Funding in the FY 2011-2015 MAG Transportation Improvement Program



Total Transportation Control Measure Funding in the TIP=$1,654 million
An additional $31 million is programmed for paving dirt streets and street sweepers.

Agenda Item #5J

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

July 20, 2010

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

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

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

Since the last status report on May 26, 2010, MAG staff has included the street sweeper projects approved for FY 2010 CMAQ funding to the table. On June 16, 2010, MAG was notified by the Arizona Department of Transportation that the FY 2010 CMAQ funding is available and the projects on the prioritized list could proceed. For these projects, MAG is requesting that the sweepers be purchased by July 11, 2011. At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example.

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

The purchase of PM-10 Certified Street Sweeper Projects supports the committed measure "Sweep Streets with PM-10 Certified Street Sweepers" in the MAG 2007 Five Percent Plan for PM-10. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

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

Attachment

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

July 20, 2010

	Remaining Projects	CMAQ Allocated	Status
FY 2008 CMAQ			
Approved October 2007			
	Gilbert (1)	$180,246	The sweeper will be purchased this fiscal year.
Approved June 2008			
	Phoenix (2)	$396,000	Delivery of the two street sweepers is expected by early August 2010.
Total Remaining Project Costs		$576,246	
FY 2009 CMAQ			
Approved January 2009			
	Gilbert (2)	$398,662	The sweepers will be purchased this fiscal year.
	Phoenix (2)	$280,900	Delivery of the two street sweepers is expected by early August 2010.
Approved July 2009			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by September 11, 2010.	Phoenix	$62,696	Delivery of the two street sweepers is expected by early August 2010.
	Youngtown	$164,659	Purchase of the sweeper was completed on June 29, 2010.
	Buckeye	$209,871	Delivery of the street sweeper is expected in August 2010.
Total Remaining Project Costs		$1,116,788	
FY 2010 CMAQ			
Approved January 2010			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by July 11, 2011.	Gilbert (2)	$421,196	
	Phoenix (2)	$357,880	
	Maricopa County	$165,025	
	Peoria	$197,225	
	Tempe	$186,774	
	Apache Junction	$173,000	
	Scottsdale Airport	$162,918	
Total Remaining Project Costs		$1,664,018	
Grand Total Remaining Project Costs FY 2008 - FY 2010		$3,357,052	

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

Agenda Item #5K

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

DATE:
July 20, 2010

SUBJECT:
2010 Heat Relief Maps

SUMMARY:
The Maricopa Association of Governments has developed two maps of resources to help make water and shade available to vulnerable populations during the hot summer months. This activity supports regional heat relief activities. The first map shows where water hydration stations and refuge locations are located throughout the county, or where people in need can go for water and shade. The second map shows water collection and donation sites in the region. Many heat-relief efforts have been implemented over the past five years to prevent people from dying from heat-related illnesses. This item is presented to alert member agencies to resources available throughout the summer months and to solicit assistance in making these resources available. The maps will be distributed throughout the community, available on the MAG website at http://www.mag.maricopa.gov/display.cms, and provided to staff at the CONTACS shelter (hotline: 602-263-8900). CONTACS will send outreach teams to people reported as being in need of assistance.

These efforts began in 2005 when record numbers of homeless people died as a result of the heat. The number of sites offering assistance has increased significantly since these efforts began. As a result, heat-caused deaths among people experiencing homelessness have been prevented.

PUBLIC INPUT:
No public comments were received at the May 17, 2010, meeting of the MAG Continuum of Care Regional Committee on Homelessness. No public comments were received at the July 14, 2010, meeting of the MAG Management Committee meeting.

PROS & CONS:
PROS: Planning and prevention efforts will reduce the number of deaths from heat-related illnesses. Joint planning efforts ensure collaboration throughout the community and will help to raise awareness about the issue. Such coordination also uses resources more efficiently.

CONS: It can be difficult and labor intensive to provide information and preventive services to homeless people. It is anticipated that this will be an ongoing priority for the outreach teams, social services agencies and municipalities.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Municipalities and the County have plans that are currently in place and are initiated by National Weather Service messages. Four determining factors are considered to initiate a message: temperature, humidity, amount of cloudiness, and expected duration of heat. There are three types of heat-related messages; heat advisory, excessive heat watch, and excessive heat warning. Each message will trigger action steps ranging from public awareness campaigns to temporary emergency shelter.

Two maps have been created to aid in the prevention efforts. The first map shows where each of the water hydration stations and refuge locations are located throughout the county. The second map shows water

collection and donation sites in the county. The maps will be distributed throughout the community, available on the MAG website at http://www.mag.maricopa.gov/display.cms, and provided to staff at the CONTACS shelter (hotline: 602-263-8900). CONTACS will send outreach teams to people reported as being in need of assistance. This is a new development in regional heat relief planning.

POLICY: The coordination effort for water collection, distribution and respite locations is extensive and requires additional outreach and volunteer efforts. However, prevention efforts and planning are much more cost effective and proactive than responding to medical emergencies. Careful planning in advance will reduce the number of deaths, the cost of facing a crisis unprepared, and bad publicity received if a crisis occurs.

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
MAG Management Committee: Information about regional heat relief planning was provided on July 14, 2010.

MEMBERS ATTENDING
Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

MAG Continuum of Care Regional Committee on Homelessness: A presentation about regional heat relief planning efforts was provided on May 17, 2010.

MEMBERS ATTENDING:
Shana Ellis, City of Tempe, Vice Mayor, Chair
Robert Duvall for Roberto Armijo, Community Information & Referral Services
Maria-Elena Ochoa for the Governor's Office
* Kathryn Brown, AZ Dept of Corrections
* Kendra Cea, APS
* Steve Frate, City of Glendale, Councilmember
Victor Hudenko, Catholic Charities
Theresa James, City of Tempe
Michael Johnson, City of Phoenix, Councilmember
Deanna Jonovich, City of Phoenix

* Don Keuth, Phoenix Community Alliance
Stephanie Knox, Magellan Health Services of Arizona
Mattie Lord, Arizona Department of Economic Security/CPIP
Nick Margiotta, Phoenix Police Department
Michael McQuaid, Human Services Campus
Linda Mushkatel, Maricopa County
Darlene Newsom, UMOM New Day Centers
Joanne Osborne, City of Goodyear, Councilmember, Vice Chair
Sylvia Sheffield for Gina Ramos Montes, City of Avondale
* Brenda Robbins, Arizona Dept of Health Services
Amy Schwabenlender, Valley of the Sun United Way
Laura Skotnicki for Jacki Taylor, Save the Family
* Margaret Trujillo, MG Trujillo Associates
* Mary Rose Wilcox, Maricopa County, Supervisor
Nicky Stevens for Ted Williams, Arizona Behavioral Health Corporation
Diana Yazzie Devine, Native American Connections

*Those members neither present nor represented by proxy.
+Those members present by audio or videoconference.

CONTACT PERSON:
Brande Mead, Human Services Program Manager, (602) 254-6300

MARICOPA ASSOCIATION of GOVERNMENTS

Water Hydration Stations and Refuge Locations (Summer 2010)

- Hydration Stations
- Refuge/Hydration Locations
- Hydration Stations during Heat Warnings issued by the National Weather Service

Other Features

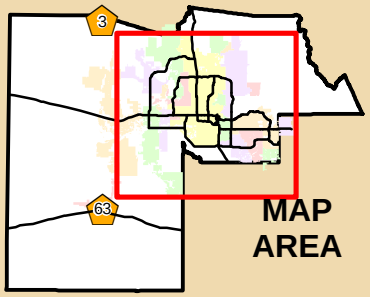
- Municipal Planning Area
- Maricopa County Boundary
- Existing Freeway
- Planned Freeway
- Major Roads

CONTACS Shelter Hotline (602) 263-8900

(CONTACS = Community Network for Accessing Shelter)

Community Information & Referral

See back for location information



Hydration Station: A place where people can go to get water or other donations. For more information on hydration efforts contact Brande Mead at (602) 452-5060 or via email at bmead@mag.maricopa.gov.

Refuge Location: A location that provides a safe, cool place indoors during the day for homeless people. Water should be provided. For more information about refuge efforts contact Brande Mead at (602) 452-5060 or via email at bmead@mag.maricopa.gov.

Miles 0 5

Map Prepared by Maricopa Association of Governments - July 2010

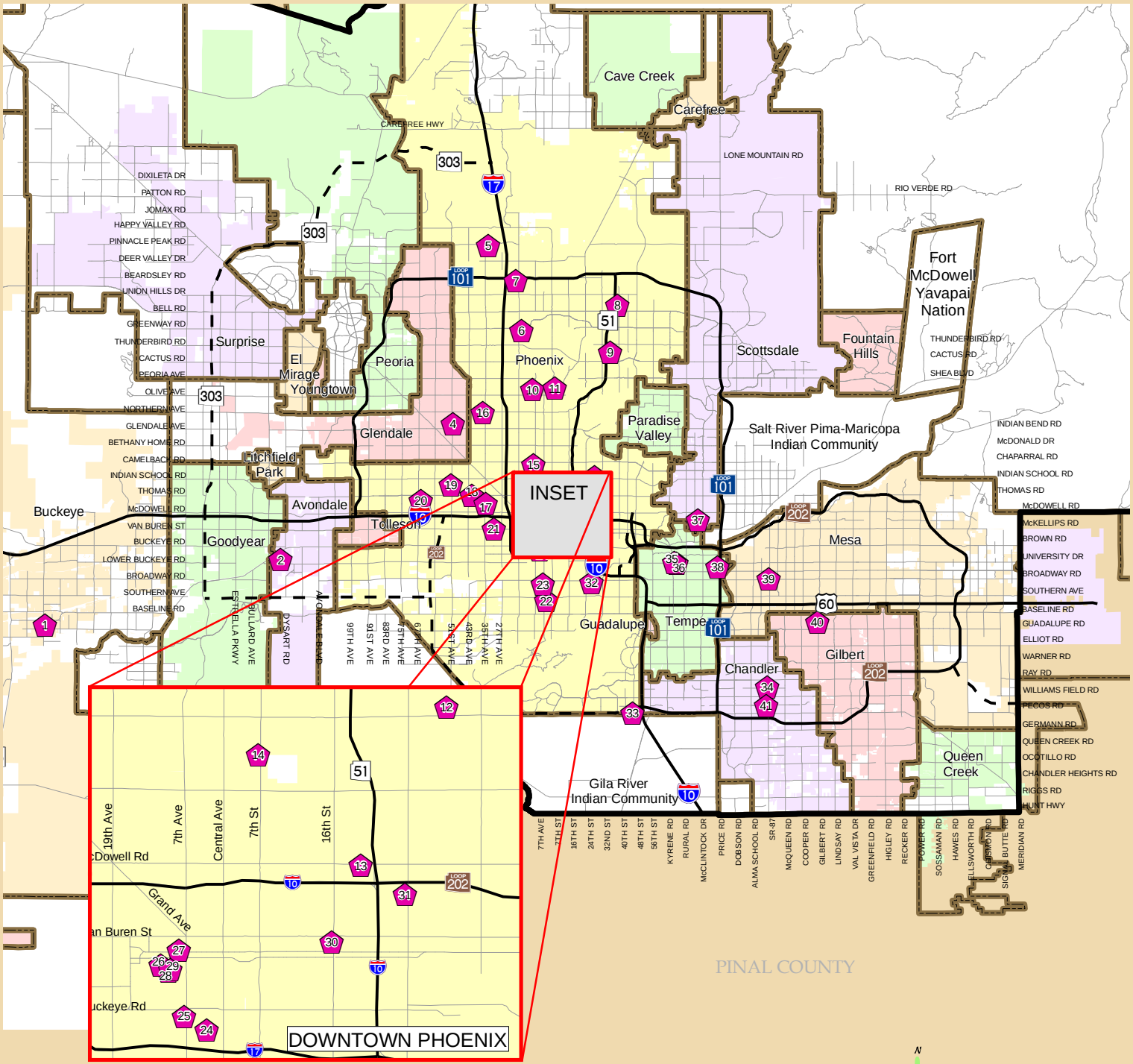
While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Water Hydration Stations and Refuge Locations – Summer 2010

1 Buckeye Community Center 201 E. Centre Ave. M-F, 9am-4pm	**2 City of Avondale** 1007 S. 3rd Street M-F, 8am-5pm	**3 Wickenburg CAP** 255 Washington St. M-F, 8am-5pm	**4 Psychiatric Recovery Center West** 11361 N. 99th Ave. Ste. 402 M-Su, 24/7	**5 O'Neil Community Center** 6448 W. Missouri Ave. M-Su, 10am-7pm	**6 Glendale Adult Center** 5970 W. Brown St. M-Su, 10am-7pm	**7 Glendale CAP** 5949 W. Northern Ave. #205 M-F, 8am-5pm	**8 Velma Teague Library** 7010 N. 58th Ave. M-Th, Sa; 1pm-5pm	**9 Lutheran Social Services Westside Food Pantry** 7205 N. 51st Ave. M,W,Th, 9am-12pm
10 Foothills Library 19055 N. 57th Ave. M-W, F, Sa; 1pm-5pm	**11 Goulet A.C. Beuf Community Center** 3435 W. Pinnacle Peak M-F, 8am-5pm	**12 North Hills Church** 15025 N. 19th Ave. M-F. 9am-4pm	**13 Deer Valley Community Center** 2001 W. Wahalla M-F, 8am-5pm	**14 Paradise Valley Community Center** 17042 N. 40th St. M-F, 8am-5pm	**15 Shadow Mountain Senior Center** 3546 E. Sweetwater M-F, 8am - 5pm	**16 Sunnyslope Family Service Center** 914 W. Hatcher M-F, 8am-5pm	**17 Salvation Army-Project Hope** 5th St & Hatcher/Next to Fire station M-F, 8am-2pm	**18 Sunnyslope Senior Center** 802 E. Vogel M-F, 8am-5pm
19 Devonshire Senior Center 2802 E. Devonshire Ave. M-F, 8am-5pm	**20 Recovery Innovations** 2701 N. 16th St. Ste. 316 M-F, 8am-5pm	**21 McDowell Place Senior Center** 1845 E. McDowell Rd. M-F, 8am-5pm	**22 Foundation for Senior Living** 1201 E. Thomas Rd. M-F, 8am-5pm	**23 The Cultural Cup Food Bank** 537 E. Osborn Rd. Ste. 101 MTWTh, M&Th 8-4, Tu&W 8-2	**24 Chinese Senior Center** 734 W. Elm St. M-F, 8am-5pm	**25 Church of the Beatitudes** 555 W. Glendale Ave. M-F, 8:30 - 4:30 M-Th/8:30 -12:30 Friday	**26 Manzanita Senior Center** 3581W. Northern Ave. M-F, 8am-5pm	**27 Rehoboth Saints Center** 2315 N. 35th. Ave. M-F, 8am - 1pm
28 Adam Diaz Senior Center 4115 W. Thomas Rd. M-F, 8am-5pm	**29 John F. Long Family Services Center** 3454 N. 51st Ave. M-F, 8am-5pm	**30 Desert West Community Center** 6501 W. Virginia M-F, 8am-5pm	**31 Salvation Army-Project Hope** 35th Ave & Roosevelt/Falcon Park M-F, 8am-2pm	**32 My Father's House** 3030 W. Van Buren M-F, 5:30pm-7:30pm	**33 Phoenix Rescue Mission** 3532 W. Thomas Rd. Ste. 9 All, 8:00am - 4:00pm	**34 South Mountain Community Center** 212 E. Alta Vista Rd. M-F, 8am - 5pm	**35 Travis L. Williams Family Services Center** 4732 S. Central Ave. M-F, 8am-5pm	**36 Marcos De Niza Senior Center** 305 W. Pima St. M-F, 8am-5pm
37 Senior Opportunities West 1220 S. 7th Ave. M-F, 8am - 5pm	**38 Maricopa C. Health Care for the Homeless** 220 S. 12th Ave. M-F, 7:30-11:30/12:30-4:00	**39 AZ Department of Health Services** 150 N. 18th Ave., Ste 220 M-F, 10am - 4pm	**40 Trinity Episcopal Cathedral** 100 W. Roosevelt St. M-F, 9am-3pm	**41 Grace Lutheran** 1124 N. 3rd St. M-F, 10am - 4pm	**42 Terros, Inc.** 1029 N. 1st St. M-F, 9:00am - 4:30 pm	**43 Lodestar Day Resource Center** 1125 W. Jackson Su-Sa, 7:30-11:00/1:4:30	**44 SW Behavioral Health Services** 1125 W. Jackson M-F, 7am-4pm	**45 FIBCO Family Services Inc.** 1141 East Jefferson Street TuWF, 10:30am-1:30pm
46 Home on the Way Ministries 1539 E.Monroe St. M-F, 5:30pm-7:30pm	**47 Salvation Army-Project Hope** 16th Street & Jefferson/Eastlake Park M-F, 8am-2pm	**48 Community Bridges Inc.** 2770 E. Van Buren 24/7, 8am-5pm	**49 Salvation Army-Project Hope** 2702 E. Washington M-F, 8am- 2pm	**50 Set Free Ministries** 1034 N. 24th St. Su-Sa, 24/7	**51 First Pentecostal Church** 2710 E. Marguerite Ave. Sun/T/Th, Su 9am-1pm/TT 7-9pm	**52 Pecos Community Center** 17010 S. 48th St. M-F, 8am-5pm	**53 Chandler CAP** 650 N. Arizona Avenue M-F, 7am-4pm	**54 Tempe Salvation Army** 714 S. Myrtle Ave. M-F, 9am-12pm & 1pm-4pm
55 Urban Outreach at Tempe First United Methodist Church 215 E. University Drive M,Tu,W,F, (Mon 6-11am & 5:30-9pm, Tue-Wed 5:30-9pm, Fri 6-11am)	**56 Vista del Camino Community Center** 7700 E. Roosevelt M-F, 8am-5pm	**57 Tempe Community Action Association** 2150 E. Orange St. M-F, 8am-5pm	**58 La Mesita** 2254 W. Main St. Su-Sa, 8am- 5pm	**59 Mesa CAN** 635 E. Broadway Rd. M-F, 8am-5pm	**60 Paz de Cristo** 424 W. Broadway Rd. M-F, 8am-7pm & Sa-Su 1pm-7pm	**61 Gilbert CAP** 1140 N. Gilbert Road, Ste. 109 M-F, 8am-5pm	**62 Chandler Christian Community Center** 345 S. California St. M-F, 8am-4pm	**63 Gila Bend CAP/Senior Center** 202 N. Euclid Ave. M-F, 9am-3:30pm (except 1st Th of month)

MARICOPA ASSOCIATION of GOVERNMENTS

Collection/Donation Sites (Summer 2010)



Collection/Donation Sites

Other Features

Municipal Planning Area

Maricopa County Boundary

Existing Freeway

Planned Freeway

Major Roads

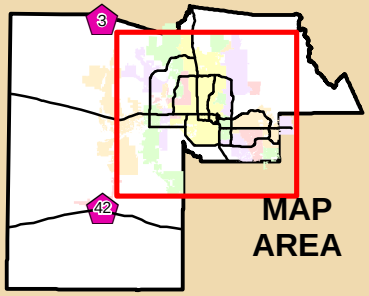
Collection/Donation Site:
A place where people can drop off water or other appropriate donations such as light colored tee-shirts, sun block, socks and underwear, hats, and pre-packaged snack items.

CONTACS Shelter Hotline (602) 263-8900

(CONTACS = Community Network for Accessing Shelter)

Community Information & Referral

See back for location information



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28 Lodestar Day Resource Center 1125 W. Jackson Su-Sa, 7:30-11:00/1:4:30	**29 SW Behavioral Health Services** 1125 W. Jackson M-F, 7am-4pm	**30 Home on the Way Ministries** 1539 E.Monroe St. M-F, 5:30pm-7:30pm	**31 Set Free Ministries** 1034 N. 24th St. Su-Sa, 24/7	**32 First Pentecostal Church** 2710 E. Marguerite Ave. Sun/T/Th, Su 9am-1pm/TT 7-9pm	**33 Pecos Community Center** 17010 S. 48th St. M-F, 8am-5pm	**34 Chandler CAP** 650 N. Arizona Avenue M-F, 7am-4pm	**35 Tempe Salvation Army** 714 S. Myrtle Ave. M-F, 9am-12pm & 1pm-4pm	**36 Urban Outreach at Tempe First United Methodist Church** 215 E. University Drive, M,Tu,W,F, (Mon 6-11am & 5:30-9pm, Tue-Wed 5:30-9pm, Fri 6-11am)
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Agenda Item #5L

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

July 20, 2010

TO: Members of the MAG Regional Council

FROM: Amy St. Peter, Human Services Manager

SUBJECT: SUSTAINABLE COMMUNITIES PLANNING GRANT PROGRAM

In May 2010, the MAG Regional Council was provided with a report about the Sustainable Communities Planning Grant Program. This program is offered by the U.S. Department of Housing and Urban Development (HUD) in partnership with the U.S. Department of Transportation and the Environmental Protection Agency. The purpose of the program is to integrate housing, economic development, and transportation planning through the creation of regional plans for sustainable development. This memorandum provides an update on activities undertaken since the May MAG Regional Council presentation and to solicit feedback to ensure the region's response to this grant will be competitive and reflective of local priorities and activities.

Throughout May and June, MAG staff collected feedback about the Sustainable Communities Planning Grant Program from a number of MAG Committees and community partners. To date, there appears to be consensus for MAG to submit an application either on behalf of the MAG region or the Sun Corridor, defined as Maricopa, Pima, and Pinal Counties. A potential focus could be developing green housing and jobs along high capacity transit routes such as light rail, commuter rail, and the proposed intercity rail between Phoenix and Tucson. The opportunity to complete paths along the canal system has also been proposed. Additional information is being solicited from MAG Committees and community partners to identify other activities that could support this project and make the region more sustainable.

Feedback from MAG member agencies is critical to determine the most appropriate role for MAG to take in the application process. At the request of the MAG Regional Council in May, a survey of MAG member agencies was completed in June. Sixteen member agencies indicated support for MAG to apply either on behalf of the MAG region or on behalf of the Sun Corridor. One member agency indicated a neutral response. A position was not identified for the remaining member agencies. Potential community partners as well as the local HUD office have expressed support for both strategies. The Washington D.C. HUD office overseeing the grant competition confirmed the Sun Corridor is eligible per the guidelines presented in the Notice of Funding Availability released on June 24, 2010.

Ongoing discussions with the Pima Association of Governments (PAG) and the Central Arizona Association of Governments (CAAG) indicate preliminary support for applying on behalf of the Sun Corridor. All three councils of governments have been addressing common interests through the Joint

Planning Advisory Council since its inception in 2009. The Joint Planning Advisory Council could serve a coordinating function among MAG, PAG, and CAAG for the purpose of this grant as well. This arrangement could provide an edge for a very competitive grant process. Another option to consider would be to apply as the Metropolitan Statistical Area (MSA) of Maricopa and Pinal Counties.

Whether applying as the MAG region, the MAG/Pinal MSA, or the Sun Corridor, the maximum award possible is up to $5 million. In total, up to $98 million is available nationally. HUD has set aside 25 percent of the awards for small metropolitan or rural areas. The application process is expected to be very competitive. Applications meeting threshold requirements but not receiving an award may be granted preferred sustainability status. Applicants with this status may apply for an additional $2 million that will be available nationally in fall 2010 for technical assistance. HUD has indicated this status may also provide a benefit when applying for other federal funding sources. Applying for this funding source now may position MAG well in the future if such plans become a requirement with the reauthorization of federal transportation funding.

On July 19, 2010, the MAG Regional Council Executive Committee received a report on activities undertaken to determine an approach that puts the region in the most advantageous position and best reflects the priorities of the region. It appears that there is consensus for MAG to apply as the lead applicant on behalf of the Sun Corridor. A potential focus for this region could be developing green housing and jobs along high capacity transit routes and completing paths along the canal system.

The MAG Regional Council Executive Committee recommended approval of the following recommendations:

1. Recommend MAG as the lead applicant to work collaboratively with MAG member agencies, PAG, CAAG, and community partners to submit an application for the Sustainable Communities Planning Grant Program on behalf of the Sun Corridor by August 23, 2010. The application will request up to $5 million for a three year period.

2. Direct MAG staff to solicit signed partnership agreements and Memoranda of Understanding from diverse representatives including, but not limited to, MAG member agencies, nonprofit agencies, educational institutions, and philanthropies. This will demonstrate a high level of community engagement and collaboration.

3. Recommend that the MAG Regional Council Chair sign a partnership agreement on behalf of the MAG Regional Council at the July meeting.

4. Recommend that MAG, PAG, and CAAG convene local stakeholders to identify strategies at the regional level and work with the Joint Planning Advisory Council to advise on the interface between the planning regions.

Feedback, questions, and suggestions about the Sustainable Communities Planning Grant Program are encouraged. Within the next few weeks, partners, goals and the budget for the project will be confirmed. Anyone interested in assisting with the application and project development is invited to contact staff at their earliest convenience.

If you have any questions regarding this item, please contact me at the MAG office at (602) 254-6300.

Agenda Item #6A

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

DATE:
July 20, 2010

SUBJECT:
FY 2010 Final 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 Final Phase Input Opportunity provides a phase for input on the Draft FY 2011-2015 MAG Transportation Improvement Program (TIP), Draft Regional Transportation Plan 2010 Update and 2010 Air Quality Conformity Analysis. During the Final 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 Final Phase Input Opportunity. MAG received public comment at all MAG policy committees during the phase. In addition, MAG also received comment via telephone and e-mail correspondence.

The Final Phase input opportunity culminated with a Transportation public hearing on Monday, June 21, 2010, hosted by MAG with representatives from the Arizona Department of Transportation (ADOT), Citizen's Transportation Oversight Committee, Valley Metro, METRO and the City of Phoenix Public Transit Department in attendance. A court reporter was present 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 Final Phase Input Opportunity Report.

PUBLIC INPUT:
Input was received throughout the Final Phase Input Opportunity and is included in the attached Draft FY 2010 Final Phase Input Opportunity Report.

PROS & CONS:
PROS: The FY 2010 Final 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 MAG 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 Final Phase process fulfills both the federal requirements and MAG policy, while the report conveys these results to policymakers.

ACTION NEEDED:
Acceptance of the Draft FY 2010 MAG Final Phase Public Input Opportunity Report.

PRIOR COMMITTEE ACTIONS:
This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On July 14, 2010, the Management Committee recommended acceptance of the Draft FY 2010 MAG Final Phase Public Input Opportunity Report.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for David Boggs, Valley Metro/RPTA

* 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.

ON THE MOVE
PARTNERS IN PROGRESS

DRAFT

FY 2010

FINAL PHASE INPUT OPPORTUNITY REPORT

REGIONAL TRANSPORTATION PLAN

JULY 2010

MARICOPA ASSOCIATION of GOVERNMENTS

Maricopa Association of Governments (MAG)
302 North First Avenue, Suite 300
Phoenix, Arizona 85003
Telephone: (602) 254-6300
Fax: (602) 254-6490
E-mail: jstephens@mag.maricopa.gov
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.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

Introduction 1
Input Opportunities 1
Events 2
Summary of Input 3

I. PUBLIC INVOLVEMENT PROCESS

Introduction 5
MAG Public Outreach Process 6
Table 1: Development Process of ADOT Five Year Program, MAG Transportation Improvement Program (TIP), and ADOT Life Cycle Program 8
Table 2: Casa Grande Resolves 9
Publicity 9

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES 11

III. PUBLIC HEARING AGENDA AND TRANSCRIPT 15

IV. APPENDIX A: PUBLICITY MATERIAL 21

V. APPENDIX B: CORRESPONDENCE RECEIVED DURING FINAL PHASE 31

EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was recently extended through December 2010, emphasizes 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. Dates and times of events and presentations are available upon request.

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
(2) Transportation Public Hearings
Northwest Black History Festival
Valley of the Sun Juneteenth Celebration

Group presentations

(4) STAR (Staying Together and Recover) at Central, East and West offices
Compass All Disabilities
(2) Foundation for Blind Children
Behavioral Health Group
People First Advocacy for Developmental Disabilities
United Cerebral Palsy
Venture Out Disability Group
Muscular Dystrophy Support Group
Hopekeepers 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 during the Final Phase 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.

- Drivers of light rail and buses should look back once in a while and make sure people aren't getting out of hand.
- Many people need Dial-a-Ride and buses and we need to see what we can do to prevent these services from being cut.
- MAG needs to make clean and efficient modes of transportation a priority.
- The loss of LTAF funding really hurts the ability of the region to provide adequate transit service.
- Transit needs to be a priority, because that's what most people who come to the public hearings want.
- Transit cuts seem to be more prevalent in the West Valley.
- The Proposition 400 sales tax stops in 2025, but there are projects listed beyond that timeframe.
- Litchfield Park Road, Dysart Road, Peoria Avenue, Bell Road and Indian School Road routes are being cut, but they are supposed to be part of the Supergrid.
- The Supergrid projects after 2011 have all been changed. Some are put off until after the tax has ended.
- Are CANAMEX and Hassayampa Freeway the same corridor?
- We need to pave alleys in the Northwest unincorporated area, not just Phoenix.
- What are HOV lanes?
- Are there certain times of the year when air pollution is better or worse?
- What is Valley Metro's website address?
- Where do you buy tickets for the light rail?
- What is an all-day pass?
- How do you validate your pass on the light rail?
- Can you buy passes at the park and ride sites?
- When and where are the public hearings concerning service reductions?
- Is Route 96 going to be reduced?
- What are the changes for the East Valley Dial-a-Ride program?
- Is there a way to get the light rail to stop at the Disability Empowerment Center at 5025 E. Washington?
- Is Route 30 going to be cut?
- I hope they don't cut all of the buses.
- I don't want a highway going through New River.
- We need noise walls north of the Indian School overpasss that extend passed Thomas, along the 101 freeway.
- We need more bike lanes.

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.

> 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.

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

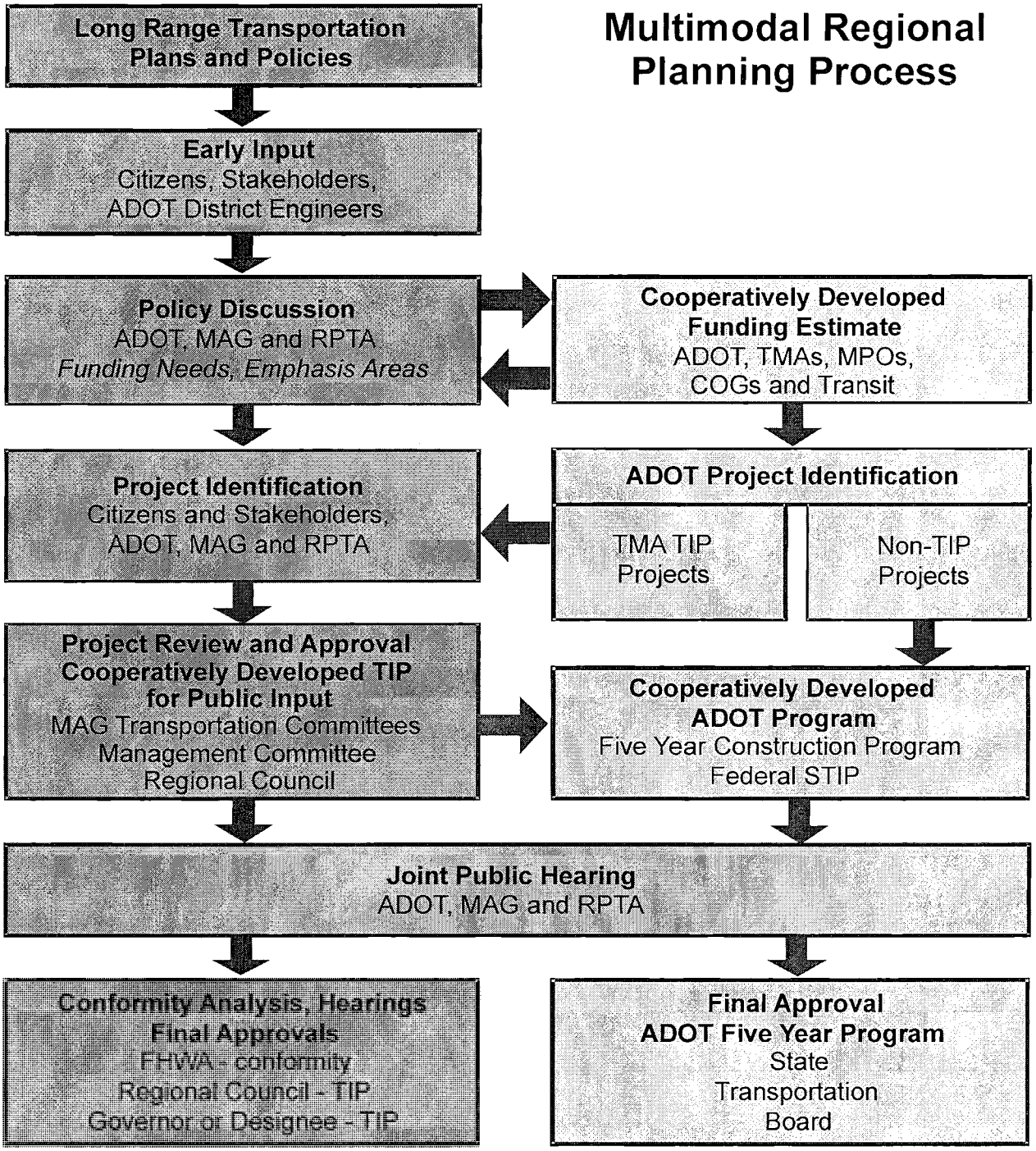

Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

* **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 Monday, June 21, 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: My concern is that with the Dial-a-Ride, they were thinking about raising the prices. But right now, I think they are just like holding it right now.

Response: Fares for the East Valley Dial-a-Ride program will increase by 50 cents in July 2010 and by another 50 cents in 2011. Fare increases for other Dial-a-Ride systems may be considered in the future by other operators.

Comment: The light rail is beginning to be a very busy transit for people who take it from and to work, and especially with what they have downtown. But I would like to find out if they are going to improve the system, because right now a lot of people are having some rough times getting on the buses and about – the buses, the Dial-a-Ride, and the train. It would be nice if it could be fixed.

Response: The Regional Transportation Plan includes expansion of the current 20-mile high capacity transit system to a future 57-mile system. Future project extensions in the plan include Central Mesa, Tempe South, Northwest Extension, Glendale Extension, I-10 West, and Northeast Phoenix.

Comment: I know you have cameras on all of those transportation (modes), but some people could get kind of out of hand. And if you tell the driver of the vehicles to check on their cameras, or once in a while turn around and see how the passengers are acting, you will have a better system.

Response: Transit drivers are responsible for the safety of the passengers. Passengers should immediately report any perceived safety issues to the operator. 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.

Due to the similar nature of the comments below, a singular response has been provided.

Comments from Serena Unrein, Phoenix resident

Comment: The MAG TIP draft calls for 78 percent of the total funds committed for projects for fiscal years 2011 to 2015 to be dedicated for freeway and street projects, while only 18 percent of the total amount of funds during those years will go toward rail and bus projects. By prioritizing freeway and street projects over clean and efficient modes of transportation, such as rail and bus, Maricopa County is destined to fall short of meeting its goal of sustaining the environment. The Arizona Public Interest Group (PIRG) Education Fund advocates that funding for transportation should be moving in a direction where at least half of funding is dedicated toward clean, efficient options other than driving. We encourage MAG to reevaluate and increase the share of funding allocated to rail and bus projects.

Comments from Sean Sweat, Phoenix resident

Comment: So transit outweighs highways by a three-to-one margin, maybe a four-to-one margin (according to the people who come to the public hearings). And as Serena already pointed out, four-to-one margin we are supporting highways and roads over transit. I don't understand that. That's kind of the way these RTPs have been going as long as I've been watching.

Response: MAG is evaluating multimodal strategies for future transportation in the region through a series of transportation studies, which have included a regional transit framework study and commuter rail analyses. The findings of these studies have been included in the Regional Transportation Plan (RTP) as illustrative corridors/projects, which ensures that they will be considered in future plan updates.

At the same time, it is important to note that the distribution of the regional half-cent sales tax among transportation modes is specified in the state legislation that authorized the vote on the half-cent tax (Proposition 400). In addition to the legislated distribution of half-cent revenues, the RTP that accompanied the Proposition 400 ballot issue identified the level of federal transportation funding that would be directed at the key modal elements. Voter approval of Proposition 400 indicated support for this distribution of federal funds, 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 expanded transportation choices. However, more than 98 percent of the travel in the region is accomplished by auto, and shifting committed funding from the highway program to other modes would eliminate vital projects, increasing congestion and reducing system performance.

Comments from William "Blue" Crowley (as read into the record by MAG Executive Director Dennis Smith)

Comment: Cutbacks on transit seem to be in the West Valley.

Response: Because of the economic downturn, transit service reductions are being enacted throughout the region.

Comment: Litchfield Park Road, Dysart Road, Peoria Avenue, Bell Road, and Indian School Road routes are being cut and yet they are supposed to be a part of the Supergrid.

Response: Transit services are being reduced due to the economic downturn and the resulting reduction in Proposition 400 sales tax collections.

Comment: The RPTA document is a sham because the Proposition 400 tax stops in 2025 and there are projects listed beyond that timeframe.

Response: RPTA's Transit Life Cycle Program indicates that due to a shortage in sales tax revenues due to the economic downturn, additional reserves beyond Proposition 400 will be necessary to complete the program as envisioned in 2004.

Comment: The Supergrid projects after 2011 have all been changed. Instead of 13 projects, there will be three. Some are put off until after the tax has ended.

Response: Transit services are being reduced due to the economic downturn and the resulting reduction in Proposition 400 sales tax collections.

Comment: : Are CANAMEX and Hassayampa Freeway the same corridor?

Response: That designation has not been made officially. The Hassayampa Freeway could become the CANAMEX corridor if decision-makers at different levels of governments determine that it should be designated as such.

Comment: Forty-five miles of alleys in Phoenix are being paved, but why not pave in the Northwest unincorporated areas?

Response: In Fiscal Year 2012 of the Draft FY 2011-2015 MAG Transportation Improvement Program, the City of Phoenix project PHX12-801 is programmed for $2,009,471 in federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding to dust proof approximately 40 miles of alleys. In the north and northwest unincorporated part of the region, Maricopa County projects MMA11-109, MMA11-801, MMA11-111, and MMA13-101 are programmed for a total amount of $1,299,451 in CMAQ funding for paving approximately 1.3 miles of unpaved roads.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

TRANSPORTATION PUBLIC HEARING

Monday, June 21, 2010, 5 p.m.

302 N. 1st Avenue, Second Floor, Saguaro Room

I. CALL TO ORDER/OPENING REMARKS

— MAG Transportation Director Eric Anderson 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 Transportation Improvement Program*
MAG Transportation Programming Manager Eileen Yazzie

— *2010 MAG Conformity Analysis*
MAG Air Quality Planning Program Specialist Dean Giles

III. PUBLIC COMMENT

— Valley residents will provide input on plans and programs.

IV. ADJOURN

MARICOPA ASSOCIATION OF GOVERNMENTS
RTP, TIP, and Conformity Analysis Public Hearing

Phoenix, Arizona
Monday, June 21, 2010
5:04 p.m.

PREPARED FOR:

Maricopa Association of Governments

(ORIGINAL)

Reported by:

DEBORA MITCHELL

Arizona CCR No. 50768

MARICOPA ASSOCIATION OF GOVERNMENTS, RTP, TIP, and Conformity Analysis Public Hearing, taken on June 21, 2010, commencing at 5:04 p.m. at Maricopa Association of Governments, 302 North 1st Avenue, Saguaro Room, Phoenix, Arizona, before Debora Mitchell, an Arizona Certified Reporter, in and for the County of Maricopa, State of Arizona.

A P P E A R A N C E S

Mr. Eric Anderson, Maricopa Association of Governments

Mr. Dennis Smith, Maricopa Association of Governments

Mr. Kwi-Sung Kang, Arizona Department of Transportation

Mr. Ken Kessler
City of Phoenix, Department of Public Transit

Mr. Ben Limmer, METRO

Mr. Paul Hodgkins, Valley Metro

Mr. Roger Herzog, Maricopa Association of Governments

MS. Eileen Yazzie, Maricopa Association of Governments

Mr. Dean Giles, Maricopa Association of Governments

* * * * *

1 MR ANDERSON: I'd like to call this meeting to
2 order now. I am Eric Anderson, Transportation Director
3 with the Maricopa Association of Governments. I'll be
4 chairing this public meeting today. For those of you
5 who came out to attend this hearing, I thank you for
6 taking the time. Those driving to the meeting who
7 parked in the garage can have their tickets validated.
8 And those using transit, you can get a transit ticket
9 with the presentation of a valid transfer to MAG staff.
10 Now let's stand for the Pledge of Allegiance.
11 (Pledge of Allegiance recited.)
12 MR. ANDERSON: This public hearing is one
13 component of the MAG public involvement process. For
14 many years, MAG and ADOT have successfully coordinated
15 planning processes of the MAG Regional Transportation
16 Plan, the MAG Transportation Improvement Program, and
17 the ADOT Statewide Transportation Plan and Program.
18 This hearing represents just one opportunity of
19 many to provide comment on MAG plans and programs.
20 Also in attendance today is staff from ADOT, Valley
21 Metro, METRO, and City of Phoenix Department of Public
22 Transit.
23 This is also our opportunity to listen. We're
24 interested in hearing what you have to say regarding
25 the Valley's transportation system. Those who wish to

1 comment will have three minutes to express your
2 concerns on issues related to transportation in the
3 Valley.
4 Any comments received here today will be taken
5 down verbatim by the court reporter, and staff will
6 provide written responses to the comments. The
7 comments and responses will be included in the MAG
8 Final Phase Input Opportunity Report. This report will
9 be distributed to all MAG policy committees and ADOT
10 for review prior to taking any action on any plans and
11 programs.
12 Next I would like to have the other members of
13 the panel introduce themselves. Let's go from left to
14 right.
15 MR. SMITH: Dennis Smith with MAG.
16 MR. KANG: Kwi-Sung Kang, ADOT.
17 MR. KESSLER: Ken Kessler, City of Phoenix.
18 MR. LIMMER: Ben Limmer, METRO.
19 MR. HODGKINS: Paul Hodgkins, Valley Metro.
20 MR. HERZOG: Roger Herzog with MAG.
21 MS. YAZZIE: Eileen Yazzie with MAG.
22 MR. GILES: Dean Giles with MAG.
23 MR. ANDERSON: Thank you for being here. I
24 would like to quickly go over the agenda for today.
25 First we will have three brief presentations given by

1 MAG staff. Following these presentations, we will take
2 public comment on the information presented here today
3 as well as the information in the draft plan and TIP,
4 after which we will adjourn.
5 For those of you wanting to make comments on
6 the material presented here today, a speaker's request
7 form is available from MAG staff at the registration
8 table. Please complete this form so we're able to give
9 everyone an opportunity to speak. As you come up to
10 the podium, please state some information for the
11 formal record, your name and the city in which you
12 live.
13 Traditionally, members of this panel do not
14 answer questions nor respond to comments from the
15 hearing attendees. However, should a member of the
16 panel feel compelled to respond to an inquiry, they may
17 do so at their own discretion.
18 Once again, as I said before, your comments and
19 questions will be part of the formal record, and there
20 will be a written response to all the comments and
21 questions received today.
22 Let's go ahead with the presentations. Up
23 first is Senior Project Manager Roger Herzog to do a
24 brief presentation of the 2010 update of the Regional
25 Transportation Plan. Roger.

1 MR. HERZOG: The Regional Transportation Plan
2 covers a broad area of topics and concerns. Of course,
3 it covers the main transportation modes: freeways,
4 public transit, and arterials. But we also include
5 material on freight; aviation safety; other topics,
6 like environmental factors and development patterns.
7 The RTP extends out through fiscal year 2031
8 to comply with federal planning regs that require a
9 20-year planning horizon. The plan is funded amounting
10 to $58.8 billion. Approximately half of that is
11 covered by regional funds, the other half by local
12 funds.
13 And taking a look at it a little more
14 closely here at regional funding, that amounts to
15 $29.5 billion. And this category includes federal
16 funding, funding from the Arizona Department of
17 Transportation, as well as the half-cent sales tax for
18 transportation in the region, which makes up over 50
19 percent of the regional funding.
20 One of the major challenges in completing the
21 update of the plan was the recession and the effect
22 that it had on transportation revenues. This chart
23 shows how the revenue projections in 2007, which was
24 our last update, compared to those in the current
25 update. As you can see, the half-cent revenues are

1 down significantly, approximately 25 percent. ADOT
2 funds, for example, were down about 12 percent.
3 So the major effort in the plan update was to
4 address the reduced outlook for revenues by adjusting
5 the major mobile programs: highways, freeways, transit,
6 and arterials.
7 MAG went through over a year-long process to
8 address the revenue picture, and as a result, balanced
9 programs were achieved. The results of this process
10 were grouped, as you can see, into phases to help
11 describe the plans and to discuss the priorities. This
12 map shows the bus Rapid Transit System. As you can see
13 on the right-hand side, there is a legend there with
14 color codes corresponding to the phases.
15 A lot has been accomplished, as you can see in
16 the green phase. That is covering the period from
17 fiscal year '06 through '10. Out of 32 routes, 13 have
18 already been implemented.
19 Another element of the plan is the Supergrid
20 bus system. This is a network that covers the whole
21 Valley. There's a total of 33 routes in the plan.
22 Again, in green, you can see a number of those have
23 been implemented, a total of seven routes already in
24 place.
25 Also, the high-capacity transit light rail

1 system. You can see the various elements of that and
2 how they will be phased during the planning period.
3 The dashed black line there represents the light rail
4 system that is, of course, already in place and
5 operating. That was opened in December of 2008.
6 A major element for the plan is, of course,
7 freeways and highways. This map shows the plan phased
8 over -- the phases out to fiscal year 2031. Again, in
9 green are the elements that have been completed or are
10 underway or will be underway by the end of fiscal
11 year 2010.
12 A lot has been accomplished. Widenings on
13 Loop 101, 202, I-17, I-10, and also US 60 and
14 State Routes 51 and 85. So a lot has been accomplished
15 to date.
16 Another element of the highway portion of the
17 plan covered new interchanges on existing facilities.
18 17 in total were included in the plan. And as shown in
19 green, we have ten completed or will be underway by the
20 end of this fiscal year.
21 And finally, the arterial element included a
22 total of 189 project segments. And as shown here in
23 green, 38 of those have been completed.
24 So just taking a look at the final steps in our
25 process to adopt the plan, of course, we are having the

1 hearing this evening. And then during July, the MAG
2 committees will review the conformity analysis and the
3 plans for consideration by the Regional Council for
4 adoption at the end of July. And the final step in the
5 overall process is approval of the air quality
6 conformity analysis by the federal agencies.
7 MR. ANDERSON: Thank you, Roger. That was a
8 very broad overview of our 21-year Regional
9 Transportation Plan.
10 The next presenter will be Eileen Yazzie.
11 Eileen is the manager of the transportation programming
12 section here at MAG. Eileen is going to give us a
13 presentation on the draft MAG fiscal year 2011 to 2015
14 Transportation Improvement Program, which is the
15 five-year detailed list of projects. Thank you.
16 MS. YAZZIE: Good afternoon. My name is
17 Eileen Yazzie. I'm the transportation programming
18 manager for the Maricopa Association of Governments.
19 This presentation provides an overview of the
20 fiscal year 2011 to 2015 Transportation Improvement
21 Program, with the acronym we call it is the TIP. This
22 consists of all the transportation projects throughout
23 the region that are regionally significant.
24 The current federal legislation is called the
25 Safe, Accountable, Flexible, Efficient Transportation

1 Equity Act: A Legacy for Users. This is known as
2 SAFETEA-LU. This requires metropolitan planning
3 organizations, which MAG is, to report on the
4 transportation investments within their regions from
5 federal dollars, as well as for projects that impact
6 the region.
7 This transportation act, SAFETEA-LU, it did
8 expire this year. But Congress has since passed
9 continuing resolutions to continue this bill while
10 working on a future new transportation act.
11 There are four critical requirements for the
12 TIP: that it reports on all federally funded projects;
13 regionally significant projects, which are projects
14 that impact a new roadway, adding length to a roadway,
15 as well as with transit projects, bus routes, light
16 rail options, and projects of that sort. And as well
17 as, we definitely need all of the information from
18 transportation projects that affect the air quality so
19 we can continue that conforming analysis.
20 The federal regulations, they also mandate that
21 the TIP report covers a minimum of a four-year time
22 period, as well that it's completed every four years.
23 The MAG 2011 to 2015 TIP, it does cover a period of
24 five years, so we're going over the federal requirement
25 by one year. Additionally the last major TIP that we

1 did was 2008 to 2012, which was approved in 2007.
2 Now, where does the data come from? We mainly
3 work with our partners to program the transportation
4 projects in the area. We work with our federal, state,
5 and local agencies through a programming process, which
6 we have a guidebook on our website that provides more
7 detailed information. It's a pretty lengthy and
8 involved process that takes about a year or so.
9 And we also have a pretty robust data entry
10 system, which we work with all of our member agencies.
11 And this really does capture the most accurate and
12 current information regarding project schedules and
13 costs.
14 And while gathering and analyzing the data, MAG
15 works with the public through -- and technical advisory
16 committees through an established process working again
17 with our technical advisory committees and public
18 hearings.
19 So what does the 2011 to 2015 TIP entail? It
20 entails over 1,100 projects. The two largest
21 categories that make up this TIP report are street
22 projects, over 500 of them, as well as over 200 transit
23 projects, which include both bus and rail projects.
24 You can see the other variety of projects we
25 have in the TIP. Again, this is a general listing.

1 And a lot of -- each of these projects, this does
2 entail different phases of work as well. It entails
3 design work, right-of-way, purchases of buses, and
4 construction of roadways and bridges and other
5 transportation projects.
6 The cost of the TIP, the revenues and
7 expenditures total about $7.3 billion. This number has
8 decreased slightly from the previously approved TIP.
9 The previously approved TIP that we did approve in 2007
10 was about $7.8 billion.
11 But I do want to footnote here, there is a very
12 large project. The PHX Sky Train is included in this
13 TIP. The PHX Sky Train totals about $350 million. So
14 it actually kind of skews our numbers a little bit. So
15 without that project, our TIP would be just under
16 $7 billion.
17 You can see from the pie chart, our funding for
18 the TIP comes from three main categories. We have
19 regional, that half-cent sales tax, federal funds, and
20 as well as our local revenue sources.
21 The MAG highway projects, I use the word
22 highways as an umbrella to include streets, bicycle,
23 pedestrian projects, safety, freeway, ITS, bridge
24 projects. This is mainly related to where the federal
25 funds come from. For these types of projects, they

1 come from the Federal Highway Administration.
2 The two largest funding commitments are from
3 the local agencies themselves with $1.6 billion and
4 the regional area road fund, which is the half-cent
5 sales tax approved by the passage of Prop 400 in
6 November 2004. These two sources account for 66
7 percent of the $5.9 billion committed to the highway
8 projects.
9 Now, on the transit side, the project funding
10 totals just under one and a half billion dollars. The
11 numbers, the 5307 and 5309, these are types of federal
12 transit funds. As well as if you add the 5307, the '9
13 and the CMAQ, the Congestion Mitigation Air Quality
14 funds, those total about 45 percent of transit funding
15 for the MAG TIP.
16 PTF, the regional funds, these are again the
17 half-cent funds for transit. These make up about
18 23 percent of the transit projects listed in the TIP.
19 And, again, for the local funds, 413 million, and that
20 does include the $560 million for the PHX Sky Train
21 project.
22 So as Roger Herzog mentioned in his Regional
23 Transportation Plan presentation, this is a very quick
24 overview and synopsis of the MAG 2011 to 2015
25 Transportation Improvement Project. Thank you.

1 MR. ANDERSON: Thank you, Eileen.
2 The last presenter we have today is the MAG Air
3 Quality Planning Program specialist, Dean Giles, who is
4 going to do a brief presentation on the 2010 Air
5 Quality Conformity Analysis. Dean.
6 MR. GILES: Thank you very much. My
7 presentation includes an overview of the conformity
8 requirements and results of the conformity tests that
9 were conducted on the draft fiscal year 2011 through
10 2015 MAG Transportation Improvement Program and
11 Regional Transportation Plan 2010 update. Those were
12 the two previous documents that were presented by
13 Roger and Eileen.
14 Transportation and air quality are linked by
15 the Clean Air Act. That act requires that
16 transportation plans, programs, and projects be
17 consistent to or conform to rules in the regional air
18 quality plans. Conformity insures that transportation
19 activities do not cause violations of federal air
20 quality standards. The air quality plans establish
21 motor vehicle emissions budgets that are used for the
22 conformity tests.
23 A finding of conformity is required by MAG
24 prior to approval of the TIP and the RTP. The 2010
25 MAG conformity analysis conducted for the TIP and RTP

1 concludes that the transportation conformity
2 requirements have been met, and a finding of conformity
3 is supported.
4 The final determination of conformity for the
5 TIP and Regional Transportation Plan is the
6 responsibility of the Federal Highway Administration
7 and the Federal Transit Administration.
8 The federal conformity regulations specify
9 four criteria that are required for a conformity
10 determination on the TIP and RTP. They include that
11 the RTP and the TIP must pass conformity tests with an
12 emissions budget that has been approved by EPA or found
13 by EPA to be adequate for transportation conformity
14 purposes; that the latest planning assumptions and
15 emissions models enforced at the time the conformity
16 analysis began must be used; that the TIP and RTP
17 provide for the timely implementation of transportation
18 control measures that are identified in the applicable
19 air quality plans; and finally, consultation.
20 MAG conducts interagency consultation at the
21 beginning of the conformity process on the proposed
22 models, associated methods, and assumptions for the
23 upcoming analysis and on the projects to be assessed.
24 And at the end of the process is the draft conformity
25 analysis report.

1 The following slides present the conformity
2 test results. And the first one is for carbon
3 monoxide. For carbon monoxide, the required conformity
4 test uses the EPA-approved motor vehicle emissions
5 budgets established in the carbon monoxide maintenance
6 plan. The projected emissions from the implementation
7 of the TIP and RTP for analysis year 2010 are less than
8 the 2006 budget of 699.7 metric tons per day.
9 And the projected emissions for analysis years
10 2015, 2025, and 2031 are less than the 2015 budget of
11 662.9 metric tons per day. The results indicate that
12 the TIP and the Regional Transportation Plan satisfy
13 the conformity tests for carbon monoxide.
14 Now for eight-hour ozone. For eight-hour
15 ozone, the required conformity test uses the motor
16 vehicle emissions budgets established in the eight-hour
17 ozone plan for volatile organic compounds and nitrogen
18 oxides that have been found by EPA to be adequate
19 for transportation conformity purposes. The projected
20 VOC emissions from implementation of the TIP and
21 Regional Transportation Plan for each of the analysis
22 years are less than the 2008 budget of 67.9 metric tons
23 per day.
24 In addition the projected nitrogen oxide
25 budgets from the implementation of the TIP and Regional

1 Transportation Plan for each analysis year are less
2 than the 2008 budget of 138.2 metric tons per day. The
3 results indicate that the TIP and the RTP satisfy the
4 conformity test for eight-hour ozone.
5 Now for particulate matter. The required
6 conformity test uses the motor vehicle emissions budget
7 established in the MAG 2007 5 percent plan for PM-10.
8 That has been found by EPA to be adequate for
9 transportation conformity purposes.
10 The projected PM-10 emissions from
11 implementation of the TIP and Regional Transportation
12 Plan for each of the analysis years are less than the
13 2010 budget of 103.3 metric tons per day. The results
14 indicate that the TIP and transportation plan satisfy
15 the conformity test for PM-10.
16 In addition the TIP and Regional Transportation
17 Plan must also provide for the timely implementation of
18 transportation control measures and approved air
19 quality plans. This chart presents the TCMs and
20 funding levels for TCMs that are programmed in the
21 Transportation Improvement Program. The total funding
22 is over 1.6 billion.
23 The TIP and Regional Transportation Plan, in
24 our assessment, do not interfere with timely
25 implementation of TCMs and the approved air quality

1 plans, and priority is given to implementation of these
2 measures.
3 Finally with the last slide is a little bit of
4 our conformity schedule. Roger touched on this in his
5 presentation. After tonight's public hearing, the next
6 step would be in the Air Quality Technical Advisory
7 Committee later this week on June 24. Then the
8 recommendation made by the Air Quality Technical
9 Advisory Committee would go to the Management Committee
10 on July 14 and then finally to the Regional Council for
11 approval on July 28.
12 Mr. Chairman, that concludes my presentation.
13 MR. ANDERSON: Thank you, Dean. I appreciate
14 that.
15 We are now going to move into the public
16 comment portion of our public hearing, requesting that
17 you limit your comments to three minutes. Once again,
18 if you wish to speak, if you'd fill out a card and give
19 it to one of the MAG staff, I would appreciate it.
20 A timer is on the podium to assist you in
21 making your presentations. When two minutes have gone
22 by, the yellow light will come on and notify the
23 speaker they have one minute to sum up. At the end of
24 the three-minute time period, a red light will come on,
25 followed by a beeping sound.

1 So let's begin with our first citizen,
2 Marvin Rochelle.
3 MR. ROCHELLE: I will pass at this point.
4 MR. ANDERSON: The second card I have is
5 Maria Hernandez. Maria, if you would state your name
6 when you get to the podium and your city of residence,
7 I would appreciate it. Thank you.
8 MS. HERDANDEZ: My name is Maria Hernandez,
9 and I live here in Phoenix. I noticed that they are
10 starting to work on the bus stops towards South
11 Phoenix. And that's a good sign, because a lot of
12 people are handicapped, and they need to find a place
13 to sit down, especially with the summer coming.
14 But, again, my concern is that with the
15 Dial-A-Ride, they were thinking about raising the
16 prices. But right now, I think they are just like
17 holding it right now. I'm really not sure. But I have
18 heard some comments -- good and bad comments -- about
19 Dial-A-Ride. But I have some friends that do take it.
20 And also your light rail. The light rail is
21 beginning to be a very busy transit for people who take
22 it from and to work, and especially with what they have
23 downtown.
24 But I would like to find out if they are going
25 to improve the system, because right now a lot of

1 people are having some rough times getting on the buses
2 and about -- yeah, the buses, the Dial-A-Ride, and
3 the train. It would be nice if all of this could be
4 fixed. I know you have cameras on all of those
5 transportations, but some people could get kind of out
6 of hand. And if you tell the driver of the vehicles to
7 check on their cameras, or once in a while turn around
8 and see how the passengers are acting, you will have a
9 better system.
10 The only thing I don't like is that these
11 systems have been cut off. So I would appreciate it
12 very much if they could do something about it and help
13 the community people out. Thank you very much.
14 MR. ANDERSON: Thank you. The next card I have
15 is for Serena Unrein. I hope I pronounced your name
16 correctly. If you could also state your name for the
17 record and your city of residence. Thank you
18 MS. UNREIN: My name is Serena Unrein. And I
19 am here to make comments on behalf of the Arizona
20 Public Interest Research Group Education Fund and the
21 Southwest Energy Efficiency Project.
22 And I would like to start by saying the Arizona
23 PIRG Education Fund and SWEEP, the Southwest Energy
24 Efficiency Project, appreciate the opportunity to file
25 joint comments on the most recent Maricopa Association

1 of Governments transportation plan. We appreciate the
2 work of MAG to increase public transportation in
3 Maricopa County.
4 One of the stated goals of the MAG Regional
5 Transportation Plan is to sustain the environment by
6 undertaking transportation improvements that help
7 sustain our environment and quality of life. Our
8 organizations agree that this is a commendable goal.
9 The Arizona PIRG Education Fund and SWEEP also believe
10 that it is important for consumers to have options
11 other than just driving, as it provides a way to save
12 money during these tough economic times and also
13 reduces congestion.
14 As you know, the MAG TIP draft calls for
15 78 percent of the total funds committed for projects
16 for fiscal years 2011 to 2015 to be dedicated for
17 freeway and street projects, while only 18 percent of
18 the total amount of funds during those years will go
19 toward rail and bus projects.
20 By prioritizing freeway and street projects
21 over clean and efficient modes of transportation,
22 such as rail and bus, Maricopa County is destined to
23 fall short of meeting its goal of sustaining the
24 environment. The Arizona PIRG Education Fund advocates
25 that funding for transportation should be moving in a

1 direction where at least half of funding is dedicated
2 toward clean, efficient options other than driving. We
3 encourage MAG to reevaluate and increase the share of
4 funding allocated to rail and bus projects.
5 On another note, it does not appear to our
6 organizations that MAG accounted for the reduction in
7 transit funding caused by the state legislature
8 stripping of the Local Transportation Assistance Fund
9 (LTAF II) in the Regional Transportation Plan Update
10 and Conformity Analysis.
11 As transit agencies' budgets are already
12 stretched, as you well know, due to the loss of sales
13 tax revenues, the loss of the LTAF funding comes at an
14 especially critical time for transit in the region. We
15 believe that LTAF funds are an important source of
16 funding due to the flexibility with which they can be
17 used for capital, operating, or planning expenses.
18 The cutting of the LTAF II funding for local
19 transportation services is expected to result in over
20 $21 million less funding for the region in fiscal year
21 2011. $21 million represents just under 10 percent of
22 the fiscal year 2011 budget for Valley Metro, the
23 regional public transportation authority. Over the
24 time line of the Regional Transportation Plan, the MAG
25 region will lose $361 million in funding, which is just

1 over 2 percent of the projected funding for transit
2 over this period.
3 In response to the funding cut, Valley Metro
4 is considering cutting or reducing service on over
5 50 routes throughout the region with the final decision
6 on the service cuts expected by the end of June.
7 The expected reductions in service levels will
8 lead to fewer people using public transit and more
9 people using passenger vehicles, resulting in an
10 increase in vehicle miles traveled.
11 I'm going to wrap up because I know my three
12 minutes are up, but I will submit the rest of my
13 comments in writing.
14 MR. ANDERSON: That would be great.
15 MS. UNREIN: Thank you.
16 MR. ANDERSON: The last card I have is Sean, no
17 last name provided, from Phoenix.
18 MR. SWEAT: Sorry. I ran out of room. My name
19 is Sean Sweat, spelled just the way it sounds.
20 So my first question is on the conformity.
21 It's pretty well -- it was pretty well known that
22 Phoenix hasn't been in conformity for a long time.
23 Those graphs looked kind of rosy. And so I was
24 wondering what the data was behind that. I mean, I'm
25 not questioning that they are not true, but I'm just

1 interested because it's really -- it's an about-face
2 from what I am used to seeing concerning Phoenix's air
3 quality conformity.
4 And I've got another question that I need a
5 little input on because I was a little late. What is
6 the actual charter of MAG? This is really just me.
7 This is a curiosity question. What is the charter, in
8 a sentence?
9 MR. ANDERSON: Just in a sentence, we are
10 federally charged with metropolitan planning
11 organization, so we do the metropolitan transportation
12 planning for the region.
13 MR. SWEAT: Okay. Just the planners, no goal
14 for who we are serving or doing with the area?
15 Because I -- can anyone back there raise your hands if
16 you are here to support or hear about transit? Is
17 there anyone back there that is here for the sake of
18 supporting highways, not including toll roads, not
19 including toll roads?
20 So transit outweighs highways by a three-to-one
21 margin, maybe a four-to-one margin. And as Serena
22 already pointed out, four-to-one margin we are
23 supporting highways and roads over transit. I don't
24 understand that. That's kind of the way these RTPs
25 have been going as long as I've been watching.

1 And I am just wondering what MAG's interest in
2 public hearings are, because it seems that what I'm
3 watching on the RTPs don't exactly match what we are
4 seeing in public hearings. So I would be curious to
5 know what point the public input actually has or if
6 this is just window dressing.
7 MR. ANDERSON: Well, sir, to answer your first
8 question on air quality, you can get with Dean Giles
9 during business hours. He can --
10 MR. SWEAT: Yeah, right. I'm not saying those
11 are -- I'm just curious on that.
12 MR. ANDERSON: In terms of the Regional
13 Transportation Plan and the Transportation Improvement
14 Program, the documentation, goals and objectives, and
15 everything else are contained in the Regional
16 Transportation Plan. I'd encourage you to take a look
17 at that and also encourage you to take a look at the
18 total costs. The TIP information which Ms. Yazzie
19 showed was just the capital component. As you know,
20 the transit operating component is also a significant
21 portion, which was not shown on those graphs.
22 MR. SWEAT: I don't think it would quite skew
23 it to even 50-50 if we add the operational costs.
24 MR. ANDERSON: This public hearing is not
25 designed to be a debate on issues, so --

1 MR. SWEAT: I would just like it to be more of
2 an input rather than simply coming and having the
3 public feeling like they said something, and then the
4 RTP looks the same as it did three months later. So
5 that's all I've got. Thank you.
6 MR. ROCHELLE: I would like to make a comment
7 at this point if I may. Marvin Rochelle.
8 MR. ANDERSON: Yes, Mr. Rochelle, please.
9 MR. ROCHELLE: My comment is very simple.
10 There have been two lawsuits filed in the last five
11 days against the governor taking our Lotto funds away.
12 And under Sections 105 and 108 of the lotteries, she
13 had to do a public referendum, which she did not do.
14 And I am very hopeful that we're going to get our funds
15 back. Thank you.
16 MR. ANDERSON: We have one final commenter.
17 Mr. Smith has received some written comments from a
18 citizen here who wishes to have the comments read into
19 the public record.
20 MR. SMITH: These are comments by Blue Crowley
21 that were submitted just prior to the hearing.
22 The first one is, I encourage that these
23 hearings be publicized on buses.
24 The next issue deals with transit service.
25 Cutbacks on the transit system seem to be in the West

1 Valley. The RPTA document is a sham because the
2 Proposition 400 tax stops in 2025, and there are
3 projects listed beyond that time frame.
4 Litchfield Park Road, Dysart Road, Peoria
5 Avenue, Bell Road, and Indian School Road routes are
6 being cut and yet they are supposed to be part of the
7 super grid.
8 The super grid projects after 2011 have all
9 been changed. Instead of 13 projects, there will be
10 three. Some are put off until after the tax has ended.
11 One positive move was moving the 59th Avenue
12 project forward from 2019 to 2014.
13 And then on another topic, the possible
14 Interstate 11, are Canamex and Hassayampa Freeway the
15 same corridor, i.e. Interstate 11?
16 And then the next topic is federal money.
17 44 miles of alleys in Phoenix are being paved, but why
18 not pave in the northwest unincorporated areas?
19 MR. ANDERSON: That completes our public
20 hearing today. Thank you all very much for coming and
21 providing us with your input.
22 Thank you ADOT, Valley Metro, METRO, and City
23 of Phoenix Public Transit Department for joining us
24 today.
25 And for those of you who provided input today,

your comments will be included in the official record and made part of our decision-making process. Thank you again, and we hope to see you at the next hearing. Thank you.

(Conclusion of public hearing at 5:40 p.m.)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing transcript was taken before me, Debora Mitchell, a Certified Court Reporter, in and for the County of Maricopa, State of Arizona; that the foregoing proceedings were taken down by me using the Voice Writing method and translated into text via speech recognition under my direction; and that the foregoing typewritten pages are a full, true, and accurate transcript of all proceedings, all done to the best of my ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 22nd day of June, 2010.

Debora Mitchell

Debora Mitchell
AZ Certified Reporter No. 50768

Arizona PIRG Education Fund

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Statement of the Arizona Public Interest Research Group (Arizona PIRG) Education Fund and the Southwest Energy Efficiency Project (SWEEP) on Recent Maricopa Association of Governments Transportation Plans

The Arizona PIRG Education Fund and the Southwest Energy Efficiency Project (SWEEP) appreciates the opportunity to file joint comments on the most recent Maricopa Association of Governments (MAG) transportation plans and appreciates the work of MAG to increase public transportation in Maricopa County.

One of the stated goals of the MAG Regional Transportation Plan is to "sustain the environment" by undertaking transportation improvements that help sustain our environment and quality of life. Our organizations agree that this is a commendable goal. The Arizona PIRG Education Fund and SWEEP also believe that it is important for consumers to have options other than just driving, as it provides a way to save money during these tough economic times and also reduces congestion.

As you know, the MAG Transportation Improvement Plan draft calls for 78% of the total funds committed for projects for FY2011-2015 to be dedicated for freeway and street projects, while only 18% of the total amount of funds during those years will go toward bus and rail projects.

By prioritizing freeway and street projects over clean and efficient modes of transportation such as rail and bus, Maricopa County is destined to fall short of meeting its goal of sustaining the environment. The Arizona PIRG Education Fund advocates that funding for transportation should be moving in a direction where at least half of funding is dedicated toward clean, efficient options to driving. We encourage MAG to reevaluate and increase the share of funding allocated to rail and bus projects.

It does not appear to our organizations that MAG accounted for the reduction in transit funding caused by the state Legislature's stripping of the Local Transportation Assistance Fund (LTAF II) in the Regional Transportation Plan (RTP) Update and Conformity Analysis.

As transit agencies budgets are already stretched due to loss of sales tax revenues, the loss of the LTAF funding comes at an especially critical time for transit in the region. We believe the LTAF funds are an important source of funding due to the flexibility with which they can be used for capital, operating or planning expenses.

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The cutting of the LTAF II funding for local transportation services is expected to result in over $21 million less funding for the region in FY 2011. $21 million represents just under 10% of the FY 2010-2011 budget for Valley Metro, the Regional Public Transportation Authority (RPTA). Over the timeline of the Regional Transportation Plan (2011 to 2031), the MAG region will lose $361.1 million in funding which is just over 2% of the projected funding for transit over this period.

In response the funding cuts, Valley Metro is considering cutting or reducing service on over 50 routes throughout the region, with a final decision on the service cuts expected by the end of June.

The expected reductions in service levels will likely lead to fewer people using public transit and more people using passenger vehicles resulting in an increase of vehicle miles traveled (VMT), congestion and pollution. If these increases in VMT are not accounted for in the conformity analysis, it will provide an inaccurate forecast of the region's VMT, congestion and emissions, which will be higher than the forecast levels due to the reduction or elimination of transit services.

While the explicit changes in service had not been made prior to the commencement of modeling and could not have been included in the planning assumptions, the RTP Update should be based on the best information available. SWEEP contacted MAG staff concerning how the LTAF cuts were being incorporated into the RTP Update and has not yet received a response to this question, so we are uncertain if this information has been developed and if the impacts have been accounted for adequately. If the LTAF funds have not been incorporated into the RTP Update, we urge an additional run of the model incorporating the final transit service cuts and revisions to the Update recognizing the lost funding would make the Update a more accurate reflection of the transportation situation in the MAG region over the next 20 years.

Thank you for your consideration of the above points and for the opportunity to comment.

IV. APPENDIX A.
PUBLICITY MATERIAL

PUBLIC HEARING ON THE DRAFT
FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT MAG REGIONAL TRANSPORTATION PLAN 2010 UPDATE, AND
DRAFT 2010 MAG CONFORMITY ANALYSIS

Monday, June 21, 2010 at 5:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft FY 2011-2015 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan 2010 Update, and Draft 2010 MAG Conformity Analysis. The purpose of the hearing is to receive public comments.

Three documents will be discussed: (1) Draft FY 2011-2015 MAG Transportation Improvement Program (TIP), which identifies programmed expenditures for transportation facilities and services in the region for the upcoming five year period. (2) Draft MAG Regional Transportation Plan 2010 Update (RTP), which describes the regional transportation facilities and services planned through 2031. (3) Draft 2010 MAG Conformity Analysis, which presents the documentation to support a finding that the TIP and RTP meet transportation conformity requirements for carbon monoxide, eight-hour ozone, and particulate matter (PM-10).

The draft documents are available for review at the MAG Offices, third floor, from 8:00 a.m. to 5:00 p.m, Monday through Friday. Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. June 21, 2010 to the address below. After considering the comments, the MAG Air Quality Technical Advisory Committee may make a recommendation on the 2010 MAG Conformity Analysis for the FY 2011-2015 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan 2010 Update on June 24, 2010. The MAG Regional Council may take action on July 28, 2010.

Contact Person: Dean Giles, MAG, (602) 254-6300
302 N. 1st Ave., Ste. 300, Phoenix, AZ 85003

Arizona Republic 6.625 x 3

ON THE MOVE

PARTNERS IN PROGRESS

Transportation Public Hearing

Monday, June 21, 2010
5:00 p.m.
MAG Offices, Suite 200
Saguaro Room–second floor
302 N. 1st Avenue, Phoenix

Please Join Us!

MARICOPA ASSOCIATION of GOVERNMENTS

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft FY 2011-2015 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan 2010 Update,* and *Draft 2010 MAG Conformity Analysis.*
The purpose of the hearing is to receive public comments.
Draft documents are available online:
www.mag.maricopa.gov/event.cms?item=12102

Your participation is encouraged and appreciated.

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.

MARICOPA ASSOCIATION of GOVERNMENTS

NEWS RELEASE

www.mag.maricopa.gov

FOR IMMEDIATE RELEASE

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

MAG Seeks Input on Transportation Plans

Public Hearing Set for June 21

PHOENIX (June 15, 2010) – The Maricopa Association of Governments (MAG) is encouraging members of the public to attend a public hearing on Monday to share their comments and provide feedback on the most recent transportation plans and programs.

MAG 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 **5 p.m., Monday, June 21, 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 at the following link: http://www.mag.maricopa.gov/event.cms?item=12102. Comments may also be sent via email to Jason Stephens at jstephens@mag.maricopa.gov.

The Plans being discussed include:

- Draft FY 2011-2015 MAG Transportation Improvement Program
- Draft Regional Transportation Plan 2010 Update
- 2010 MAG Conformity Analysis

Public comments received at the hearing or via email will be presented to MAG policy committees in July for review and consideration before final approval of plans and programs.

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.

# # #

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft FY 2011-2015 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan 2010 Update,* and *Draft 2010 MAG Conformity Analysis.* The purpose of the hearing is to receive public comments.

Draft documents are available online:
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ON THE MOVE

PARTNERS IN PROGRESS

Transportation Public Hearing

Monday, June 21, 2010, 5 p.m.
MAG Offices, Suite 200
Saguaro Room - second floor
302 North 1st Avenue, Phoenix

Your participation is encouraged and appreciated.

MARICOPA ASSOCIATION of GOVERNMENTS

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MAG Offices, Suite 200
Saguaro Room - second floor
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Your participation is encouraged and appreciated.

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Transportation Public Hearing

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ON THE MOVE

PARTNERS IN PROGRESS

Transportation Public Hearing

Monday, June 21, 2010, 5 p.m.
MAG Offices, Suite 200
Saguaro Room - second floor
302 North 1st Avenue, Phoenix

Your participation is encouraged and appreciated.

MARICOPA ASSOCIATION of GOVERNMENTS

V. APPENDIX B. CORRESPONDENCE RECEIVED DURING FINAL PHASE

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, May 11, 2010 5:30 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'esther handelsman'
Email Address : 'princeton67@gmail.com'
Subject : 'MAG Regional Bike Map 2008'
Page : '/maps.cms'
Feedback :
'Dear Sir:

I am thinking of moving to one of the many retirement communities in your area.
An avid bicyclist, I am wondering if you could mail me your MAG Regional Bike Map 2008.
If possible, mail to me at 72 Summit Ridge, Burlington, Vt, 05401.

Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 12, 2010 10:39 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Vicky McLane'
Email Address : 'vmclane@pvaz.net'
Subject : 'Ridesharing'
Page : '/division.cms?item=64'
Feedback :
'I would like to contact the agency that handles ridesharing programs in the Phoenix metro area. Please let me know how to do that. Vicky McLane, CYMPO'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 12, 2010 3:32 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Kevin Spencer'
Email Address : 'kspencer13@cox.net'
Subject : 'south mountain 202 LOOP'
Page : '/division.cms?item=64'
Feedback :
'Moved to Laveen several years ago, was told by my builder that a new freeway would be started and we would have a good bridge crossing over the salt river at or around 67ave. 67th ave has been closed for the last two months because of run-off water in the salt river . When would be a realistic time frame for the 202 loop to be build and relieve the downtown of all of the trafic that could be diverted around towords the south. Is there any public offical that I could hound to aid with the building of this freeway ...thanks Kevin'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, May 14, 2010 4:04 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'marcia fisher'
Email Address : 'marciafisher@cox.net'
Subject : 'art wall'
Page : '/division.cms?item=68'
Feedback :
'I am writing in protest of the decision to tear down the art wall on 101. I strongly suggest that the current wall be raised by adding material to the top.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 19, 2010 10:51 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'N. Mongan'
Email Address : 'nmongan@cox.net'
Subject : 'freeway art'
Page : '/display.cms'
Feedback :
'Why are we nevered allowed a chance to express our views re the freeway art. $2 million was spent to beautify the freeway & you decide to tear it down. There must be some other way of noise reduction like putting something behind the wall to muffle sound.
I OBJECT strongly to this WASTE of taxpayer dollars. I also object to not being informed until long after you decide to waste our money in this way.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 19, 2010 7:20 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Dr. Nicholas A. Salerno'
Email Address : 'nicholas.salerno@asu.edu'
Subject : 'Loop 101 lizards'
Page : '/display.cms'
Feedback :
'Please, oh please, do not eliminate this freeway artwork. They among the Valley's glories. Tourists never fail to comment on how beautifully we do our freeway walls. Take them down, if you must, to build a higher wall, but incorporate them into the design of the new walls.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, May 25, 2010 4:23 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Dante Bongolan'
Email Address : 'bongoland@rtcsnv.com'
Subject : 'Drawing 212 under review'
Page : '/project.cms?item=8498'
Feedback :
'Hi,
My name is Dante Bongolan of the RTC Southern Nevada and we are also considering to include a new standard drawing of Utility Pothole Repair.I am respectfully requesting if you can email me a CAD file of your proposed Drawing 212. My email address is bongoland@rtcsnv.com.

Case 10-02: Utility Pothole Repair: Revise Detail 212

Thank you.
Dante Bongolan
702-676-1614

'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, June 09, 2010 4:52 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Bill McDaniel'
Email Address : 'billymc@qwestoffice.net'
Subject : 'Get Involved'
Page : '/getinvolved.cms'
Feedback :
'Your MAG 130 Barricade Spec does not appear to follow the MUTCD and the ADOT specifications of meeting the Federal Specifications of the NCHRP-350 for barricade products. The 2" x 8" wood panels and the 4" x 4" uprights do not meet current standards.
The use of plastic panels and breakaway posts meet or exceed the MUTCD Standards. You will not only see safer and more visible barricades but the cost can be considerably less using plastic boards, steel leg supports and reflective sheeting as opposed to the wood posts with painted and striped wood panels.
Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, June 18, 2010 9:25 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Vicky McLane'
Email Address : 'vmclane@pvaz.net'
Subject : 'Avondale shuttle study'
Page : NULL
Feedback :
'Is this study on your web site, and if so, where would I find it?

Vicky McLane, CYMPO'

Agenda Item #6B

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

DATE:
July 20, 2010

SUBJECT:
Approval of the Draft MAG Regional Transportation Plan 2010 Update

SUMMARY:
The Draft MAG Regional Transportation Plan (RTP) 2010 Update is a comprehensive, performance based, multi-modal plan, identifying transportation improvements for the region over the next 20 years. The Draft 2010 Update was approved by the Regional Council for air quality conformity analysis on April 28, 2010. A technical air quality conformity analysis was subsequently performed on the RTP and concluded that the plan meets all air quality conformity requirements.

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 modes and programs in the region. In addition, the plan addresses topics such as revenues, consultation on environmental mitigation and resource conservation, security and safety, and congestion management.

During the past several years, the transportation planning process had to deal with falling transportation revenue collections and reduced revenue forecasts, as well as with project cost increases. A major focus of the update process has been to re-establish the balance between program costs and reasonably available revenues expected over the period covered by the plan. An Executive Summary of the Draft RTP 2010 Update is enclosed. The full Draft RTP 2010 Update may be viewed on the MAG website.

PUBLIC INPUT:
Several public hearings and meetings have been held in conjunction with the preparation of the Draft RTP 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 results were reported in the MAG FY 2010 Mid-Phase Input opportunity Report dated April 2010. A public hearing was conducted on the Draft RTP 2010 Update, the Draft FY 2011-2015 MAG Transportation Improvement Program, and the Draft Air Quality Conformity Analysis on June 21, 2010. Comments received at this hearing are provided in the FY 2010 Final Phase Input Opportunity Report, which is included with Agenda Item #6A.

PROS & CONS:
PROS: The RTP is a federal requirement. Approval of the 2010 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: Updating of the RTP will maintain cost/revenue balance in the long-range modal programs, assist in project implementation monitoring, and facilitate future decision-making regarding project scopes and priorities.

ACTION NEEDED:
Approval of the Draft MAG Regional Transportation Plan (RTP) 2010 Update, contingent on a finding of conformity of the FY 2011-2015 MAG Transportation Improvement Program and RTP 2010 Update with applicable air quality plans.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On July 14, 2010, the MAG Management Committee recommended approval of the Draft MAG Regional Transportation Plan (RTP) 2010 Update, contingent on a finding of conformity of the FY 2011-2015 MAG Transportation Improvement Program and RTP 2010 Update with applicable air quality plans.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for 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 July 1, 2010, the MAG Transportation Review Committee recommended approval of the Draft MAG Regional Transportation Plan - 2010 Update contingent upon a finding of conformity of the RTP and TIP with applicable air quality implementation plans.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Jorge Gastelum for Lance Calvert
* Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer

* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
Litchfield Park: Paul Ward for Woody Scoutten
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit
RPTA: Bob Anitlla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
Tempe: Jyme Sue McLaren for 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.

ON THE MOVE
PARTNERS IN PROGRESS

DRAFT

2010 UPDATE

REGIONAL TRANSPORTATION PLAN
Executive Summary

REGIONAL TRANSPORTATION PLAN

RTP

JUNE 2010

MARICOPA ASSOCIATION of GOVERNMENTS

DRAFT

REGIONAL TRANSPORTATION PLAN

2010 UPDATE – EXECUTIVE SUMMARY

JUNE 2010
(Revised 7-1-10)

Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003
Phone: (602) 254-6300
Fax: (602) 254-6490
www.mag.maricopa.gov

TABLE OF CONTENTS

INTRODUCTION ES-1

REGIONAL TRANSPORTATION PLANNING PROCESS ES-2

REGIONAL DEVELOPMENT OVERVIEW ES-5

FINANCIAL PLAN ES-7

FREEWAYS AND HIGHWAYS ES-9

ARTERIAL STREETS ES-13

PUBLIC TRANSIT ES-16

ILLUSTRATIVE CORRIDORS/PROJECTS ES-22

OTHER TRANSPORTATION MODES ES-24

SYSTEM OPERATION AND MANAGEMENT ES-26

APPENDICES

APPENDIX A: Freeway/Highway Program A-1
APPENDIX B: Arterial Street Program..... B-1
APPENDIX C: Public Transit Program C-1

LIST OF TABLES

TABLE ES-1 Total Resident Population by MPA..... ES-6
TABLE ES-2 Source and Distribution of Regional Revenues: FY 2011-2031..... ES-8
TABLE ES-3 Percentage Distribution of Regional Revenues: FY 2011-2031..... ES-8
TABLE ES-4 Freeway/Highway Funding Plan: FY 2011-2031 ..... ES-12
TABLE ES-5 Arterial Street Funding Plan: FY 2008-2028..... ES-15
TABLE ES-6 Public Transit Funding Plan: FY 2008-2028 ..... ES-21

LIST OF FIGURES

FIGURE ES-1 Planned Freeway/Highway Improvements..... ES-10
FIGURE ES-2 Planned Arterial Street Improvements..... ES-14
FIGURE ES-3 Planned Bus Rapid Transit System..... ES-17
FIGURE ES-4 Planned Regional Grid Bus System ES-18
FIGURE ES-5 Planned Light Rail Transit/High Capacity Transit System..... ES-20

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 4,023,331for 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 ($7.8 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 $29.6 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)

	Uses						
Sources	**Highways/ Freeways**	**Arterial Streets**	**Bus Transit**	**Light Rail Transit**	**Bicycle/ Ped.**	**Air Quality**	**Total**
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)	7,799.8						7,799.8
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	**17,098.8**	**3,216.2**	**4,755.1**	**4,088.7**	**244.0**	**209.6**	**29,612.3**

*** Phoenix Urbanized Area**

TABLE ES-3
PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2011-2031
(Percentage of Funding Source Total)

	Uses						
Sources	**Highways/ Freeways**	**Arterial Streets**	**Bus Transit**	**Light Rail Transit**	**Bicycle/ Ped.**	**Air Quality**	**Total**
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	**57.7%**	**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 621miles, 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.

2010 Update
Regional Transportation Plan
Executive Summary

Fig. ES-1

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REGIONAL TRANSPORTATION PLAN

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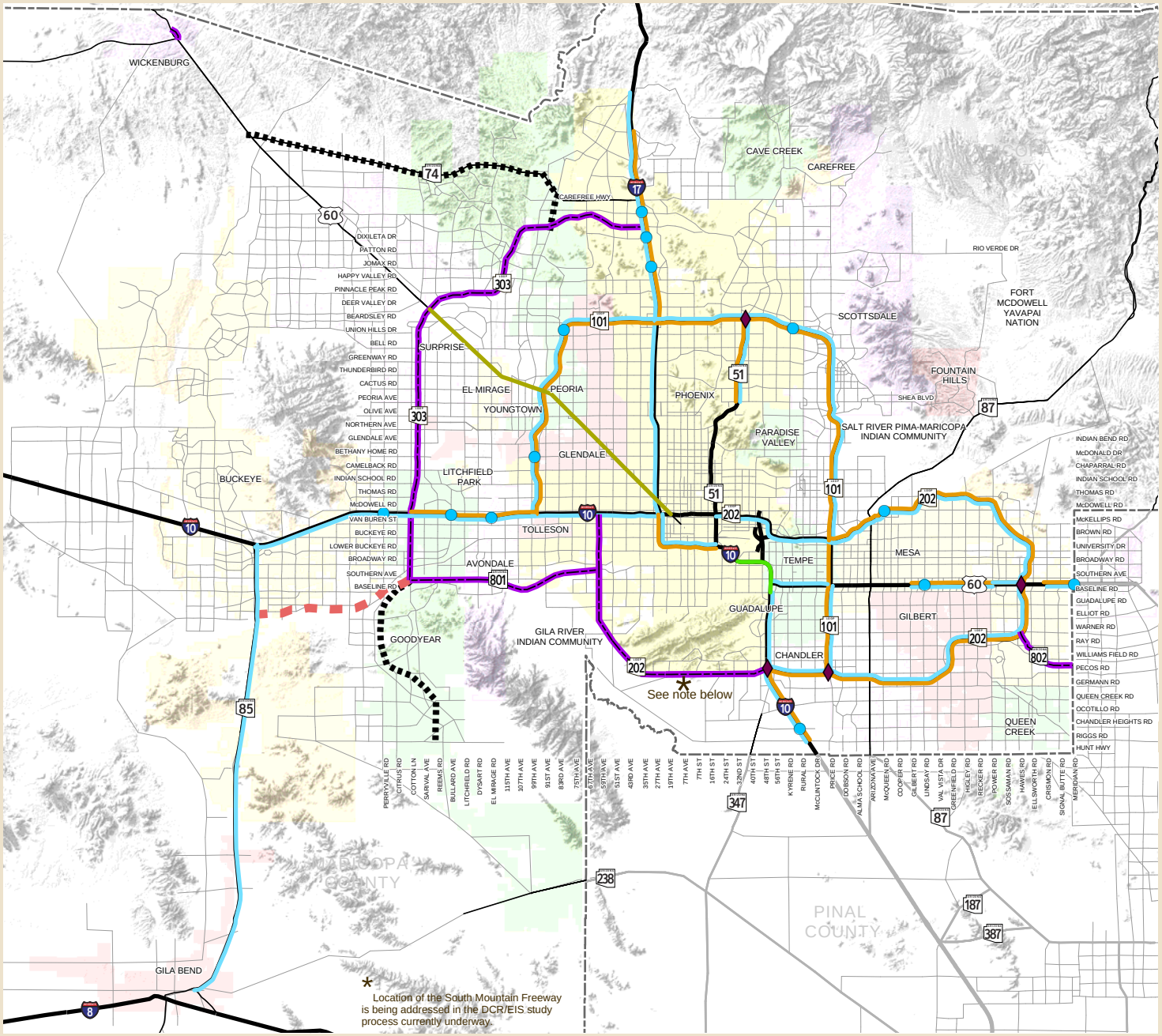
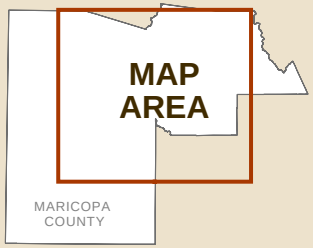


Planned Freeway/Highway Improvements

- 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.



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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 ($7.8 billion); Federal Highway Congestion Mitigation/Air Quality funds and Surface Transportation Program funds ($466 million); ADOT statewide funding ($550 million); 145 million at the beginning of FY 2011. Debt service and other expenses totaling $6.2 billion are deducted from these sources, yielding a net total of $15.9 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 $15.9 billion. This includes $7.9 billion for construction of new corridors; $5.0 billion for widening of existing facilities; $207million 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	7,799.8	
MAG Federal CMAQ and STP	466.4	
Total Regional Funds		17,107.8
Other Funding		
ADOT Statewide Funding	550.0	
Other Income	212.3	
Total Other Funding		762.3
Bond Proceeds		4,035.0
Beginning Balance		145.4
Allowance for Debt Service and Other Expenses		(6,191.8)
Total Funding (2007 $'s)		**15,858.7**
EXPENDITURES (Year of Expenditure $'s in Millions)		
		Totals
New Facilities and Improvements		
New Corridors	7,948.5	
Widening of Existing Facilities: General Purpose and HOV Lanes	5,023.4	
New Interchanges and New HOV Ramps on Existing Facilities	207.0	
Systemwide Programs: Noise Mitigation, Minor Projects, Litter/Landscaping, FMS, Preliminary Engr., Right-of-Way Mgmt.	1,436.8	
Other Projects	8.3	
Total New Facilities and Improvements		14,624.0
System Operation, Maintenance and Preservation	-	1,230.2
-		
Total Expenditures (2007 $'s)		**15,854.2**

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 approximately $24.2 billion.

2010 Update
Regional Transportation Plan
Executive Summary

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Fig. ES-2

REGIONAL TRANSPORTATION PLAN

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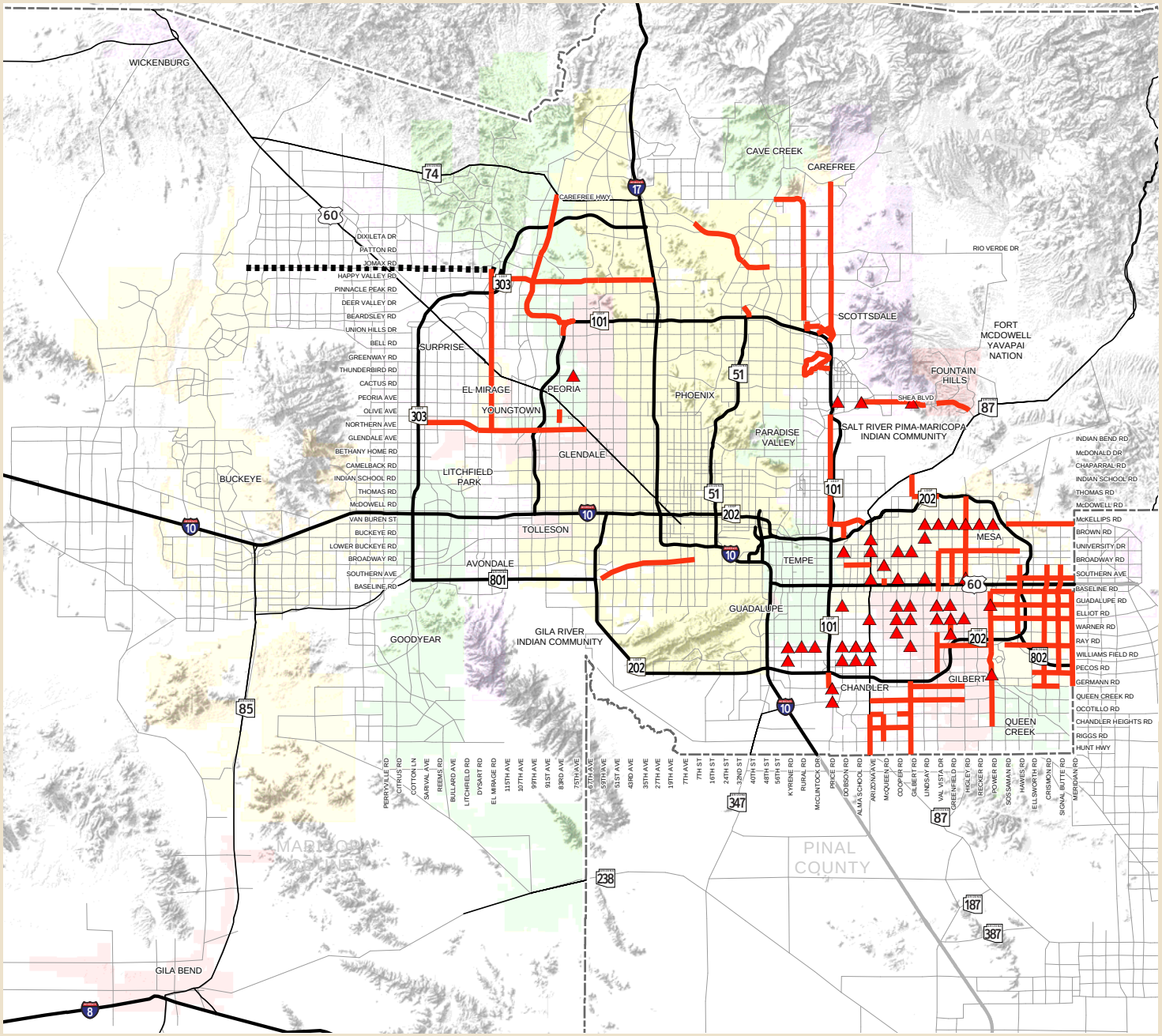

Planned Arterial Street Improvements

- 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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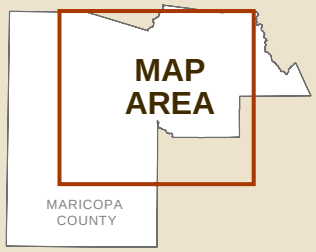

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TABLE ES-5
ARTERIAL STREET FUNDING PLAN FY 2011 - 2031

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.)	3,500.0	
Total Local/Other Funds		20,809.2
Bond Proceeds (Regional Funding)		325.2
Beginning Balance (Regional Funding)		93.7
Allowance for Debt Service (Regional Funding)		(359.6)
Total Funding		**24,294.3**
EXPENDITURES (Year of Expenditure $'s in Millions)		
		Totals
Regionally Funded Projects		
Capacity/Intersection Improvements (ALCP)	1,935.3	
Intelligent Transportation Systems (ALCP)	62.7	
MAG Implementation Studies (ALCP)	34.0	
PM-10 and Other Air Quality Programs	209.6	
Other Arterial Grid Extensions, Widenings and Improvements	1,184.2	
Total Regionally Funded Projects		3,425.8
Local/Other Funded Projects		
Match for Regionally Funded Projects	1,904.5	
Future Arterial Grid Extensions, Widenings and Improvements	9,841.4	
System Operation, Maintenance and Preservation	9,055.6	
Total Local/Other Funded Projects		20,801.5
Total Expenditures		**24,227.3**

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 (LRT)/High Capacity Transit (HCT) - Extensions and Support Infrastructure: The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT/HCT 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/HCT system.

2010 Update
Regional Transportation Plan
Executive Summary

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Fig. ES-3

REGIONAL TRANSPORTATION PLAN

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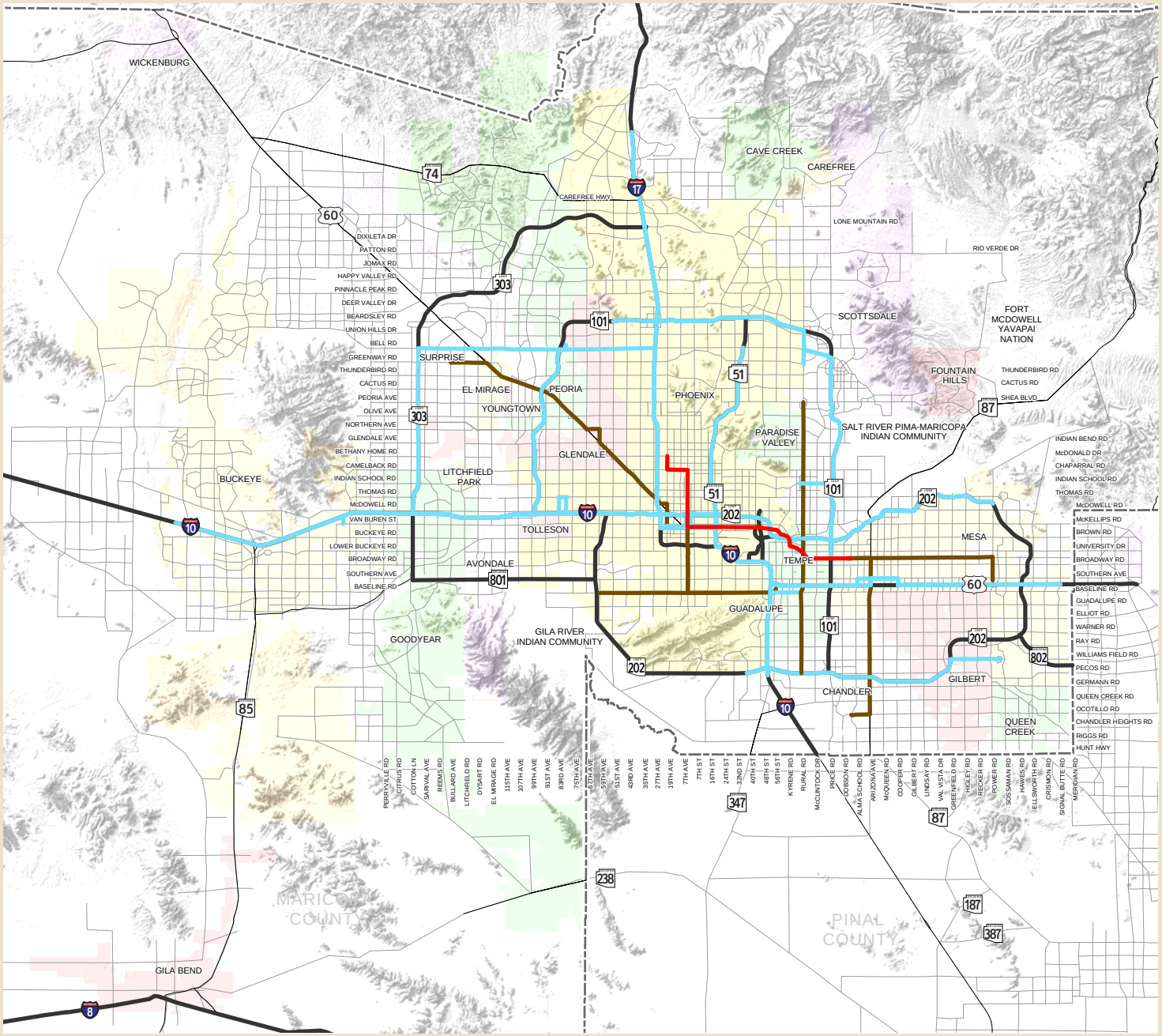
Planned Bus Rapid Transit (BRT) System



- 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.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).

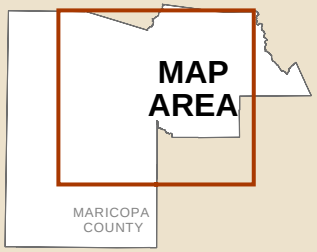


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Fig. ES-4

REGIONAL TRANSPORTATION PLAN

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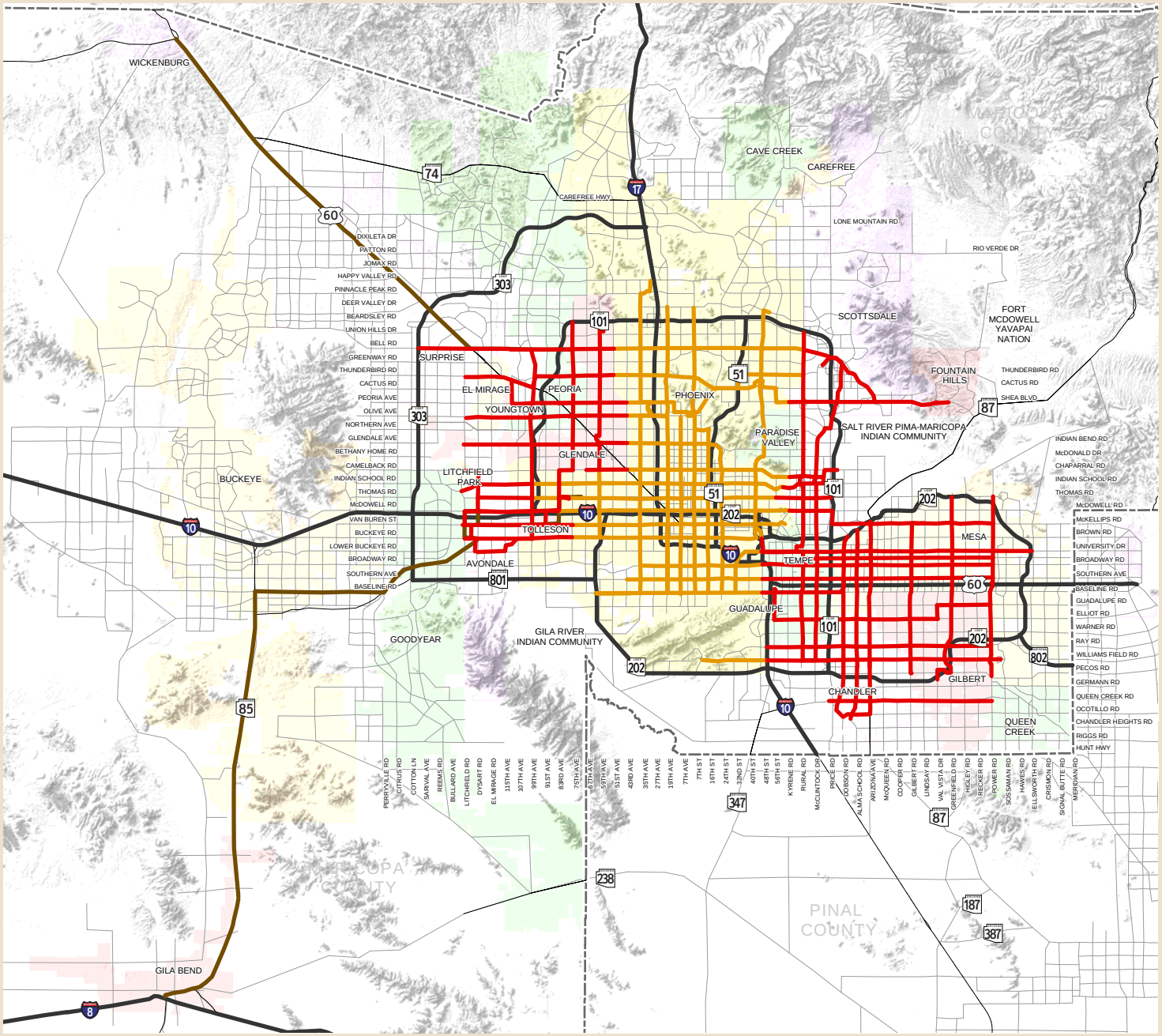
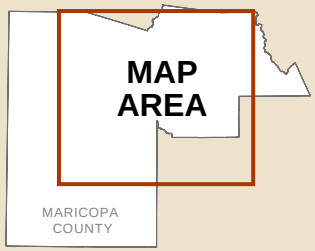


Planned Regional Super Grid Bus System

- 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.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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The RTP also includes regional funding for the completion of six additional LRT/HCT 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 in the I-10 corridor 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 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/HCT system envisioned for the region. As with the MOS, operating costs for LRT/HCT extensions are not regionally funded. To date, the only future corridors that have been designated as LRT through an FTA Alternatives Analysis (AA) are the Northwest Extension and the Central Mesa Extension. The alignment and transit technology of the other extensions are subject to the results of an AA.

- 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

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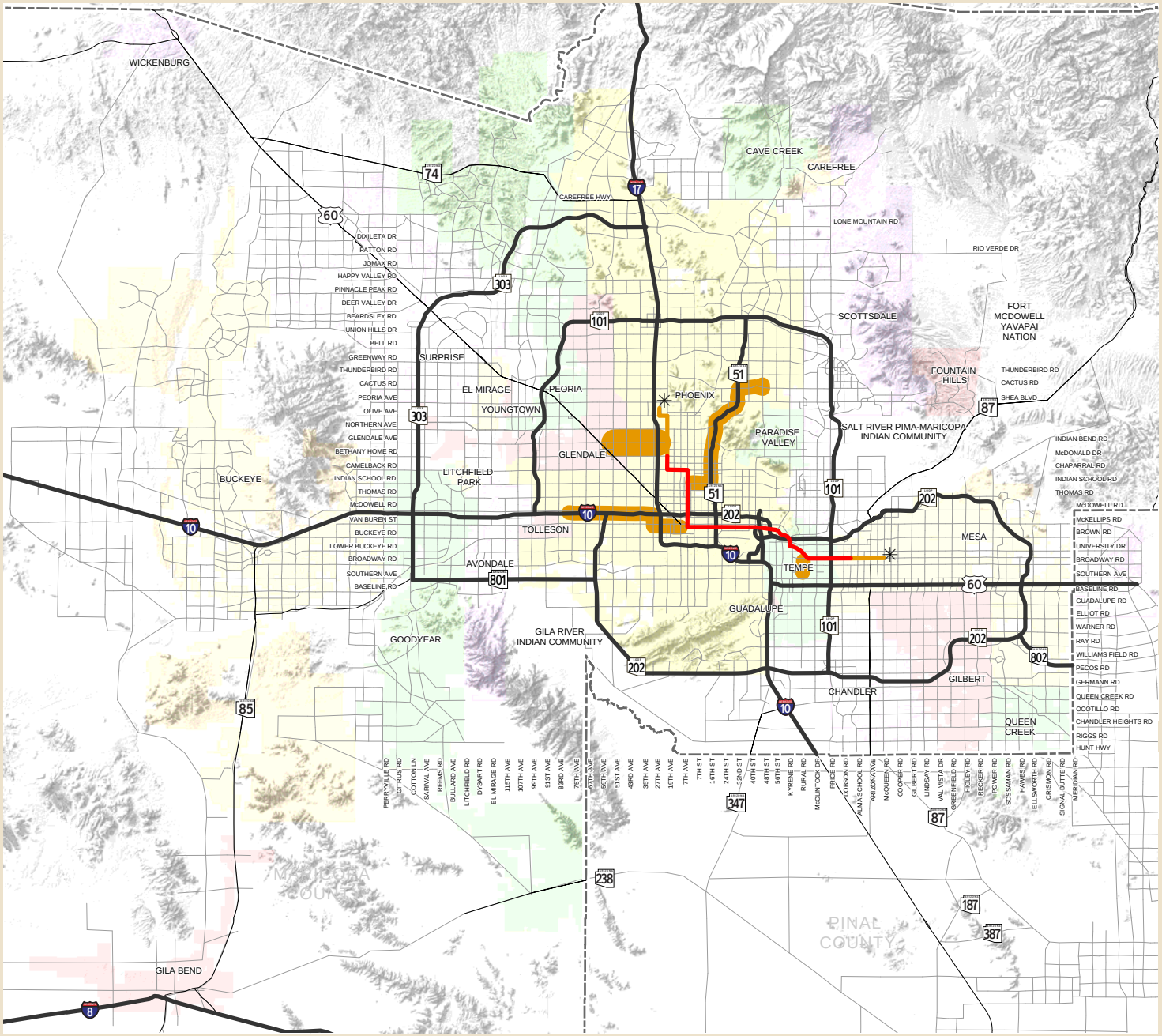
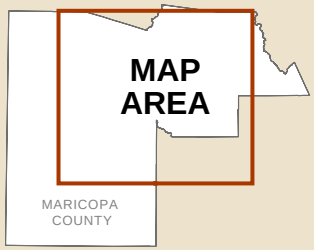
Existing and Planned Light Rail Transit (LRT)/ High Capacity Transit



- Completed Minimum Operating Segment
- Future High Capacity Transit Corridor
- 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.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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LRT Corridor

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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/High Capacity Transit Fares	373.9	
Paratransit Vehicle Fares	89.2	
Vanpool Fares	188.6	
Local General Funds	882.0	
Local Sales Tax	4,104.2	
LTAF 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/High Capacity Transit Regional Infrastructure	800.0	
Light Rail Transit/High Capacity 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/High Capacity 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 Transit/High Capacity Transit	790.4	
Total Capital	790.4	
Operating Costs		
Local Fixed Route Service	5,339.5	
Paratransit	293.6	
Light Rail Transit/High Capacity Transit	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, and 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 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.

- 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.

- 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.

- Potential Improvements to the Existing Freeway/Highway System: Certain 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-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.
  - 101L/Agua Fria (HOV Ramps at Maryland Overpass) - Construction of direct connection HOV ramps from 101L to the Maryland Overpass.

- Projects in Formerly 2003 Plan: Certain freeway/highway projects and 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:

  - SR-101L (Agua Fria Freeway) - Installation of direct HOV ramps at the system interchanges with I-17 and I-10.
  - 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.
  - 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.

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	III	SR101L, Agua Fria - I-17 (Phase 1)		87,900	87,900
TI	10	II	Perryville Rd TI		21,100	21,100
TI	10	IV	El 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	I	I-10 - US60, Grand Ave	44,000		44,000
HOV	101AF	I	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	141,983	266,800	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	I	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	157,505	308,834	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	202SM	I	51st Ave - I-10 Papago (EIS/DCR)	3,300		3,300
NEW	202SM	I	51st Ave - I-10 West (R/W)	35,000		35,000
NEW	202SM	II	I-10 Maricopa - I-10 Papago (R/W)		80,000	80,000
NEW	202SM	II	17th Ave - 51st Ave (Seg 3)		439,200	439,200
NEW	202SM	III	I-10 Papago/ SR202L System Interchange (Seg 9)		274,000	274,000
NEW	202SM	II	Salt River - Van Buren St (Seg 8)		320,500	320,500
NEW	202SM	II	Salt River Bridge (Segment 7)		125,400	125,400
NEW	202SM	III	I-10 Maricopa - 24th St (Seg 1)		204,900	204,900
NEW	202SM	III	24th St - 17th Ave (Seg 2)		155,900	155,900
NEW	202SM	II	Baseline Rd - Salt River (Seg 6)		80,100	80,100
NEW	202SM	IV	Elliot Rd - Baseline Rd (Seg 5)		141,600	141,600
NEW	202SM	IV	51st Ave - Elliot Rd (Seg 4)		92,300	92,300
			Total	38,300	1,913,900	1,952,200
303L ESTRELLA CORRIDOR						
NEW	303	I	Happy Valley Rd - Lake Pleasant Rd (Inteim)	166,415		166,415
NEW	303	I	Lake Pleasant Rd - I-17 (Interim)	140,320		140,320
TI	303	I	Cactus Rd, Waddell Rd & Bell Road	60,926		60,926
NEW	303	I	I-10 - US60, Grand Ave (Design & R/W)	41,390		41,390
NEW	303	I	Corridor Wide R/W Protection	4,000		4,000
NEW	303	I	I-10 - Happy Valley Rd (R/W Reimburs. to MCDOT)	4,200		4,200
NEW	303	II	I-10/SR303L TI, I-10 re-alignment (Phase 1)	154,800	260,500	415,300
NEW	303	II	Thomas Road - Camelback Road (Segment C)	5,000	136,800	141,800
NEW	303	II	Camelback Road - Glendale Avenue (Segment E)	4,800	87,200	92,000
NEW	303	II	Glendale Avenue - Peoria Avenue (Segment B)	8,500	202,700	211,200
NEW	303	II	Peoria Avenue - Waddell Road (Segment D)	14,800	62,600	77,400
NEW	303	II	Waddell Road - Mountain View Blvd (Segment F)	43,500	98,800	142,300
TI	303	II	US60 Grand Avenue TI Interim (Segment G)		76,800	76,800
NEW	303	III	US60, Grand Ave - I-17 (Final)		284,000	284,000
TI	303	V	US60 Grand Avenue TI Final (Segment G)		124,600	124,600
TI	303	V	Northern Parkway System TI		85,600	85,600
NEW	303	V	I-10 Reliever/MC85 - I-10	5,000	331,000	336,000
NEW	303	V	Riggs Rd - I-10 Reliever (R/W)		46,600	46,600
			Total	653,651	1,797,200	2,450,851
SR801 RELIEVER CORRIDOR						
NEW	801	I & V	SR303L - SR202L, South Mountain (R/W Protection)	25,000	55,900	80,900
NEW	801	V	SR85 - SR303L		192,700	192,700
NEW	801	V	303L - Estrella Pkwy		279,400	279,400
NEW	801	V	Estrella Pkwy - Dysart Rd		243,400	243,400
NEW	801	V	Dysart Rd - Avondale Blvd		116,600	116,600
NEW	801	V	Avondale Blvd - 97th Ave		148,900	148,900
NEW	801	V	97th Ave - 67th Ave		223,200	223,200
NEW	801	V	67th Ave - 202L South Mountain		296,800	296,800
			Total	25,000	1,556,900	1,581,900
SR802 WILLIAMS GATEWAY 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
NOISE MITIGATION						
NOISE	SW	I & V	Noise Mitigation/Quiet Pavement	67,722	150,000	217,722
			Total	67,722	150,000	217,722
MINOR PROJECTS						
MISC & TI	SW	I - V	Minor Projects	10,729	25,900	36,629
			Total	10,729	25,900	36,629
MAINTENANCE						
MAINT	SW	I - V	Maintenance (Landscape, litter & sweep)	49,300	308,400	357,700
			Total	49,300	308,400	357,700
PRELIMINARY ENGINEERING/DESIGN						
ENGR	SW	I - V	Preliminary Engineering	142,203	351,500	493,703
			Total	142,203	351,500	493,703
FREEWAY MANAGEMENT SYSTEM (FMS)						
FMS	SW	I - IV	FMS Projects & Preservation	38,634	107,020	145,654
			Total	38,634	107,020	145,654
RIGHT OF WAY MANAGEMENT						
R/W	SW	I - V	R/W Acquisition & Mgmt	39,500	92,200	131,700
			Total	39,500	92,200	131,700
TOTALS						
			Corridor Projects	2,737,791	9,499,594	12,237,385
			Systemwide	348,088	1,035,020	1,383,108
			Grand Total	3,085,879	10,534,614	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 June 16, 2010)

Project Location	Phase		Fund Type	Reimb. To Date (YOE$)	Future Reimb. (2010$)	Total Reimb. (YOE$, 2010$)	Total Cost (YOE$, 2010$)
	Const. Complete	Program Reimb.					
CHANDLER							
Arizona Ave/Chandler Blvd: Intersection Improvements	I	I	RARF	3.582	0.000	3.582	7.209
Arizona Ave/Elliot Rd: Intersection Improvements	I	I	RARF	3.211	0.000	3.211	4.587
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	7.407	7.407	15.902
Chandler Blvd/Alma School: Intersection Improvements	II	I, III	RARF	0.735	3.361	4.096	11.721
Chandler Blvd/Dobson Rd: Intersection Improvements	I	I	RARF	2.073	0.427	2.500	7.349
Chandler Blvd/Kyrene Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	16.656
Gilbert Rd: SR-202L to Hunt Hwy				6.078	14.649	20.727	65.128
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	I	I, IV	RARF	6.078	0.670	6.747	10.307
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	II	III, IV	RARF	0.000	4.011	4.011	11.059
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	II	IV, V	RARF	0.000	5.957	5.957	32.703
Gilbert Rd: Ocotillo Rd to Chandler Heights	II	III, IV	RARF	0.000	4.011	4.011	11.059
Kyrene Rd/Ray Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	17.419
Price Rd Substitute Projects				0.000	49.506	49.506	76.525
Chandler Heights Rd: Arizona Avenue to McQueen Road	III	III	STP-MAG	0.000	7.282	7.282	10.403
Chandler Heights Road: McQueen Road to Gilbert Road	III	III	STP-MAG	0.000	10.728	10.728	17.250
McQueen Road: Ocotillo Road to Riggs Road	II	II, IV	RARF	0.000	7.226	7.226	12.224
Ocotillo Road: Arizona Avenue to McQueen Road	II	II, IV	RARF	0.000	6.227	6.227	10.794
Ocotillo Road: Cooper Road to Gilbert Road	III	III	STP-MAG	0.000	6.460	6.460	9.229
Price Rd at Germann Rd: Intersection Improvements	III	III	CMAQ	0.000	3.357	3.357	4.795
Price Rd at Queen Creek Rd: Intersection Improvements	III	III	CMAQ	0.000	5.191	5.191	7.415
Price Rd: Santan to Germann	I	II	RARF	0.000	3.035	3.035	4.414
Ray Rd/Alma School Rd: Intersection Improvements	II	I, III	RARF	2.217	3.630	5.846	12.784
Ray Rd/Dobson Rd: Intersection Improvements	II	III	STP-MAG	0.000	6.678	6.678	9.541
Ray Rd/McClintock Dr: Intersection Improvements	II	III	STP-MAG	0.000	5.614	5.614	8.346
Ray Rd/Rural Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	15.822
CHANDLER/GILBERT							
Queen Creek Rd: Arizona Ave to Higley Rd				5.672	31.675	37.347	56.851
CHANDLER Queen Creek Rd: Arizona Ave to McQueen Rd	I	I	RARF	5.672	0.000	5.672	8.103
CHANDLER Queen Creek Rd: McQueen Rd to Gilbert Rd	III	III, IV	STP-MAG	0.000	10.478	10.478	14.969
GILBERT Queen Creek Rd: Lindsay Rd to Greenfield Rd	II	II	RARF	0.000	11.530	11.530	17.298

Project Location	Phase		Fund Type	Reimb. To Date (YOE$)	Future Reimb. (2010$)	Total Reimb. (YOE$, 2010$)	Total Cost (YOE$, 2010$)
	Const. Complete	Program Reimb.					
GILBERT Queen Creek Rd: Greenfield Rd to Higley	II	II	RARF	0.000	9.667	9.667	16.482
FOUNTAIN HILLS							
Shea Blvd: Palisades Blvd to Cereus Wash				0.367	5.681	6.049	8.782
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	II	I, II	RARF	0.247	0.040	0.287	0.411
Shea Blvd: Technology Dr to Cereus Wash	II	I,II	RARF	0.121	3.043	3.163	4.577
Shea Blvd: Palisades Blvd to Technology Dr	III	III	STP-MAG	0.000	2.598	2.598	3.794
GILBERT							
Elliot Rd/Cooper Rd: Intersection Improvements	III	IV	STP-MAG	0.000	4.116	4.116	6.976
Elliot Rd/Gilbert Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	10.474
Elliot Rd/Greenfield Rd: Intersection Improvements	III	IV	RARF	0.000	3.753	3.753	5.364
Elliot Rd/Higley Rd: Intersection Improvements	III	IV	CMAQ	0.000	3.753	3.753	6.976
Elliot Rd/Val Vista Dr: Intersection Improvements	III	IV	RARF	0.000	3.753	3.753	6.976
Germann Rd: Gilbert Rd to Power Rd				0.000	22.034	22.034	31.479
Germann Rd: Gilbert Rd to Val Vista Dr	II	IV	RARF	0.000	6.609	6.609	9.444
Germann Rd: Val Vista Dr to Higley Rd	II	III, IV	RARF	0.000	15.424	15.424	22.035
Greenfield Rd: Elliot Rd to Ray Rd	II	II	RARF	0.000	3.753	3.753	5.525
Guadalupe Rd/Cooper Rd: Intersection Improvements	II	II	RARF	0.000	3.753	3.753	6.939
Guadalupe Rd/Gilbert Rd: Intersection Improvements	II	II	RARF	0.000	3.753	3.753	5.361
Guadalupe Rd/Greenfield Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	6.976
Guadalupe Rd/Power Rd: Intersection Improvements	III	IV	RARF	0.000	3.753	3.753	8.919
Guadalupe Rd/Val Vista Dr: Intersection Improvements	III	III	CMAQ	0.000	3.753	3.753	5.659
Ray Rd: Val Vista Dr to Power Rd				0.000	16.586	16.586	23.694
Ray Rd: Val Vista to Higley	III	IV	RARF	0.000	5.240	5.240	7.486
Ray Rd: Higley to Recker	III	IV	RARF	0.000	3.779	3.779	5.399
Ray Rd: Recker to Power	III	IV, V	RARF	0.000	7.567	7.567	10.809
Ray Rd/Gilbert Rd: Intersection Improvements	III	IV	RARF	0.000	3.753	3.753	5.362
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	3.701	0.000	3.701	6.268
Warner Rd/Greenfield Rd: Intersection Improvements	II	II	RARF	0.000	3.753	3.753	5.361
GILBERT/MESA/MARICOPA COUNTY							
Power Rd: Santan Fwy to Chandler Heights				5.143	15.356	20.499	63.732
GILBERT Power Rd/Pecos: Intersection Improvements	I	I	RARF	5.143	0.000	5.143	7.347
GILBERT Power Rd: Santan Fwy to Pecos Rd	II	II	RARF	0.000	15.356	15.356	28.557
GILBERT Power Rd: Pecos Rd to Chandler Heights	IV	n/a	RARF	0.000	0.000	0.000	27.828
Power Rd: Baseline Rd to Santan Fwy				7.760	10.197	17.958	38.359
MESA Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	III	III	RARF	0.000	10.197	10.197	16.319
M.C. Power Rd: Baseline Rd to East Maricopa Floodway	I	I	RARF	7.760	0.000	7.760	22.040

Project Location	Phase		Fund Type	Reimb. To Date (YOE$)	Future Reimb. (2010$)	Total Reimb. (YOE$, 2010$)	Total Cost (YOE$, 2010$)
	Const. Complete	Program Reimb.					
MARICOPA COUNTY							
Dobson Rd: Bridge over Salt River	II	II, III	STP-MAG	0.000	18.523	18.523	43.357
El Mirage Rd: Bell Rd to Jomax Rd				5.535	13.869	19.403	50.157
El Mirage Rd: Bell Rd to Deer Valley Drive	II	II, III	RARF	0.000	13.869	13.869	24.467
El Mirage Rd: L303 to Jomax	IV	n/a	RARF	0.000	0.000	0.000	17.783
El Mirage Rd: Deer Valley Drive to L303	I	I	RARF	5.535	0.000	5.535	7.906
El Mirage Rd: Thunderbird Rd to Bell Rd	III	I - III	RARF	1.448	19.843	21.290	48.028
El Mirage Rd: Thunderbird Rd to Northern Ave	III	III	RARF	0.000	16.707	16.707	26.291
Gilbert Rd: Bridge over Salt River	II	II	STP-MAG	0.000	13.922	13.922	40.910
Jomax Rd: SR-303L to Sun Valley Parkway	na	III	RARF	0.000	20.581	20.581	29.401
McKellips Rd: Bridge over Salt River	III	II, III	RARF	0.000	13.922	13.922	28.140
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	II	II, III	RARF/ STP-MAG	0.000	39.225	39.225	48.005
Northern Pkwy: Sarival to Grand (Phase I)				19.776	40.532	60.308	86.155
Northern Parkway: Sarival to Dysart	II	I, II	STP-MAG	19.776	35.330	55.106	78.723
Northern Parkway: ROW Protection	n/a	II	STP-MAG	0.000	5.202	5.202	7.432
Northern Pkwy: Sarival to Grand (Phase II)				0.000	80.371	80.371	115.116
Northern Pkwy: Dysart to 111th	II	III	STP-MAG	0.000	18.919	18.919	27.028
Northern Pkwy: Sarival Overpass	II	III	STP-MAG	0.000	9.753	9.753	13.933
Northern Pkwy: Reems Overpass	II	III	STP-MAG	0.000	8.360	8.360	11.942
Northern Pkwy: Litchfield Overpass	II	III	STP-MAG	0.000	7.846	7.846	11.466
Northern Pkwy: Agua Fria Bridge	II	III	STP-MAG	0.000	4.913	4.913	7.019
Northern Pkwy: Northern Ave at L101	II	III	STP-MAG	0.000	5.940	5.940	8.485
Northern Pkwy: Dysart Overpass	III	III, IV	STP-MAG	0.000	20.313	20.313	29.062
Northern Pkwy: ROW Protection	n/a	III	STP-MAG	0.000	4.327	4.327	6.181
Northern Pkwy: Sarival to Grand (Phase III)				0.000	82.778	82.778	118.487
Northern Pkwy: El Mirage Alternative Access	IV	IV	STP-MAG	0.000	4.180	4.180	5.972
Northern Pkwy: El Mirage Overpass	IV	IV	STP-MAG	0.000	21.999	21.999	31.428
Northern Pkwy: Agua Fria to 111th	IV	IV	STP-MAG	0.000	2.713	2.713	3.876
Northern Pkwy: 111th to 107th	IV	IV	STP-MAG	0.000	14.740	14.740	21.057
Northern Pkwy: 107th to 99th	IV	IV	STP-MAG	0.000	21.119	21.119	30.171
Northern Pkwy: Loop 101 to 91st	IV	IV	STP-MAG	0.000	3.447	3.447	4.924
Northern Pkwy: 91st to Grand Intersection Improvements	IV	IV	CMAQ	0.000	5.866	5.866	8.381
Northern Pkwy: ROW Protection	n/a	IV	STP-MAG	0.000	2.567	2.567	3.667
Northern Pkwy: Ultimate Construction	IV	IV	STP-MAG	0.000	6.147	6.147	9.013
MESA							
Baseline Rd: Power Rd to Meridian Rd				0.000	17.796	17.796	25.501
Baseline Rd: Power Rd to Ellsworth Rd	III	IV	RARF	0.000	8.708	8.708	12.512
Baseline Rd: Ellsworth Rd to Meridian Rd	III	IV	RARF	0.000	9.089	9.089	12.989

Project Location	Phase		Fund Type	Reimb. To Date (YOE$)	Future Reimb. (2010$)	Total Reimb. (YOE$, 2010$)	Total Cost (YOE$, 2010$)
	Const. Complete	Program Reimb.					
Broadway Rd: Dobson to Country Club	II	I, II	RARF	0.082	7.299	7.381	19.332
Country Club/University: Intersection Improvements	II	III	RARF	0.000	2.784	2.784	8.887
Country Club/Brown: Intersection Improvements	III	IV	RARF	0.000	2.784	2.784	5.033
Crismon Rd: Broadway Rd to Germann Rd				0.000	36.561	36.561	52.289
Crismon Rd: Broadway Rd to Guadalupe Rd	III	IV	RARF	0.000	12.456	12.456	17.809
Crismon Rd: Guadalupe Rd to Ray Rd	IV	IV	STP-MAG	0.000	12.090	12.090	17.272
Crismon Rd: Ray Rd to Germann Rd	III	IV	STP-MAG	0.000	12.016	12.016	17.209
Dobson Rd/Guadalupe Rd: Intersection Improvements	I	I	RARF	0.707	2.063	2.770	4.274
Dobson Rd/University Dr: Intersection Improvements	II	III	RARF	0.000	2.784	2.784	6.988
Elliot Rd: Power Rd to Meridian Rd				0.000	18.038	18.038	25.770
Elliot Rd: Power Rd to Ellsworth Rd	IV	IV	STP-MAG	0.000	8.950	8.950	12.785
Elliot Rd: Ellsworth Rd to Meridian	IV	IV	STP-MAG	0.000	9.089	9.089	12.985
Germann Rd: Ellsworth Rd to Signal Butte Rd	IV	IV	STP-MAG	0.000	12.470	12.470	17.822
Gilbert Rd/University Dr: Intersection Improvements	I	I	RARF	2.741	0.000	2.741	11.765
Greenfield Rd: University Rd to Baseline Rd				2.367	8.356	10.723	19.317
Greenfield Rd: Baseline Rd to Southern Ave	I	I	RARF	2.367	2.810	5.176	8.296
Greenfield Rd: Southern Ave to University Rd	III	II, III	RARF/ STP-MAG	0.000	5.546	5.546	11.021
Guadalupe Rd: Power Rd to Meridian Rd				0.000	23.002	23.002	38.544
Guadalupe Rd: Power Rd to Hawes Rd	III	III, IV	RARF	0.000	7.830	7.830	15.037
Guadalupe Rd: Hawes Rd to Crimson Rd	III	III	STP-MAG	0.000	7.830	7.830	13.017
Guadalupe Rd: Crimson Rd to Meridian Rd	III	III	STP-MAG	0.000	7.343	7.343	10.490
Hawes Rd: Broadway Rd to Ray Rd				0.000	20.702	20.702	29.997
Hawes Rd: Broadway Rd to US60	IV	IV	STP-MAG	0.000	7.131	7.131	10.187
Hawes Rd: Baseline Rd to Elliot Rd	IV	IV	STP-MAG	0.000	6.922	6.922	9.889
Hawes Rd: Elliot Rd to Santan Freeway	IV	IV	STP-MAG	0.000	4.296	4.296	6.138
Hawes Rd: Santan Freeway to Ray Rd	II	IV	RARF	0.000	2.353	2.353	3.784
Higley Rd Parkway: US 60 to SR-202L				0.000	16.707	16.707	23.867
Higley Pkwy: SR202L to Brown Rd	III	III	STP-MAG	0.000	8.353	8.353	11.934
Higley Pkwy: Brown Rd to US-60	III	III	STP-MAG	0.000	8.353	8.353	11.933
Higley Rd Parkway: US 60 to SR 202L Grade Separations	III	III	RARF	0.000	27.724	27.724	39.606
Lindsay Rd/Brown Rd: Intersection Improvements	III	II, III	RARF	0.000	2.784	2.784	4.049
McKellips Rd: East of Sossaman to Meridian				0.000	19.854	19.854	28.364
McKellips Rd: E. of Sossaman to Crismon	III	IV	RARF	0.000	11.969	11.969	17.100
McKellips Rd: Crismon Rd to Meridian Rd	III	V	RARF	0.000	7.885	7.885	11.264
McKellips Rd: Gilbert Rd to Power Rd				0.162	21.501	21.663	34.163
McKellips Rd/Lindsay Rd: Intersection Improvements	III	I, III	RARF	0.043	6.299	6.341	10.462
McKellips Rd/Greenfield Rd: Intersection Improvements	III	I, III	RARF/ STP-MAG	0.040	2.869	2.909	5.058

Project Location	Phase		Fund Type	Reimb. To Date (YOE$)	Future Reimb. (2010$)	Total Reimb. (YOE$, 2010$)	Total Cost (YOE$, 2010$)
	Const. Complete	Program Reimb.					
McKellips Rd/Higley Rd: Intersection Improvements	III	I, III	RARF/ CMAQ	0.040	2.869	2.909	5.065
McKellips Rd/Power Rd: Intersection Improvements	III	III	CMAQ	0.000	3.298	3.298	4.711
McKellips Rd/Recker Rd: Intersection Improvements	III	III	CMAQ	0.000	3.297	3.297	4.710
McKellips Rd/Val Vista Dr: Intersection Improvements	III	I, III	RARF / STP-MAG	0.040	2.869	2.909	4.157
Meridian Rd: Baseline Rd to Germann Rd				0.000	29.176	29.176	41.683
Meridian Rd: Baseline Rd to Ray Rd	III	III	RARF	0.000	16.779	16.779	23.973
Meridian Rd: Ray Rd to Germann Rd	III	III	RARF	0.000	12.397	12.397	17.710
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd				0.312	9.003	9.316	39.118
Mesa Dr: US60 to Southern Ave	II	I, II	RARF	0.257	8.199	8.456	13.704
Mesa Dr/Broadway Rd: Intersection Improvements	II	I, II	RARF	0.056	0.804	0.860	25.414
Pecos Rd: Ellsworth Rd to Meridian Rd	III	III	RARF	0.000	12.591	12.591	19.246
Ray Rd: Sossaman Rd to Meridian Rd				0.000	25.060	25.060	37.039
Ray Rd: Sossaman Rd to Ellsworth Rd	II	IV	RARF	0.000	3.799	3.799	9.489
Ray Rd: Ellsworth Rd to Meridian Rd	IV	IV	STP-MAG	0.000	21.262	21.262	27.550
Signal Butte Rd: Broadway to Pecos Rd				0.000	32.929	32.929	47.044
Signal Butte Rd: Broadway Rd to Elliot Rd	IV	IV	STP-MAG	0.000	16.780	16.780	23.972
Signal Butte Rd: Elliot Rd to Pecos Rd	IV	IV	STP-MAG	0.000	16.150	16.150	23.072
Southern Ave: Country Club Dr to Recker Rd				0.168	30.455	30.623	50.350
Southern/Country Club Dr: Intersection Improvements	II	II	RARF	0.000	4.861	4.861	8.380
Southern Ave/Stapley Dr: Intersection Improvements	II	I, II	RARF	0.168	12.560	12.728	21.917
Southern Ave/Lindsay Rd: Intersection Improvements	II	II	RARF	0.000	4.779	4.779	8.258
Southern Ave/Higley Rd: Intersection Improvements	II	II	RARF	0.000	8.255	8.255	11.796
Southern Ave: Sossaman to Meridian				0.000	18.038	18.038	25.770
Southern Ave: Sossaman Rd to Crismon Rd	IV	IV	STP-MAG	0.000	10.908	10.908	15.584
Southern Ave: Crismon Rd to Meridian Rd	IV	IV	STP-MAG	0.000	7.130	7.130	10.186
Stapley Dr/University Dr: Intersection Improvements	II	III	CMAQ	0.000	2.784	2.784	13.458
Thomas Rd: Gilbert Rd to Val Vista Dr	IV	IV	STP-MAG	0.000	5.569	5.569	8.035
University Dr: Val Vista Dr to Hawes Rd				0.000	21.670	21.670	30.962
University Dr: Val Vista Dr to Higley Rd	IV	IV	STP-MAG	0.000	10.906	10.906	15.585
University Dr: Higley Rd to Hawes Rd	IV	IV	STP-MAG	0.000	10.764	10.764	15.377
Val Vista Dr: University Dr to Baseline				0.000	11.017	11.017	16.867
Val Vista Dr: Baseline Rd to Southern Ave	II	IV	RARF	0.000	5.563	5.563	9.075
Val Vista Dr: Southern Ave to University Dr	III	IV	RARF	0.000	5.454	5.454	7.792

Project Location	Phase		Fund Type	Reimb. To Date (YOE$)	Future Reimb. (2010$)	Total Reimb. (YOE$, 2010$)	Total Cost (YOE$, 2010$)
	Const. Complete	Program Reimb.					
PEORIA							
Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy				16.976	6.003	22.978	41.621
Beardsley Connection: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	I	I	STP-MAG	6.125	0.000	6.125	8.473
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	RARF	0.000	4.118	4.118	6.225
75th Ave at Thunderbird Rd: Intersection Improvement	II	I, II	RARF	0.000	1.884	1.884	7.771
Happy Valley Rd: L303 to 67th Avenue				0.000	20.581	20.581	50.078
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	20.581	20.581	50.078
Lake Pleasant Pkwy: Union Hills to SR74				29.034	24.744	53.779	85.321
Lake Pleasant Pkwy: Dynamite Blvd to CAP	II	I, II, IV	RARF/ STP-MAG	1.907	22.327	24.234	43.114
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	I	I	RARF	27.127	0.000	27.127	38.753
Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	IV	V	RARF	0.000	2.418	2.418	3.454
PHOENIX							
Avendia Rio Salado: 51st Ave. to 7th St.	II	II	STP-MAG	0.000	44.430	44.430	70.786
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	II	II	STP-MAG	0.000	22.397	22.397	32.036
Happy Valley Rd:67th Avenue to I-17				0.000	16.465	16.465	37.993
Happy Valley: I-17 to 35th Ave	I	IV	RARF	0.000	5.218	5.218	7.454
Happy Valley: 35th Ave to 43rd Ave	III	IV	RARF	0.000	4.237	4.237	12.069
Happy Valley: 43rd Ave to 55th Ave	III	IV	RARF	0.000	4.181	4.181	9.508
Happy Valley: 55th Ave to 67th Ave	III	IV, V	RARF	0.000	2.828	2.828	8.962
Sonoran Blvd: 15th Avenue to Cave Creek	II	II	RARF	0.000	32.445	32.445	60.182
SCOTTSDALE/CAREFREE							
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek Rd				16.891	79.527	96.417	140.911
SCOTTSDALE Pima Rd: Thompson Peak Pkwy to Pinnacle Peak	II	I, II	RARF	3.251	20.544	23.795	33.993
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	15.896	15.896	22.709
SCOTTSDALE Pima Rd: Dynamite Blvd to Stagecoach Rd	III	III	RARF	0.000	37.669	37.669	54.945
CAREFREE Pima Rd: Stagecoach Rd to Cave Creek	III	III	RARF	0.000	5.417	5.417	7.739
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	9.322	9.322	14.260
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd				3.745	16.097	19.842	24.018
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	16.097	16.097	18.668
Miller Rd/SR-101L Underpass	III	III	STP-MAG	0.000	13.922	13.922	19.889
Pima Rd: Happy Valley Rd to Dynamite Blvd	III	III	STP-MAG	0.000	23.607	23.607	33.725

Project Location	Phase		Fund Type	Reimb. To Date (YOE$)	Future Reimb. (2010$)	Total Reimb. (YOE$, 2010$)	Total Cost (YOE$, 2010$)
	Const. Complete	Program Reimb.					
Pima Rd: McKellips Rd to Via Linda				0.000	30.294	30.294	49.080
Pima Rd: Via Linda to Via De Ventura	II	II	RARF	0.000	1.331	1.331	2.341
Pima Rd: Via De Ventura to Krail	II	II	RARF	0.000	7.467	7.467	10.670
Pima Rd: Thomas Rd to McDowell Rd	II	II	RARF	0.000	6.044	6.044	8.641
Pima Rd: Krail to Chaparral	II	II	RARF	0.000	9.407	9.407	16.453
Pima Rd: Chaparral Rd to Thomas Rd	II	II	RARF	0.000	6.044	6.044	10.976
Scottsdale Airpark Area Capacity Improvements				0.000	72.983	72.983	104.261
Frank Lloyd Wright -Loop 101 Traffic Interchange	II	III	RARF	0.000	3.954	3.954	5.648
Raintree -Loop 101 Traffic Interchange	II	II	RARF	0.000	1.168	1.168	1.668
Northsight Blvd: Hayden to Frank Lloyd Wright	II	II	RARF	0.000	6.957	6.957	9.939
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	II	III	RARF	0.000	0.977	0.977	1.396
Redfield Rd: Scottsdale Rd to Hayden	II	II, III	RARF	0.000	2.456	2.456	3.509
Thunderbird-Raintree Loop	III	II, III	RARF	0.000	20.596	20.596	29.422
Raintree Drive: Loop 101 to Hayden	IV	IV	STP-MAG	0.000	17.715	17.715	25.307
Hayden Rd: Redfield to Raintree	IV	IV	STP-MAG	0.000	4.819	4.819	6.884
CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	III	III	RARF	0.000	2.753	2.753	3.933
Hayden Rd - Loop 101 Interchange Improvements	IV	IV	STP-MAG	0.000	11.588	11.588	16.555
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd				0.000	13.317	13.317	54.323
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	II	II	RARF	0.000	11.528	11.528	16.514
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	II	II	RARF	0.000	1.789	1.789	37.809
Scottsdale Rd: Jomax Rd to Carefree Hwy				0.000	28.329	28.329	51.027
Scottsdale Rd: Jomax Rd to Dixileta Dr	III	III	STP-MAG	0.000	9.443	9.443	17.975
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	III	III	STP-MAG	0.000	9.443	9.443	16.526
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	III	III	STP-MAG	0.000	9.443	9.443	16.526
Shea Blvd: SR-101L to SR-87				4.839	18.173	23.012	32.876
Shea Blvd at 90th/92nd/96th: Intersection Improvements	I	I	RARF	4.056	0.000	4.056	5.794
Shea Auxiliary Lane from 90th St to Loop 101	IV	IV, V	RARF	0.000	6.353	6.353	9.075
Shea Blvd at Via Linda (Phase1): 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	2.074	2.074	2.962
Shea Blvd at 120/124th St: Intersection Improvements	I	IV, V	RARF	0.000	1.391	1.391	1.988
Shea Blvd at Mayo/134th St: Intersection Improvements		I	RARF	0.162	0.000	0.162	0.231
Shea Blvd: SR-101L to 96th St: ITS Improvements	I	IV	RARF	0.000	0.381	0.381	0.545
Shea Blvd: 96th St to 144th St: ITS Improvements	II	IV	RARF	0.000	2.347	2.347	3.352
Shea Blvd at Loop 101: Intersection Improvements	III	IV	RARF	0.000	3.667	3.667	5.238

Project Location	Phase		Fund Type	Reimb. To Date (YOE$)	Future Reimb. (2010$)	Total Reimb. (YOE$, 2010$)	Total Cost (YOE$, 2010$)
	Const. Complete	Program Reimb.					
Shea Blvd at 110th St: Intersection Improvements	III	IV	RARF	0.000	0.264	0.264	0.377
Shea Blvd at 114th St: Intersection Improvements	III	IV	RARF	0.000	0.264	0.264	0.377
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	II	IV	RARF	0.000	0.660	0.660	0.943
Shea Blvd at 115th St: Intersection Improvements	III	IV	RARF	0.000	0.110	0.110	0.158
Shea Blvd at 125th St: Intersection Improvements	III	IV	RARF	0.000	0.377	0.377	0.540
Shea Blvd at 135th St: Intersection Improvements	III	IV	RARF	0.000	0.110	0.110	0.158
Shea Blvd at 136th St: Intersection Improvements	III	IV	RARF	0.000	0.176	0.176	0.251
Legacy Dr: Hayden Rd to 88th Street	IV	IV	STP-MAG	0.000	13.559	13.559	21.357

Totals	(in millions)
Reimbursed to Date (YOE $'s)	$159
Future Reimbursements (2010 $'s)	$1,541
Total Reimbursed (YOE $'s & 2010 $'s)	$1,700
Total Cost (YOE $'s & 2010 $'s)	$2,889

Appendix C

Public Transit Program

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONAL BUS OPERATING COSTS
(Millions of YOE & 2010 $'s)

	Route	Implementation Phase	Operating Cost 2006-2010	Operating Cost 2011-2031	Total
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 & V	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 2006-2010	Operating Cost 2011-2031	Total
	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 $'s)

	Facility	Const./Acquisition Phase	Capital Cost 2006-2010	Capital Cost 2011-2031	Total
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
Sub-total			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

	Facility	Const./Acquisition Phase	Capital Cost 2006-2010	Capital Cost 2011-2031	Total
	Rehab Mesa	V	0.0	11.3	11.3
	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
HIGH CAPACITY TRANSIT/LIGHT RAIL TRANSIT OPERATING COSTS
(Millions of YOE & 2010 $'s)

		Implementation	Operating Cost		Total
	Route	Phase	2006-2010	2011-2031	
LRT Segments					
	NW Extension - Phase One (1)	IV		29.0	29.0
	Central Mesa (2)	II		54.0	54.0
	Tempe South (2)	II		26.9	26.9
	Glendale (3)	IV		27.4	27.4
	NW Extension - Phase Two (3)	IV		7.7	7.7
	Phoenix West (4)	III		126.0	126.0
	NE Phoenix (5)	V		0.0	0.0
	CP/EV	I	49.5	708.4	757.9
TOTAL			**49.5**	**979.4**	**1,028.9**

(1) Target opening - December 2023.
(2) Target opening - December 2016.
(3) Target opening - December 2026
(4) Target opening - December 2022
(5) Target opening - December 2031

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
HIGH CAPACITY TRANSIT/LIGHT RAIL TRANSIT CAPITAL COSTS
(Millions of YOE & 2010 $'s)

		Implementation	Capital Cost		Total
	Route	Phase	2006-2010	2011-2031	
LRT Segments					
	NW Extension - Phase One (1)	IV	85.2	204.4	289.6
	Central Mesa (2)	II	5.4	210.8	216.2
	Tempe South (2)	II	4.0	136.8	140.7
	Glendale (3)	IV	0.0	358.6	358.6
	NW Extension - Phase Two (3)	IV	0.0	100.1	100.1
	Phoenix West (4)	III	17.7	765.8	783.5
	NE Phoenix (5)	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**

(1) Target opening - December 2023.
(2) Target opening - December 2016.
(3) Target opening - December 2026
(4) Target opening - December 2022
(5) Target opening - December 2031

Agenda Item #6C

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

DATE:
July 20, 2010

SUBJECT:
Approval of the Draft FY 2011-2015 MAG Transportation Improvement Program

SUMMARY:
The Draft fiscal year (FY) 2011-2015 MAG Transportation Improvement Program (TIP) has been under development since August 2009. All federally funded projects and regionally significant transportation projects (including local and privately funded projects) are required by federal law to be included in the draft TIP for the purpose of meeting the air quality conformity analysis requirements. In April 2010, the Draft FY 2011-2015 MAG TIP was approved by Regional Council to undergo this analysis, which is now complete. A public hearing on the draft TIP was conducted on June 21, 2010. The TRC recommended approval of the Draft MAG TIP, contingent upon a finding of conformity.

PUBLIC INPUT:
Final phase public meeting input on the Draft FY 2011-2015 MAG TIP is included in the Final Phase Opportunity Report that will be discussed as a separate agenda item.

PROS & CONS:
PROS: Approval of the TIP will help ensure the timely construction of regionwide construction projects.

CONS: Approval of the TIP indicates approval of the projects included.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The TIP is a listing of projects that are scheduled for construction within the next five years. The current TIP is the FY 2008-2012 MAG TIP, which is valid under Federal rules until August 2011. Approval of the Draft FY 2011-2015 MAG TIP is required to validate construction of new projects in years 2011, 2012, 2013, 2014, and 2015.

POLICY: The TIP is developed with input from all MAG jurisdictions and incorporates controls to ensure fiscal constraint and compliance with Air Quality regulations.

ACTION NEEDED:
Approval of the Draft FY 2011-2015 MAG Transportation Improvement Program (TIP), contingent on a finding of conformity of the TIP and Regional Transportation Plan 2010 Update with applicable air quality plans and that the programming of transit preventive maintenance be reviewed for potential amendments/modifications no later than December 2010.

PRIOR COMMITTEE ACTIONS:
This item is on the July 21, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On July 14, 2010, the Management Committee recommended approving the Draft FY 2011-2015 MAG Transportation Improvement Program, contingent on a finding of conformity of the TIP and Regional Transportation Plan 2010 Update with applicable air quality plans and that the programming of transit preventive maintenance be reviewed for potential amendments/modifications no later than December 2010.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
Charlie Meyer, Tempe, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
# Julie Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Collin DeWitt, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
David Andrews for Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Dave Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for 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 July 1, 2010, the TRC recommended approving the Draft FY 2011-2015 MAG Transportation Improvement Program, contingent on a finding of conformity of the TIP and Regional Transportation Plan 2010 Update with applicable air quality plans and that the programming of transit preventive maintenance be reviewed for potential amendments/modifications no later than December 2010.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Jorge Gastelum for Lance Calvert
* Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
Litchfield Park: Paul Ward for Woody Scoutten
Maricopa County: John Hauskins

Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit
RPTA: Bob Anitlla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
Tempe: Jyme Sue McLaren for 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 Videoconference
# Attended by Audioconference

Regional Council: On April 28, 2010, the Regional Council approved the Draft FY 2011-2015 MAG TIP - Listing of Projects for an air quality conformity analysis.

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park, Vice Chair
Councilwoman Robin Barker, Apache Junction
* Mayor Marie Lopez Rogers, Avondale
* Mayor Jackie Meck, Buckeye
* Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Michele Kern, El Mirage
* President Clinton Pattea, Fort McDowell Yavapai Nation
* Mayor Jay Schlum, Fountain Hills
* Mayor Ron Henry, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor John Lewis, Gilbert
* Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe
* Supervisor Mary Rose Wilcox, Maricopa Co.
# Mayor Scott Smith, Mesa
* Mayor Vernon Parker, Paradise Valley
# Mayor Bob Barrett, Peoria
# Mayor Arthur Sanders, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
# Mayor Jim Lane, Scottsdale
Councilwoman Sharon Wolcott, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
# Mayor Kelly Blunt, Wickenburg
* Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
Roc Arnett, Citizens Transportation Oversight Committee

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

CONTACT PERSON:
Eileen Yazzie, (602) 254-6300.

ON THE MOVE
PARTNERS IN PROGRESS

DRAFT

FY 2011-2015

TRANSPORTATION IMPROVEMENT PROGRAM

TIP

JULY
2010

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

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MARICOPA ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2011-2015

This report was approved by MAG Regional Council on

INSERT DATE

This report was prepared by the Maricopa Association of Governments in cooperation with the Arizona Department of Transportation, the Regional Public Transportation Authority/Valley Metro, the Federal Highway Administration and the Federal Transit Administration and was financed in part by the Federal Highway Administration.

CERTIFICATION

This document was prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, and the Arizona Department of Transportation.

The Maricopa Association of Governments, the Metropolitan Planning Organization for the Phoenix, Arizona, urbanized area and the Arizona Department of Transportation hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 USC 134, 49 USC 5303, and this subpart.
2. 23 CFR Part 230 as referenced in 23 CFR 450.334 (6)
3. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR Part 93.
4. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
5. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
6. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.(and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving financial assistance.
9. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

_____

Jennifer Toth, Assistant Director Multimodal Planning Division Date
ARIZONA DEPARTMENT OF TRANSPORTATION

_____

Dennis W. Smith, Executive Director Date
MARICOPA ASSOCIATION OF GOVERNMENTS

Table of Contents

SECTION 1 - FY 2011-2015 MAG TIP PROGRAMMING PROCESS 8
INTRODUCTION 8
MAG Transportation Planning Designations and Roles 8
Required Projects in the FY 2011-2015 MAG TIP 11
Sources of Projects – The MAG Regional Transportation Plan (RTP) 11
The Life Cycle Programs 12
MAG Federal Fund Program 13
Local Sponsored Projects 14
SECTION 2 - PUBLIC INVOLVEMENT PROCESS 15
OVERVIEW 15
MAG Public Involvement Process 15
Public Involvement Process and the Development of the FY 2011- 2015 MAG TIP 16
SECTION 3 - PROCEDURES AND AGREEMENTS FOR PROGRAMMING PROJECTS IN THE FY 2011 – 2015 MAG TIP 18
OVERVIEW 18
Statewide Resolution for Transportation Planning and Programming Process 18
Selection of Projects and Consistency with the MAG RTP 19
Setting Freeway Priorities and Agreements with the Arizona Department of Transportation 19
Prioritizing Regional Arterial Projects 20
Regional Transit Programming and Agreements 20
Rating Bicycle and Pedestrian Federal Funded Projects 21
Rating ITS Projects 21
Acceleration and Advancement of Projects in the FY2011-2015 MAG TIP 22
SECTION 4 – FINANCIAL PLAN FOR HIGHWAY AND TRANSIT PROJECTS 23
OVERVIEW 23
Anticipated Revenues 23
Private Funds 23
Local Funds – MAG Member Agencies (excluding ADOT) 24
ADOT/State Resources 24

Half-cent Sales Tax 25
Federal Funds 27
Federal Funds – Other Types 31
SECTION 5 – SUMMARY OF HIGHWAY AND TRANSIT PROJECTS 32
OVERVIEW 32
Highway Project Section 33
Transit Project Section 37
SECTION 6– OPERATIONS AND MAINTENANCE FOR HIGHWAY PROJECTS 40
OVERVIEW 40
Highway Facilities and Services 40
SECTION 7 – HIGHWAY AND TRANSIT PROJECT LISTINGS 42
OVERVIEW 42
SECTION 8 – PREVIOUS PROJECTS 46

PROJECT LISTINGS

SECTION 9 – HIGHWAY PROJECTS 86
SECTION 10 – TRANSIT PROJECTS 158
APPENDIX A – RTPFP, ALCP, and TLCP Financial Plans FY 2011-2015 174

TABLES

Table 1 – Percentage of Distribution of Regional Revenues: FY 2011-2015 13
Table 2 – Schedule for Development of the MAG 2011-2015 TIP 16
Table 3 – ADOT Funding in MAG Area: FY 2011-2015 25
Table 4 – Maricopa County Transportation Excise Tax: FY 2011-2015 26
Table 5 – Percentage of Distribution of Regional Revenues: FY 2011-2015 28
Table 6 - MAG Federal Transportation Funds: FY2011 – 2015 - Transit 28
Table 7 - MAG Federal Transportation Funds: FY2011 – 2015 - Highway 30
Table 8 – Highway and Transit Project Costs by Mode and Funding Source 32
Table 9 – Highway and Transit Project Costs by Funding Source and Year 33
Table 10 – Highway Project Costs by Funding Source and Mode 34
Table 11 – Highway Project Costs by Funding Source and Year 34

Table 12 – Highway Project Costs by Agency and Year 35
Table 13 – Highway Project Costs by Agency and Fund 36
Table 14 – Transit Project Costs by Funding Source and Mode 37
Table 15 - Transit Project Costs by Funding Source and Year 38
Table 16 – Transit Project Costs by Agency and Year 39
Table 17 – Highway Operating and Maintenance Expenditures 41
Table 18 – Highway Operating and Maintenance Income 41
Table 19 – Type of Projects Included in Project Listing Sections 42
Table 20 – Project Status Definitions 43
Table 21 – Project Listing Data Item Definitions 43
Table 22 – Project Listing Funding Definitions 44

FIGURES

Figure 1 – MAG Committee Chart 10

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SECTION 1 - FY 2011-2015 MAG TIP PROGRAMMING PROCESS

INTRODUCTION

The FY 2011 – 2015 Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP) was developed under the Federal guidance and requirements set forth in the Safe Accountable Flexible Efficient Transportation Equity Act a Legacy for Users (SAFETEA-LU) transportation authorization act. SAFETEA-LU expired at the end of the Federal fiscal year 2009, September 2009, and Congress has passed short term extensions, known as continuing resolutions, to extend SAFETEA-LU to December 2010. When new Federal legislation is passed, the FY 2011 – 2015 MAG TIP will be evaluated and modified as appropriate.

§ 450.324 (a)

The FY 2011 – 2015 MAG Transportation improvement Program (TIP) serves as a five-year regional guide for the preservation, management and expansion of public transportation services including highways, arterial streets, transit, demand management, and alternative mode improvements in Maricopa County, the Town of Apache Junction and portions of Pinal County located in the Phoenix-Mesa Urbanized Area. It includes a five-year capital improvement program of transportation projects for the region, a financial plan for funding capital, operating and maintenance needs and a report on the status of major projects included in the FY 2008-2012 MAG TIP.

At the end of December, 2007, the United States economy entered the largest recession it had experienced since the end of the Second World War. To address issues brought to light by this downturn in the economy, the development of this report included stringent oversight of projected revenues, a constant exchange of information with MAG member agencies and policy leaders to balance short and long range transportation projects, and significant changes to the MAG long range transportation plan – known as the Regional Transportation Plan (RTP). The previous FY 2008 – 2012 MAG TIP (approved in July 2007) reported on over $7.7 billion of transportation projects, while the FY 2011 – 2015 MAG TIP contains $7.4 billion worth of projects. The financial section (Section 4) will provide more detailed information about revenue projections, expenditures and financial constraint.

MAG Transportation Planning Designations and Roles

The Maricopa Association of Governments (MAG) is a voluntary association of governments and the designated Metropolitan Planning Organization (MPO) and Council of Governments (COG) for the Maricopa County, Metropolitan Phoenix region in Arizona. It is responsible for transportation planning, air and water quality, and human services planning for the MAG

planning area which includes all of Maricopa County and portions of Pinal County located in the Phoenix-Mesa Urbanized area as defined by the Federal Highway Administration.

Its membership includes all cities, towns and Native American Communities located in the MAG planning area, Maricopa County, the Arizona Department of Transportation (ADOT), and the Citizens Transportation Oversight Committee (CTOC).

All member agencies are represented on the MAG decision making body -- the Regional Council. The Regional Council includes one elected official from each city, town and Native American Community and a member of the Maricopa Board of Supervisors. Two representatives from the State of Arizona Transportation Board and one representative from the Citizens Transportation Oversight Committee serve on the Regional Council for transportation-related issues.

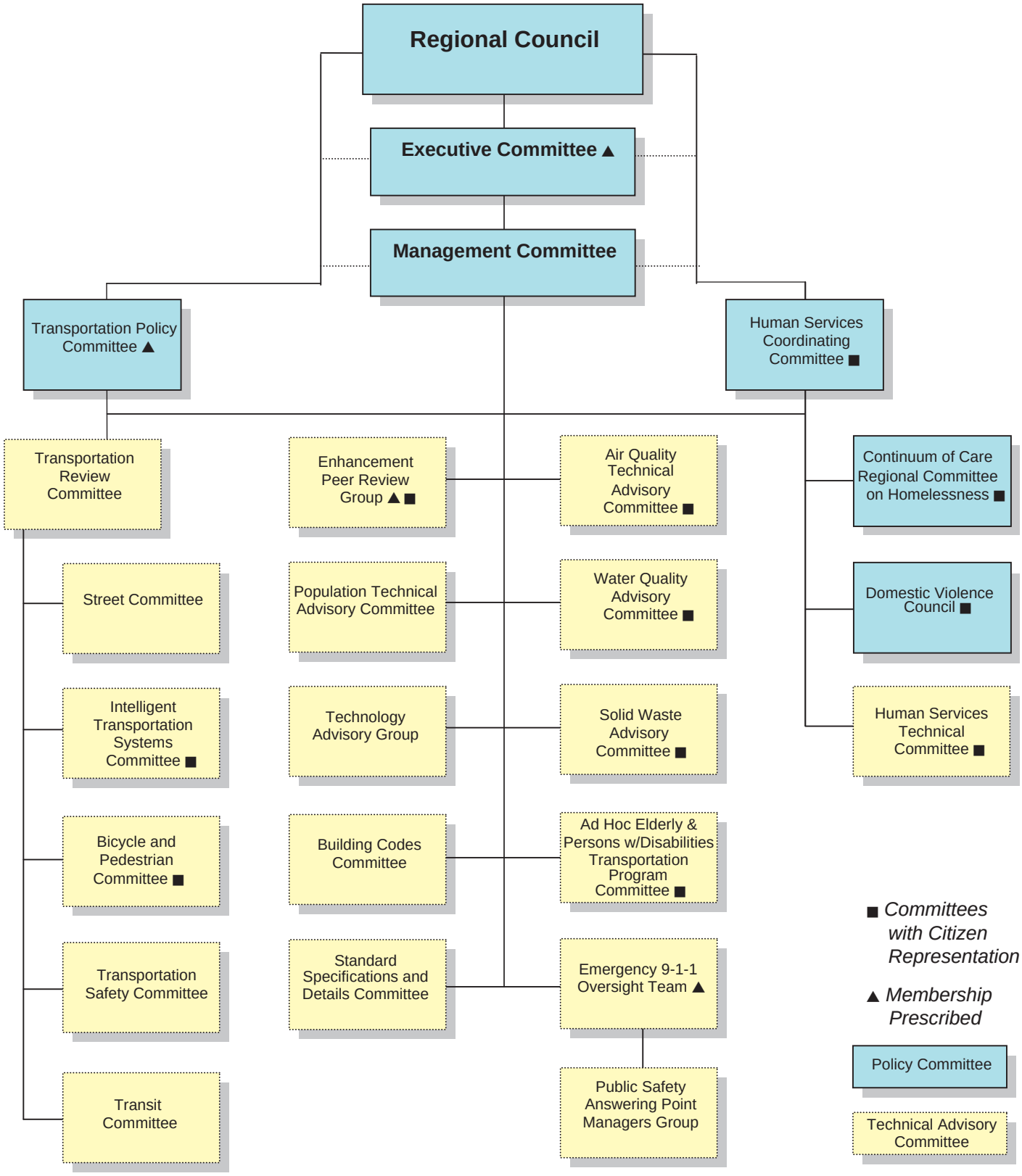
§ 450.324 (b)

The MAG planning and programming process is designed to incorporate and consider input from a wide spectrum of parties and organizations. This input includes, but is not limited to the following: members of the general public, local stakeholders such as directly affected communities, local agencies, transportation providers and operators, State and Federal agencies and technical staff from MAG and its member agencies.

Technical analysis in this planning and programming process is provided by numerous committees and task forces as identified in Graphic 1. Membership on all Committees, except where noted, is open to all member agencies and provision is made at all meetings to provide for input from the public and interested organizations. Specific transportation related areas addressed by these committees and task forces include performance planning related to streets, highways, transit, safety, bicycle and pedestrian facilities, airports, regional development and air quality.

§ 450.324 (b)

The FY 2011 – 2015 MAG TIP builds on existing regional plans, programs and policies and was developed through the MAG planning and programming process in cooperation with the State of Arizona, the cities, towns and tribal governments located in MAG planning area, transit operators serving the area, and the public. Transit operators, in the MAG planning area, include the Regional Public Transportation Authority, the City of Phoenix, the Valley METRO Rail/METRO, the City of Tempe, the City of Scottsdale, the City of Peoria, the City of Glendale, and the City of Surprise. The Arizona Department of Transportation is represented on all MAG transportation Committees, the MAG Management Committee, and the Regional Council.


Regional Council
Executive Committee ▲
Management Committee
Transportation Policy Committee ▲
Human Services Coordinating Committee ■
Transportation Review Committee
Street Committee
Intelligent Transportation Systems Committee ■
Bicycle and Pedestrian Committee ■
Transportation Safety Committee
Transit Committee
Enhancement Peer Review Group ▲ ■
Population Technical Advisory Committee
Technology Advisory Group
Building Codes Committee
Standard Specifications and Details Committee
Air Quality Technical Advisory Committee ■
Water Quality Advisory Committee ■
Solid Waste Advisory Committee ■
Ad Hoc Elderly & Persons w/Disabilities Transportation Program Committee ■
Emergency 9-1-1 Oversight Team ▲
Public Safety Answering Point Managers Group
Continuum of Care Regional Committee on Homelessness ■
Domestic Violence Council ■
Human Services Technical Committee ■
■ Committees with Citizen Representation
▲ Membership Prescribed
Policy Committee
Technical Advisory Committee

Required Projects in the FY 2011-2015 MAG TIP

The MAG programming process is developed within a legal framework established by applicable State statutes and by the Safe Accountable Flexible Efficient Transportation Equity Act a Legacy for Users (SAFETEA-LU) enacted by the Congress on August 10, 2005. These require, at a minimum, that the TIP be consistent with the long range metropolitan transportation plan for the region, and prior to approval by the MAG Regional Council, it is shown to conform to all applicable Federal and State air quality plans and standards, that a full provision be made for the effective involvement of a wide variety of institutional and public actors (including transit operators) in the decision making process, that the TIP is financially constrained, and that it meets Federal congestion management process requirements.

§ 450.324 (d)

To meet Federal requirements, the FY 2011-2015 MAG TIP reports on all projects programmed with Federal funds identified in Title 23 and Title 49 of the US Code and on all regionally significant projects that are funded with Federal and non-Federal funds. The FY 2011-2015 MAG TIP also reports on projects that have obligated with Federal funds in the previous Federal fiscal year.

MAG defines a regionally significant project as:

> A transportation project that is on a facility which serves regional transportation needs (i.e., urban freeways, other urban or rural principal arterials; and the one-mile grid street network and extensions thereof), and would normally be included in the modeling of the transportation network.
>
> Projects that are greater than one-half mile in length, impacts freeways or freeway interchanges, or alters the number of striped through-lanes for motor vehicle use, are reflected in the transportation network used by MAG for regional transportation modeling purposes.
>
> In addition, fixed guideway transit facilities (e.g., trackage for light rail service, or dedicated busways) that serve regional transportation needs also meet the definition of a regionally significant project. The government agency with jurisdiction for approving the project has the responsibility of determining whether or not a transportation project is regionally significant and for providing information on the regionally significant projects through the interagency consultation process to MAG.

Sources of Projects – The MAG Regional Transportation Plan (RTP)

§ 450.324 (g)

The FY 2011-2015 MAG TIP is an element of the MAG Regional Transportation Plan (RTP), which is the region's long range transportation plan. Projects included in the FY 2011-2015 MAG TIP are drawn from projects defined in the RTP and major elements of the RTP, such as the life-cycles for transit, arterial streets and freeways and the MAG Federal Fund Program. The RTP provides a policy framework to guide regional transportation investments and establishes performance measures for regional transportation facilities and services that will

allows the region to better monitor and improve the system in the future. It also identifies and prioritizes specific transportation facilities needed to achieve the congestion, mobility, safety, environmental and other goals of the plan. These projects are detailed in the maps and texts of the RTP document and in major elements of the RTP including: the life-cycle programs for freeways, arterial streets and transit and the MAG Federal Fund Program.

Participating agencies include the Arizona Department of Transportation, all MAG member agencies, MAG and transit providers in the MAG region (the Regional Public Transportation Authority, City of Phoenix, Valley METRO Rail/METRO, City of Tempe, City of Scottsdale, City of Peoria, City of Glendale, and City of Surprise).

For more information about the RTP, please see the RTP itself. The RTP report can be found at: http://www.mag.maricopa.gov/project.cms?item=411. The life-cycle programs and MAG Federal Fund Program are described below.

The Federal funded and regionally significant projects come from three major elements of the region's long range plan – the RTP:

1. Proposition 400 projects in the three life cycle programs: Freeway, Arterial, and Transit;
2. The MAG Federal fund program; and
3. Local sponsored projects.

The Life Cycle Programs

The life cycles are directed by the MAG RTP. In 2004, Proposition 400 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 arterial, transit, and freeway projects identified in the MAG RTP that would be managed by three individual life cycle program.

Information on projects occurring in the freeway life cycle program (identified by ADOT as the Regional Transportation Plan Freeway Program - RTPFP), transit life cycle program (TLCP) and arterial life cycle program (ALCP) that are scheduled for work in 2009-2015 will flow directly into the FY 2011-2015 MAG TIP from the programs. Documentation for these programs may be found at:

- http://www.mag.maricopa.gov/project.cms?item=5034 for the Arterial Life Cycle Program,
- http://www.valleymetro.org/valley_metro/publications/ for the Transit Life Cycle Program, and
- http://www.valleyfreeways.com for the Regional Freeway/Highway Life Cycle Program.

MAG Federal Fund Program

The MAG Federal Fund Program consists of both highway and transit projects in the MAG TIP funded from Federal sources. As directed by the RTP, the Federal funds in the MAG region are policy driven to fund a multi-modal program in both the short and long term as shown in Table 1 below. As noted in the far left column of Table 1, the Freeway and Arterial Street Life Cycle Programs rely on Surface Transportation Program (STP) funding sub allocated to MAG and on Congestion Mitigation and Air Quality (CMAQ) funding to fund a prioritized program of freeway and arterial street projects. The Transit Life Cycle relies on Federal Transit – 5307 Urbanized Area funding, on Federal Transit – 5309 Rail and Fixed Guideway Modernization funding, and on CMAQ for funding as well.

TABLE 1
PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2011-2015
(Percentage of Funding Source Total)

Life Cycle Program	Modes	1/2 Cent	ADOT Funds	FTA (5307)	FTA (5309)	MAG-STP	CMAQ	Total Regional Funding
RTPFP	Freeway	56.2%	100.0%			20.4%	19.1%	58.8%
ALCP	Arterial & ITS	10.5%				79.6%	13.4%	9.6%
TLCP	Bus Transit	18.9%		100.0%	17.0%		3.0%	17.0%
	Light Rail Transit	14.4%			83.0%		32.9%	13.4%
	Bicycle/ Ped.						17.0%	0.7%
	Air Quality						14.6%	0.6%
	Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

There is a portion of CMAQ funds that are not governed by the life cycle programs, and are instead allocated through a competitive selection process. The competitive process provides funding for arterial Intelligent Transportation Systems (ITS), bicycle, pedestrian, and air quality/travel demand management (AQ/TCM) projects.

In addition to CMAQ and sub allocated STP funds a variety of other federal funding sources are included in the FY 2011-2015 MAG TIP as necessary, including:

- 5309 – New Starts and Discretionary (Transit),

- 5310 – Transportation for Elderly Person and Persons with Disabilities (Transit),
- 5311 – Rural and Small Urban Areas (Transit),
- 5316 – Job Access and Reverse Commute (JARC) Program (Transit),
- 5317 – New Freedom Program (Transit),
- Interstate Maintenance (IM),
- National Highway System (NHS),
- Surface Transportation Program (STP-AZ),
- Safe Routes to School Program (SRTS),
- Bridge (BR) Funding,
- Railroad Crossing,
- Hazard Elimination and Safety (STP-HES),
- Highway Safety Improvement (HSIP) and
- Transportation Enhancements (STP-TEA).

For more information on the programming and project selection and prioritization process including schedules, please refer to the MAG Transportation Programming Guidebook found here: http://www.mag.maricopa.gov/detail.cms?item=11431.

Local Sponsored Projects

Projects that are funded with local funds, including private development funds, are included in the FY 2011-2015 MAG TIP if they are regionally significant. Information about these types of projects are collected through the TIP Data Entry System and are a key component to the long range transportation system in the region. The FY 2011-2015 MAG TIP does not report on local funds spent on transit operations. In the future, MAG and member agencies will use the GIS-T database system to report on local funded projects.

During the development of the FY 2011-2015 MAG TIP, the local communities in the MAG Region faced significant downturn in their local revenue streams and experienced an unforeseen slowdown of housing and commercial developments. This resulted in local transportation projects being removed, deferred to a later time frame, rescoping of projects, and a decrease of new projects.

SECTION 2 - PUBLIC INVOLVEMENT PROCESS

OVERVIEW

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) 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.

MAG Public Involvement Process

§ 450.324 (b)

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. In December 2006, the Maricopa Association of Governments (MAG) Regional Council adopted a public participation plan outlying the public involvement process for receiving public 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 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 have changed for FY 2009-2010 and may not follow the phases outlined in the adopted MAG

Public Participation Plan. However, MAG continued to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes if/when new cycles have been determined.

To view electronic versions of the public involvement reports, please go to: http://www.mag.maricopa.gov/division.cms?item=68. For more information or to obtain hard copies of any on MAG's public involvement process, please contact Jason Stephens, MAG Public Involvement Planner, at (602) 254-6300 or jstephens@mag.maricopa.gov.

Public Involvement Process and the Development of the FY 2011- 2015 MAG TIP

§ 450.324 (b)

The development of the 2011-2015 MAG TIP began in August 2009. The schedule noted in Table 2 demonstrates the high level of involvement MAG member agencies, the public, and interested parties have to review the development of the FY 2011-2015 MAG TIP. All MAG committees, including technical committees, are open to the public

TABLE 2
Schedule for Development of MAG 2011-2015 Transportation Improvement Program (TIP)

2009	
August	● **7th:** Federal Fund Project Applications available for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, ITS Projects - FY2014, Bicycle Projects - 2014, and Pedestrian Projects - 2014
	● **19th:** Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m. - Saguaro Room, 2nd Floor MAG
	● **27th:** 1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications
September	● **10th**: 8:30 - 11:00 a.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications
	● **18th: Noon/12:00 p.m. - Due Date and Time,** signed Project Applications due to MAG. Late Applications will not be accepted.
October	● Managers, TPC, and RC review/recommend/approve Draft Freeway Plan.
	● **1st:** Transportation Review Committee (TRC) review/recommend/approve draft list of MAG Federal Fund project requests (no scores or Technical Advisory Committee (TAC) ranking).
	● Appropriate technical advisory committees reviews and Lead Agencies present project applications
	● **29th:** AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2014
November	● Appropriate technical advisory committees reviews and rank project applications
	● TIP Data Entry System available to member agencies for 2009-2015 project updates
December	● **10th** - AQTAC review and recommends CMAQ evaluations for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, and Air Quality project in 2015
	● **14th** - TRC review/recommend/approve funding for Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs

TABLE 2 (Continued)	
Schedule for Development of MAG 2011-2015 Transportation Improvement Program (TIP)	
2010	
January	● **11th - DUE DATE** Member agencies submit privately and locally funded projects for inclusion in 2011-2015 TIP for an Air Quality Conformity Analysis (AQCA) via the TIP Data Entry System
	● **13th** - Managers review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs
	● **20th** - TPC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs
	● **27th** - RC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs
February	● FY 2011-2015 Draft MAG TIP (Listing of Projects) produced
	● TRC recommends Draft 2011-2015 TIP Project Listings and Draft RTP 2010 Update for AQCA
February-March	● Draft 2011-2015 TIP Project Listings and Draft RTP 2010 Update available for TAC and public review
March	● Mid-Phase joint Open House and Public Hearing for MAG, ADOT-State Transportation Board, RPTA (Valley Metro), Metro, City of Phoenix Dept. of Public Transit, and Citizen's Transportation Oversight Committee on Draft 2011-2015 TIP/State Highway Program and Draft RTP 2010 Update.
April	● Managers, TPC and RC review/recommend/approve Draft 2011-2015 TIP and Draft RTP 2010 Update for an AQCA,
Apr/May	● TIP undergoes AQCA (Transportation Division runs horizon year models and then Environmental Division runs AQCA)
Mid May	● 30 days notice prior to Public Hearing
June	● Final-Phase Open House and Public Hearing for MAG on Final Draft 2011-2015 TIP, Draft RTP 2010 Update and Draft AQ Conformity Analysis
	● AQTAC recommends approval of the AQCA of the 2011-2015 TIP and RTP 2010 Update
	● TRC review/recommend/approve 2011-2015 TIP and RTP 2010 Update
July	● Managers, TPC and RC review/recommend/approve 2011-2015 TIP, RTP 2010 Update, and AQCA
August	● Governor's designee approves 2011-2015 TIP
Aug/Sep	● First Four Years of the MAG 2011-2015 TIP included in 2011-2014 Arizona STIP

SECTION 3 - PROCEDURES AND AGREEMENTS FOR PROGRAMMING PROJECTS IN THE FY 2011 – 2015 MAG TIP

OVERVIEW

The success of implementing the various elements of the MAG RTP depends upon proper integration and balance of regional and local priorities. The downtown of the economy has impacted the region at an unprecedented rate. The development of the FY 2011-2015 MAG TIP heavily relied on updated revenue streams balanced with project prioritization schedules from state, regional, and local agencies. The FY 2011-2015 MAG TIP has shrunk 5% to $7.4 billion from the $7.8 billion of projects reported in the FY 2008-2012 MAG TIP. This is mainly driven by the decline of state, regional and local revenues; and private development. The regional revenue stream for the 2011 – 2015 period declined by 22% in comparison to the 2008 projections. Section 5 of this report explains in more detail, revenues, expenditures, and projections. Due to the downturn, MAG and its regional partners went through a time intensive prioritization, criteria, and policy decision making process, which is explained in the following subsections. The FY 2011 – 2015 MAG TIP is based on a number of well established procedures and agreements that govern the availability of revenues and factors to be considered in programming projects. This section documents those agreements and procedures.

Statewide Resolution for Transportation Planning and Programming Process

§ 450.324 (g)

MAG works cooperatively and continuously with ADOT to program, develop, and implement transportation programs and projects. MAG also works with other COGs and MPOs through the Arizona COG Directors Association to foster communication and coordinated planning among the COGs throughout Arizona. As part of this process, MAG works with ADOT and other MPOs and COGs of Arizona in the Resource Allocation Committee to assure that state highway funding is distributed appropriately.

In 1999, a general agreement was reached in Casa Grande, between the Arizona Department of Transportation (ADOT) and the Councils of Government (COG) and Metropolitan Planning Organizations of Arizona to guide transportation planning and programming. Participants in this agreement included ADOT: Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), the Yuma Metropolitan Planning Organization (YMPO), the Flagstaff Metropolitan Planning Organization (FMPO); the six council of governments (COG): MAG, PAG, South Eastern Arizona Association of Governments (SEAGO), the Northern Arizona Council of Governments (NACOG), the Central Arizona Association of Governments (CAAG), and the Western Arizona Council of Governments (WACOG).

For more information about the Casa Grande Resolves, please see the MAG FY 2010 Mid Phase Input Opportunity Report for more information: http://www.mag.maricopa.gov/detail.cms?item=11767

Selection of Projects and Consistency with the MAG RTP

§ 450.324 (g)

The FY 2011-2015 MAG TIP is a five-year window into the MAG RTP and as such is based both on policies governing project selection and funding levels, and on specific projects that are identified in the RTP. The RTP establishes funding by modal categories: freeways, streets (including ITS), transit, planning, bicycle/pedestrian, and air quality. The RTP also establishes 20 year life cycle programs for freeway, street and transit projects. Each life cycle program prioritizes projects through their procedures on an annual basis, in accord with objectives set forth in the RTP and projects that follow within the FY 2011-2015 MAG TIP window are included in this Report. Federally funded bicycle, pedestrian, ITS and air quality projects that fall outside the life-cycle programs receive funding levels set forth in the RTP and are in accord with RTP policies as explained in the Transportation Programming Guidebook: http://www.mag.maricopa.gov/detail.cms?item=11431.

In addition, regionally significant projects proposed by local jurisdictions are also included in this Report. Taken together, these procedures define an existing system whereby the MAG region selects improvements for managing congestion while maintaining urban mobility as identified in the goals and objectives in the RTP.

Setting Freeway Priorities and Agreements with the Arizona Department of Transportation

§ 450.324 (j)

State statute establishes MAG as the party responsible for setting and amending priorities for the Regional Transportation Plan Freeway Program (RTPFP). This is a 20-year life-cycle program of freeway and State Highway projects to be funded with a combination of Federal, state and regional-half cent sales tax revenues. The half-cent sales tax funding for the RTPFP and other life-cycle programs expires at the end of 2025.

Through the RTP, MAG has adopted a set of quantitative and qualitative criteria to guide it in its development of the original freeway priorities. The Arizona State Legislature affirmed these priorities and criteria and added more requirements with regard to audits and reporting. For a more in depth overview of these criteria, please review the RTP: http://www.mag.maricopa.gov/project.cms?item=411.

During the development of the FY 2011 – 2015 MAG TIP, revenue projections for the half-cent sales declined substantially, resulting in a projected $6.6 billion shortfall in the 20-year RTPFP. This required a reassessment and revision of the RTPFP through the MAG planning and programming process to achieve fiscal constraint. Working with the MAG Committee Process, technical staff, regional policy leaders, and elected officials took tough measures to

address the revenue short fall, including the deferral of $4.1 billion in freeway projects and the use of value engineering to control costs. The final RTPFP was developed using a blend of four key guidelines: management strategies, value engineering, project deferrals, and 'staying the course.'

MAG also details the regional transportation planning efforts conducted in the area in partnership with the Arizona Department of Transportation in the MAG FY 2011 Unified Planning Work Program & Annual Budget (UPWP). Please contact the MAG Fiscal Service division for MAG FY 2011 UPWP at: iworley@mag.maricopa.gov or (602) 245-6300.

Prioritizing Regional Arterial Projects

§ 450.324 (j)

Working within the framework provided by the RTP and in cooperation with local agencies, MAG develops a financial plan and sets policies and priorities for the Arterial Life Cycle Program (ALCP). The ALCP is a 20-year program of arterial street capital improvements funded from a combination of local agency, regional half-cent sales tax and Federal funding sources. The policies and procedures developed for the ALCP outline guidance for deferring, advancing, accelerating, and other project changes that occur in the ALCP. They also provide eligibility guidelines, the procedures on project information exchanges, and process for a local agency seeking reimbursement. The FY 2011 – 2015 MAG TIP includes projects from the ALCP.

For more information about the ALCP, including the current approved financial plan and Policies & Procedures, please go to http://www.mag.maricopa.gov/project.cms?item=5034.

Regional Transit Programming and Agreements

§ 450.324 (j)

The MAG Transit Committee is tasked with recommending projects to be funded with Federal transit funds. It is recognized that 2010 will be a transition year of transit programming project responsibilities. In the past, the Regional Public Transportation Authority (RPTA) has mainly led the programming of transit projects, and beginning in 2010 with the FY 2011-2015 MAG TIP, MAG, through the MAG Committee process, will take the lead in programming projects while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Surprise, City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria.

In 2003, MAG approved the Regional Transportation Plan (RTP) that outlined the transit priorities and projects in the region funded with half cent transportation sales tax, and Federal funds. The Transit Life Cycle Program (TLCP) was created to maintain the fiscal balance of the project expenditures and revenues as outlined by the priorities and projects in the RTP over the next 20 years. The TLCP as a financial document is approved annually by the RPTA Board and integrated into the MAG RTP as it is updated and as appropriate. It is

noted that METRO is the main agency that programs the Light Rail portion of the TLCP, which is first approved by the METRO Board before being integrated into the TLCP.

The TLCP relies on the Regional half-cent sales tax, 5307, and 5309 funds and is programmed based on the priorities and projects established by the RTP. During the development of the FY 2011 – 2015 MAG TIP, half-cent sales tax projections declined significantly, resulting in over a $1 billion projected shortfall in the 20-year TLCP. To balance the program, transit projects and services were deferred or cut in the TLCP based on the following: 1) Equity, 2) Performance, 3) Budget, and 4) Voter/Taxpayer Satisfaction. TLCP projects progressing in 2011 – 2015 are incorporated in this Report.

MAG also details the regional transportation planning efforts conducted in the area in partnership with the Regional Public Transportation Authority (RPTA) and Valley Metro Rail in the MAG FY 2011 Unified Planning Work Program & Annual Budget (UPWP). MAG also has an agreement with the designated grant recipient – City of Phoenix, RPTA, and Valley Metro Rail that outlines responsibilities and the basic structure for cooperative planning and decision making regarding transit planning and programming in the MAG region. This agreement can be found in the MAG Unified Work Program. Please contact the MAG Fiscal Service division for MAG FY 2011 UPWP at: iworley@mag.maricopa.gov or (602) 245-6300.

Rating Bicycle and Pedestrian Federal Funded Projects

§ 450.324 (k)

The RTP dedicates 17% of MAG CMAQ funding for bicycle and pedestrian project costs at a maximum 70% Federal funding rate with a 30% local contribution. There is an established competitive project selection process to program projects with CMAQ funds. Please see the Fiscal Year 2010 Transportation Programming Guidebook (MAG, December 2009) for information on this process and criteria for selecting bicycle and pedestrian projects: http://www.mag.maricopa.gov/detail.cms?item=11431.

Rating ITS Projects

§ 450.324 (k)

MAG ITS Projects include: (i) Freeway ITS projects, and (ii) Arterial ITS projects. Funds for all Freeway ITS projects, through FY 2026, have been identified in the Regional Transportation Plan Freeway Program (RTPFP). These projects will support the expansion of the Freeway Management System. Funds for Arterial ITS projects, also identified in the RTP, have been accelerated to the first ten years of the RTP, ending in 2017. Based on this acceleration, approximately $7 Million of CMAQ is available for Arterial ITS projects in each of the future TIP programming years through 2017. Arterial ITS projects involve a variety of infrastructure improvements. They can range from fiber optic communication links between city traffic signal systems and traffic management centers, to new traffic signal systems in growing communities.

In a typical TIP programming cycle, CMAQ funds available for Arterial ITS projects are programmed at a maximum 70% Federal funding rate. The local jurisdictions must provide at least 30% of the project cost. Please see the Fiscal Year 2010 Transportation Programming Guidebook (MAG, December 2009) for information on this process and criteria for selecting ITS projects: http://www.mag.maricopa.gov/detail.cms?item=11431.

Acceleration and Advancement of Projects in the FY2011-2015 MAG TIP

The freeway, arterial, and transit 20 year life cycle programs have specific policies and procedures that document the prioritization, project selection, and advancement of projects. Each program has procedures for programming and prioritization of projects including advancement of projects from later years in either a life cycle program or a TIP. The freeway program relies on a MAG approved Highway Acceleration Policy. This policy was initially approved in 2000 with further revisions in 2008. The Arterial Life Cycle Program (ALCP) which began in 2006 relies on the ALCP Policies and Procedures, which was initially approved in 2005 and has since had revisions and was most recently approved in 2009. The Transit Life Cycle Program (TLCP) that also began in 2006 relies on the Transit Life Cycle Policies and Procedures for programming guidance.

The MAG federal fund program is guided by the MAG Federal Fund Programming Principles and the three above mentioned life cycles. The MAG Federal Fund Programming Principles specifically relate to projects programmed with CMAQ funds and outlines the policy direction of MAG federal funds, the programming and prioritization process, and policies related to timely obligation of projects including the advancement of federal fund projects. A copy of the MAG Federal Fund Programming Principles can be found at: http://www.mag.maricopa.gov/project.cms?item=413.

SECTION 4 – FINANCIAL PLAN FOR HIGHWAY AND TRANSIT PROJECTS

OVERVIEW

§ 450.324 (h) (i) (k)

The financial plan for the FY 2011 – 2015 MAG TIP is developed pursuant to SAFETEA-LU. This federal statute requires that the financial plan describes how all programmed projects can be completed using current or proposed funding sources.

This section will first identify and describe existing and anticipated revenue streams and then proceed to discuss the fiscal balances achieved. Section 5 provides details on projects programmed in this TIP. Please note this analysis does not include revenues and expenses for regional and local Transit operations.

Anticipated Revenues

Projects included in the FY 2011 – 2015 MAG TIP rely on four general revenue streams: private, local, regional, and federal. The expected funding sources for MAG Federal funds are based on funding levels contained in FHWA published guidance. All MAG Federal funding is shown in year of expenditure dollars for the program period. In addition, obligation authority (OA) for MAG federal funds is planned at 90.6 percent for FY 2011 through FY 2015.

Private Funds

Private funding resources are derived primarily through the development of private properties and subdivisions and take the form of impact fees and exactions to cover the cost of related roadway infrastructure. As an area characterized by rapid urban growth and expected continued growth, revenues from this source make up a major part of funding for the TIP. The recession has, however, produced a significant decrease in private development and resulted in both a decline in overall private funding and a dramatic decline in near term funding available from private sources.

Fiscal Balance: Privately funded projects in the TIP are fully contingent on the fulfillment of conditions necessary to provide public infrastructure as part of the land use development process. This typically takes the form of exactions and impact fees directly linked to the development project. Due to the decline in development activity, private funding of transportation infrastructure has decreased and private funding has been mainly refocused on the fifth year of the TIP. Tables 8 – 13 in Section 5 provide details of the amount of projects programmed with private funds.

Local Funds – MAG Member Agencies (excluding ADOT)

Local funding sources include Highway User Revenue Funds (HURF), general fund contributions, bond proceeds, transportation dedicated local sales tax revenues, user fees (including transit fare income) and various enterprise funds. They are used to pay for capital improvements to highway and transit facilities and to fund the operating, maintenance and system preservation activities of local governments.

The revenue projections for local funds, excluding ADOT funds, are assumed to be the funds associated with the local regionally significant projects presented in this report. Please see Table 12 in Section 5 for a summary of Highway local funds committed by year and jurisdiction and Table 15 for a similar summary for Transit local funds programmed by year and jurisdiction. It should be noted that Transit funding for 2011 and 2012 is skewed upward due to the inclusion of the City of Phoenix, Sky Train project that costs $358 million.

Fiscal Balance: Revenue available to local agencies to fund transportation projects identified in the FY 2011 – 2015 MAG TIP is based on a variety of revenue sources including: the HURF (e.g. State shared gas tax revenues), general fund transfers, enterprise funds and various other funding sources. For this reason, the revenue projections for local funds, excluding ADOT funds, are assumed to be the funds available to complete the local funded projects.

Through an electronic database program, MAG member agencies provide MAG with regionally significant projects and project costs. By doing so, the local member agency demonstrates their commitment to fund the project with anticipated local revenues. Table 12 and 13 in Section 5 summarizes Highway local funds programmed by year and jurisdiction, and Table 16 in Section 5 summarizes Transit local funds programmed by year and jurisdiction.

ADOT/State Resources

Table 3 summarizes ADOT funds applicable to projects in the MAG RTP. It is projected that a total of $1.5 billion will be available for the construction of freeways and highways in the MAG Region between FY 2011 and FY 2015. Funding for ADOT expenses for operations and maintenance is drawn from statewide sources and is not reflected in Table 3.

- 15 Percent Funding - State statute sets aside approximately 15 percent of the share of HURF received by ADOT to be used for the construction of controlled access facilities in urban counties. The MAG area receives approximately 75 percent of this funding. A total of $346.2 million is projected to be available from this source.
- MAG Share of ADOT Discretionary Funds - A 37 percent share of ADOT Discretionary Funds is targeted to the MAG Region. These funds include federal Interstate Maintenance (IM), National Highway System (NHS), Surface Transportation Program (STP - AZ), and STP subprograms like Bridge, Safety and

Enhancements. Arizona Revised Statute 28-304 C.1 states that the percentage of ADOT discretionary monies allocated to the MAG Region in the RTP shall not increase or decrease unless the State Transportation Board, in cooperation with the regional planning agency, agrees to change the percentage of the discretionary monies. A total of $1.153 billion is projected to be available from this source.

TABLE 3
ADOT FUNDING IN MAG AREA: FY 2011-2015
(Year of Expenditure $'s in Millions)

Fiscal Year	15% Funds	ADOT Discretionary	Total
2011	$61.8	$286.8	$348.6
2012	$63.7	$279.2	$342.9
2013	$66.0	$190.8	$256.8
2014	$74.9	$199.8	$274.7
2015	$79.8	$196.9	$276.7
Total	**$346.2**	**$1,153.5**	**$1,499.7**

Fiscal Balance: In reviewing Tables 10 and 11 in Section 5, the Federal funds committed for projects by ADOT as noted by the Statewide category in the Federal area totaling $1,277.6 million and State funds (which is equivalent to the 15% funds as shown above) indicate $11.3 million of funds is committed to freeway projects.

There is a large difference between the 15%/State revenues, $346.2 million, and programmed projects - $11.3 million. This can be explained in that $200 million of the revenue goes directly back into HURF bond debt service, and the balance of $135 million becomes part of the Regional Transportation Plan Freeway Program (RTPFP) cash-flow operating reserve, which is essential to cover the risk of any unexpected increases in cost or decreases in revenue for the program. The funds remain in the program but cannot be committed to specific projects until the operating reserve has an excess balance.

Half-cent Sales Tax

In Maricopa County, a regional half-cent sales tax to fund transportation improvements has been in effect since January 1, 1986. An extension of this tax, Proposition 400, went into effect on January 1, 2006. This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement arterial, transit, and freeway projects identified in the MAG RTP. Projects funded from the this tax are managed through three individual life-cycle programs as identified in the RTP and reflected in projects programmed in the TIP.

The revenues collected from the half-cent sales tax are deposited into the Regional Area Road Fund (RARF), and allocated between the Regional Transportation Plan Freeway Program (RTPFP) and the Arterial Life Cycle Program (ALCP); and into the Public

Transportation Fund (PTF) for the Transit Life Cycle Program (TLCP). As specified in ARS 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and highways (RARF); 10.5 percent will be distributed to arterial street improvements (RARF); and 33.3 percent of all collections will be distributed to transit (PTF). The prioritization and project selection for these funds happens within each life cycle program.

Each life cycle has adopted a budget process that ensures the estimated cost of the program of improvements does not exceed the total amount of available revenues. These "life cycle programs" are the management tools used by managing agencies to ensure that the transportation program costs and revenues are in balance, and that project schedules can be met. The implementation of the life cycle programs is divided between three agencies, the:

- Arizona Department of Transportation (ADOT): Freeway/Highway Life Cycle Program
- Maricopa Association of Governments (MAG): Arterial Life Cycle Program
- Regional Public Transportation Authority (RPTA): Transit Life Cycle Program

Each implementing agency must develop a schedule of projects through the life of the half - cent sales tax, monitor progress on project implementation, and balance annual and total program costs with estimated revenues. The three life cycle programs rely on multiple revenue sources as shown in Table 5 on the next page.

The expected half-cent sales tax for each of the programs is shown below in Table 4.

Table 4
MARICOPA COUNTY TRANSPORTATION EXCISE TAX: FY 2011-2015
(Year of Expenditure $'s in Millions)

Fiscal Year	Regional Area Road Fund (RARF)		Public Transportation Fund (PTF) Transit (33.3%)	Total
	Freeways (56.2%)	Arterial Streets (10.5%)		
2011	180.9	33.8	107.2	321.9
2012	195	36.4	115.6	347
2013	213.1	39.8	126.2	379.1
2014	244.5	45.7	144.9	435
2015	276.6	51.7	163.9	492.2
Totals	**1,110.10**	**207.4**	**657.7**	**1,975.20**

SOURCE: FY 11 through FY 25 from ADOT Excise Tax Forecast of Sept. 2009.

Fiscal Balance: In reviewing Table 8 in Section 5, the Regional funds committed for Freeway projects total $2.117 billion, Arterial/Street projects total $199 million, and Transit projects (bus and rail) total $303.2 million. The difference between the projected revenue stream

and the project costs can be explained and examined in more detail in the three life cycle programs: the RTPFP, ALCP, and TLCP. It is noted that the ALCP is a reimbursement program, and there are reimbursements scheduled in 2011-2015 for projects that have already been completed in previous years. Also, the Transit Life Cycle Program – TLCP uses the regional funds for operations, which are not accounted for in this TIP report.

In addition to the anticipated revenues, all three life cycles utilize a variety of financing mechanisms such as different loan programs, bond proceeds, state appropriations, local matches, interest, etc. to balance their life cycle programs, which can account for the difference in revenues and programmed projects.

These projects are fiscally constrained as shown in the financial plans from the freeway, transit, and arterial life cycle programs. Details of the fiscally constrained RTPFP, ALCP, and TLCP financial plans for the years of the FY 2011 –2015 MAG TIP can be found in Appendix A.

Federal Funds

The annual appropriated Federal funds that are sub-allocated to the MAG region are Highway Surface Transportation Program (STP-MAG), Congestion Mitigation and Air Quality (CMAQ), Transit 5307 – Urbanized Area Formula Program, and 5309 – Rail and Fixed Guideway Modernization. As shown below in Table 5, the RTP directs the MAG Federal funds to a multi-modal program in both the short and long term.

TABLE 5 PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2011-2015 (Percentage of Funding Source Total)								
Life Cycle Program	**Modes**	**1/2 Cent**	**ADOT Funds**	**FTA (5307)**	**FTA (5309)**	**MAG-STP**	**CMAQ**	**Total Regional Funding**
RTPFP	Freeway	56.2%	100.0%			20.4%	19.1%	58.8%
ALCP	Arterial & ITS	10.5%				79.6%	13.4%	9.6%
TLCP	Bus Transit	18.9%		100.0%	17.0%		3.0%	17.0%
	Light Rail Transit	14.4%			83.0%		32.9%	13.4%
	Bicycle/ Ped.						17.0%	0.7%
	Air Quality						14.6%	0.6%
	Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

These revenue sources are discussed below and summarized in Table 6 and Table 7. It is projected that a total of $ 1.06 billion (YOE $'s) will be available from these federal sources for the implementation of projects in the MAG Region between FY 2011 and FY 2015.

Table 6
MAG FEDERAL TRANSPORTATION FUNDS: FY 2011-2015
(Year of Expenditure Dollars in Millions)

	Transit			
Fiscal Year	**5307**	**5309-FGM**	**5309-Disc.**	**Total**
2011	50.6	4.0	33.7	88.3
2012	53.1	4.4	37.6	95.1
2013	55.2	4.9	54.6	114.7
2014	57.4	5.3	45.2	107.9
2015	58.6	5.9	53.8	118.3
Totals	**274.9**	**24.5**	**224.9**	**524.3**

Federal Transit 5307 Funds - These federal transit formula grants are available to large urban areas to fund bus purchases and other transit capital projects. Purchases made under this program must include a 20 percent local match. This funding source is expected to generate $275 million for transit development from FY 2011 through FY 2015. These projections are for the Phoenix/Mesa UZA and do include the Avondale UZA 5307 projections. It is projected that the Avondale UZA will receive

approximately $1.1 - $1.3 million per year totaling about $6 million between FY 2011 and 2015. Combined, it is estimated that $281 million is available to the region to program.

Fiscal Balance: In reviewing Table 14 in Section 5, the 5307 Federal Transit funds committed for transit projects total $281 million resulting in fiscal balance for these funds.

Federal Transit 5309 – Rail and Fixed Guideway Modernization (FGM) Funds - These funds are federal formula funds based on the rail and fixed guideways that have been in operation for at least seven years. The funds allocated to the MAG region are calculated based on the number of bus miles traveled on High Occupancy Vehicle (HOV) lanes. The use and eligibility of these funds are to be associated with the buses and park and ride lots associated with the HOV lanes in the region. The miles associated with the region's Light Rail line are not calculated into this formula at this time; they will be included in the calculation when data from 2016 (7 years of operation) are used for the calculation of the formula. It is estimated that $24.5 million in 5309-FGM for transit projects will be made available to the MAG Region from the FTA.

Fiscal Balance: In reviewing Tables 14 and 15 in Section 5, the 5309-FGM Federal Transit funds committed for transit projects total $22.2 million resulting in fiscal balance for these funds. These funds are noted as 5309-FGM in the project listing tables.

Federal Transit 5309 – Discretionary Funds: There is a portion of the Transit 5309 funds made available through competitive discretionary grant programs from the Federal Transit Administration (FTA). The competitive discretionary grant programs includes grants for bus transit development, "new starts" of Light Rail Transit (LRT) and other high capacity systems, and other focused interests. Bus transit development requires a 20 percent local match, while new starts are expected to require a 50 percent local match. These funds are granted at the discretion of the FTA, following a competitive evaluation process. It is estimated that the Region will receive $225 million in 5309 Discretionary funds for bus and rail transit projects from the FTA.

Fiscal Balance: In reviewing Tables 14 and 15 in Section 5, the 5309 Discretionary Federal Transit funds committed for transit projects total $167.2 million; this is shown in the '5309' row. Specifically, there is about $10 million anticipated in 2011 and 2012, which is a reasonable expectation based on previous years of discretionary grant funding, and the project work schedules. The larger funding expectation of 5309 discretionary funds relate to Valley Metro Rail light rail projects and is based on anticipated New/Small Start funding from the federal government. The projects

funded with 5309 Discretionary, which is noted as '5309' are subject to revisions depending on the approval of grants and funds.

Table 7
MAG FEDERAL TRANSPORTATION FUNDS: FY 2011-2015
(Year of Expenditure Dollars in Millions)

	MAG STP			MAG CMAQ					
Fiscal Year	**Fwy/Hwy**	**Arterial**	**Total**	**Fwy/Hwy**	**Arterial**	**Transit**	**Bk/Ped**	**AQ**	**Total**
Beginning Balance	-	-	34.3	-	-	-	-	-	-
2011	34.1	20.0	54.1	9.3	6.6	17.6	8.3	7.2	49.0
2012	34.1	20.8	54.9	9.5	6.7	17.8	8.5	7.3	49.8
2013	34.1	21.7	55.8	9.7	6.8	18.1	8.6	7.4	50.6
2014	34.1	22.6	56.7	9.8	6.9	18.4	8.7	7.5	51.3
2015	34.1	24.9	59.0	10.4	7.3	19.5	9.2	7.9	54.3
Totals	**170.5**	**110.0**	**314.8**	**48.7**	**34.3**	**91.4**	**43.3**	**37.3**	**255.0**

Federal Highway STP-MAG Funds – The Surface Transportation Program (STP) MAG funds are the most flexible federal transportation funds and may be used for highways, transit or streets. Approximately $315 million will be available from STP-MAG funds for projects during the period from FY 2011 through FY 2015. This amount includes $34.1 million per year through FY 2015 that is passed through to ADOT to retire debt related to the completion of the Proposition 300 program.

Fiscal Balance: In reviewing Tables 10 and 11 in Section 5, the STP-MAG funds committed for transportation projects total $316.2 million for freeway and street projects resulting in fiscal balance. There are no STP-MAG funds flexed to FTA for use on transit projects.

Federal Highway (MAG CMAQ) Funds - MAG Congestion Mitigation and Air Quality (CMAQ) funds are available for projects that improve air quality in areas that do not meet clean air standards ("non-attainment" areas). Projects may include a wide variety of highway, transit and alternate mode projects that contribute to improved air quality. While they are allocated to the State, Arizona's CMAQ funds have been dedicated entirely to the MAG Region, due to the high congestion levels and major air quality issues in the region. They are projected to provide $255 million in funding from FY 2011 through FY 2015.

Fiscal Balance: The competitive process provides funding for arterial ITS, bicycle, pedestrian, and air quality/travel demand management (AQ/TDM) projects. Additionally, a portion of CMAQ is 'flexed' over to FTA for use on transit projects in

the MAG region. Tables 10 and 14 analyze the CMAQ funds available programmed for the different types of projects. $165.4 million is used to fund freeway, street, ITS, bicycle, pedestrian and air quality projects, while $84 million is flexed over to FTA for use on rail transit projects. This totals $250 million. Overall the total five year program is in fiscal balance.

Federal Funds – Other Types

It is noted that the Project Listing section includes projects programmed with other Federal funds like:

- Transit 5310 – Transportation for Elderly Person and Persons with Disabilities;
- Transit 5311 – Rural and Small Urban Areas;
- Transit 5316 – Job Access and Reverse Commute (JARC) Program;
- Transit 5317 – New Freedom Program;
- *Interstate Maintenance (IM);*
- *National Highway System (NHS);*
- *Safe Routes to School Program (SRTS);*
- *Bridge Funding (BR);*
- *Railroad Crossing;*
- *Federal Hazard Elimination and Safety (STP-HES);*

The italicized funds indicate that these are statewide programs and ADOT is responsible for insuring adequate funding is available for the Region.

SECTION 5 – SUMMARY OF HIGHWAY AND TRANSIT PROJECTS

OVERVIEW

§ 450.324 (e) (f) (i)

The following section provides a statistical summary of the FY 2011-2015 MAG TIP. Table 8 details funding committed for transportation projects by Project Listing Section (Highway and Transit), mode and funding source. The total cost of the FY 2011-2015 MAG TIP is $7.4 billion, as noted in Table 8. This amounts to approximately a four percent reduction from the previous FY 2008 – 2012 MAG TIP. Regionally funded programmed projects amount to $2.6 for the five-year period. State and local funding available totals to $2.1 billion for the FY 2011-2015 MAG TIP.

The Highway Section accounts for 83 percent of the projects programmed in the FY 2011-2015 MAG TIP, while the Transit Section accounts for the remaining 18 percent of the projects programmed. Combined, freeways and streets projects account for 79 percent of the total funds committed for projects. Bus and rail projects account for 17 percent of the total amount of funds committed for projects.

Table 8
Highway and Transit Project Costs by Mode and Funding Source
(Year of Expenditure $'s in Millions)

Section	Mode	Federal	State	Regional	Local	Private	Total	Share
Highway	Freeway	1,453.4	8.8	2,117.3	(78.9)	40.4	3,541.0	47.6%
	Street	155.0	-	199.0	1,625.3	327.7	2,307.1	31.0%
	ITS	32.9	2.4	-	19.9	3.0	58.1	0.8%
	Bike/Ped	46.2	0.1	-	58.3	0.1	104.7	1.4%
	AQ/TDM	46.4	-	-	28.7	1.5	76.6	1.0%
	Other	25.3	0.0	-	41.8	-	67.2	0.9%
	Subtotal	1,759.2	11.3	2,316.3	1,695.1	372.8	6,154.6	82.7%
Transit	Rail	251.2	-	237.2	376.6	-	865.0	11.6%
	Bus	318.3	-	65.9	35.4	-	419.5	5.6%
	Other	0.3	-	-	0.0		0.3	0.0%
	Subtotal	569.7	-	303.2	411.9	-	1,284.8	17.3%
Total		2,328.9	11.3	2,619.4	2,107.0	372.8	7,439.4	100.0%
Share		31.3%	0.2%	35.2%	28.3%	5.0%	100.0%	0.0%

Note: Bus referes to non rail transit including but not limited to vanpools and regular bus service; the negative value for local funding in the freeway row reflects repayments to local agencies for advance construction.

The largest source of funding for projects in the FY 2011-2015 MAG TIP is from the regional half-cent sales tax, followed by federal and local sources. State funding in the FY 2011-2015 MAG TIP has declined by over 90 percent from the previous FY 2008-2012 MAG TIP as ADOT has converted the majority of State funds to Federal funds in the State five year Highway capital program in the MAG area.

Table 9 details project cost by Project Listing Section, funding source, and year. The largest funding commitment for transportation projects is in 2015 and the lowest is in 2012.

Table 9
Cost by TIP Section, Funding Source and Year
(Year of Expenditure $'s in Millions)

Section	Source	2011	2012	2013	2014	2015	Total	Share
Highway	Federal	413.4	406.9	272.3	354.9	311.7	1,759.2	23.6%
	State	1.6	3.8	1.7	2.0	2.3	11.3	0.2%
	Regional	593.0	95.8	351.3	715.7	560.4	2,316.3	31.1%
	Local	315.7	255.2	350.6	203.1	570.6	1,695.1	22.8%
	Private	35.9	74.5	109.9	34.5	118.0	372.8	5.0%
	Subtotal	1,359.6	836.1	1,085.8	1,310.1	1,562.9	6,154.6	82.7%
Transit	Federal	76.1	87.8	132.5	128.3	145.0	569.7	7.7%
	Regional	47.8	37.6	72.3	65.7	79.8	303.2	4.1%
	Local	212.0	162.4	29.7	3.1	4.8	411.9	5.5%
	Subtotal	335.9	287.7	234.5	197.1	229.6	1,284.8	17.3%
Total		1,695.5	1,123.9	1,320.3	1,507.2	1,792.5	7,439.4	100.0%
Share		22.8%	15.1%	17.7%	20.3%	24.1%	100.0%	

Highway Project Section

A more detailed breakdown of programmed project costs by funding source is provided in Table 10 for the Highway Project Section of the TIP. As shown in the table, the single largest source of federal funding for highways is from Interstate Maintenance and National Highway System (IM/NHS) funds. Federal funding sub-allocated to the MAG region -- STP-MAG and CMAQ -- represents less than one third of total Federal funding available in the region.

Table 11 provides a breakdown of Highway Project Section cost by year, funding, and mode.

Table 10

Highway Project Costs by Funding Source and Mode

(Year of Expenditure $'s in Millions)

Funding Categories			Freeway	Street	ITS	Bike/Ped	AQ/TDM	Other	Total	Share
Federal	Statewide	IM/NHS	689.9	25.1	-	-	-	-	715.0	11.6%
		STP-AZ	553.2	-	-	-	-	0.5	553.7	9.0%
		Fed Other	6.6	0.7	-	1.1	-	0.7	9.0	0.1%
		Subtotal	1,249.7	25.7	-	1.1	-	1.1	1,277.6	20.8%
	MAG Region	STP-MAG	163.8	128.4	-	-	-	24.0	316.2	5.1%
		CMAQ	39.9	0.9	32.9	45.2	46.4	0.2	165.4	2.7%
		Subtotal	203.7	129.3	32.9	45.2	46.4	24.2	481.6	7.8%
	Total Federal		1,453.4	155.0	32.9	46.2	46.4	25.3	1,759.2	28.6%
State			8.8	-	2.4	0.1	-	0.0	11.3	0.2%
RARF			2,117.3	199.0	-	-	-	-	2,316.3	37.6%
Local			(78.9)	1,625.3	19.9	58.3	28.7	41.8	1,695.1	27.5%
Private			40.4	327.7	3.0	0.1	1.5	-	372.8	6.1%
Total			3,541.0	2,307.1	58.1	104.7	76.6	67.2	6,154.6	100.0%
Share			57.5%	37.5%	0.9%	1.7%	1.2%	1.1%	100.0%	

Table 11

Highway Project Costs by Funding Source And Year

(Year of Expenditure $'s in Millions)

Funding Categories			2011	2012	2013	2014	2015	Total	Share
Federal	State-wide	IM/NHS	133.9	156.2	65.1	197.7	162.2	715.0	11.6%
		STP-AZ	178.0	154.4	100.3	61.0	60.0	553.7	9.0%
		Fed Other	7.5	1.0	-	-	0.5	9.0	0.1%
		Subtotal	319.3	311.5	165.4	258.7	222.7	1,277.6	20.8%
	MAG Region	STP-MAG	51.9	66.7	75.6	67.0	55.0	316.2	5.1%
		CMAQ	42.2	28.6	31.4	29.3	33.9	165.4	2.7%
		Subtotal	94.1	95.3	107.0	96.3	88.9	481.6	7.8%
	Total Federal		413.4	406.9	272.3	354.9	311.7	1,759.2	28.6%
State			1.6	3.8	1.7	2.0	2.3	11.3	0.2%
RARF			593.0	95.8	351.3	715.7	560.4	2,316.3	37.6%
Local			315.7	255.2	350.6	203.1	570.6	1,695.1	27.5%
Private			35.9	74.5	109.9	34.5	118.0	372.8	6.1%
Total			1,359.6	836.1	1,085.8	1,310.1	1,562.9	6,154.6	100.0%
Share			22.1%	13.6%	17.6%	21.3%	25.4%	100.0%	

Table 12 details Highway Section costs by MAG member agency per year. ADOT costs represent over fifty percent of total highway section costs. The next two largest agencies in terms of total cost commitments are the City of Phoenix, and Maricopa County. The timing of cost commitments reflects a general trend to defer major commitments to later years of the TIP. This is particularly true for the Cities of Chandler, Goodyear, Mesa, Peoria and Scottsdale, the Town of Gilbert and Maricopa County. The large cost commitment identified for MAG in 2015 is a place holder for funding to be programmed for local projects at a later date.

Table 12

Highway Project Costs by Agency and Year

(Year of Expenditure $'s in Millions)

Agency	2011	2012	2013	2014	2015	Total	Share
ADOT	836.7	460.8	531.1	987.9	766.8	3,583.3	58.22%
Apache Junction	8.1	-	-	-	-	8.1	0.13%
Avondale	3.7	6.2	2.2	15.9	3.6	31.6	0.51%
Buckeye	5.2	12.1	22.7	-	-	40.0	0.65%
Chandler	15.3	31.2	74.1	21.1	63.9	205.6	3.34%
El Mirage	6.0	1.9	0.2	1.6	-	9.7	0.16%
Fort McDowell Yavapai Nation	5.0	-	-	-	-	5.0	0.08%
Fountain Hills	4.9	0.5	-	6.4	6.8	18.6	0.30%
Gilbert	17.2	15.2	16.6	18.5	116.6	184.2	2.99%
Glendale	7.1	3.1	13.0	7.1	5.0	35.3	0.57%
Goodyear	13.4	2.3	92.0	13.9	148.5	270.0	4.39%
Guadalupe	0.2	-	-	-	-	0.2	0.00%
MAG	7.1	8.0	7.7	13.3	37.7	73.9	1.20%
Maricopa County	67.0	88.7	75.6	91.2	166.8	489.3	7.95%
Mesa	23.6	21.0	60.1	41.0	72.2	218.0	3.54%
Paradise Valley	-	-	0.6	-	-	0.6	0.01%
Peoria	29.1	55.6	2.7	2.7	43.4	133.4	2.17%
Phoenix	171.1	60.6	78.1	43.2	49.5	402.4	6.54%
Queen Creek	13.9	18.4	55.1	-	-	87.4	1.42%
Salt River Pima-Maricopa Indian Community	4.6	1.9	-	-	-	6.5	0.11%
Scottsdale	71.1	35.0	38.6	38.1	72.7	255.5	4.15%
Surprise	33.4	4.5	2.9	-	-	40.7	0.66%
Tempe	16.1	8.7	12.6	8.0	9.2	54.7	0.89%
Youngtown	-	0.2	0.1	0.3	-	0.6	0.01%
Total	1,359.6	836.1	1,085.8	1,310.1	1,562.9	6,154.6	100.00%
Share	22.09%	13.59%	17.64%	21.29%	25.39%	100.00%	

Table 13 details Highway Section costs by MAG member agency and funding source.

Table 13

Highway Project Costs by Agency and by Funding

(Year of Expenditure $'s in Millions)

Agency	Federal	State	Regional	Local Funding					Private	Total
				HURF	General Fund	Sales Tax	Local	Subtotal		
ADOT	1,479.2	11.2	2,131.4	0	0	0	(78.9)	-78.9	40.4	3583.3
Apache Junction	-	-	-	-	-	-	8.1	8.1		8.1
Avondale	1.8	-	-	0.4	12.2	-	2.4	15.0	14.8	31.6
Buckeye	0.9	-	-	0.1	34.6	-	2.9	37.6	1.5	40.0
Chandler	6.1	-	13.4		0.3	-	63.4	63.7	122.4	205.6
El Mirage	3.3	-	-	0.6	0.1	-	5.7	6.4		9.7
Fort McDowell Yavapai Nation	3.2	-	-	-	-	-	1.8	1.8		5.0
Fountain Hills	1.5	-	1.7	-	3.3	0.1	6.8	10.3	5.2	18.6
Gilbert	2.2	-	20.5	0.1	0.5	0.1	90.4	91.0	70.5	184.2
Glendale	5.2	-	-	0.4	0.4	5.7	6.5	13.1	17.0	35.3
Goodyear	3.6	-	-	125.5	95.1	-	42.9	263.4	2.9	270.0
Guadalupe	0.2	-	-	-	-	-	0.0	0.0		0.2
MAG	64.2	0.1	-	1.5	-	-	8.1	9.6		73.9
Maricopa County	66.6	-	13.8	111.4	0.1	-	297.4	408.8		489.3
Mesa	6.7	-	41.1	3.4	0.8	-	149.1	153.4	16.8	218.0
Paradise Valley	0.4	-	-	-	-	-	0.2	0.2		0.6
Peoria	4.1	-	3.7	0.4	0.8	34.8	59.7	95.7	30.0	133.4
Phoenix	81.3	-	34.4	151.0	0.9	-	129.8	281.7	5.0	402.4
Queen Creek	1.4	-	-	0.7	0.4	42.0	10.2	53.3	32.7	87.4
Salt River Pima-Maricopa Indian Community	2.6	-	-	-	-	-	3.9	3.9		6.5
Scottsdale	6.7	-	56.3	0.5	0.4	97.7	93.8	192.4		255.5
Surprise	6.6	-	-	-	3.1	-	17.4	20.5	13.6	40.7
Tempe	10.9	-	-	0.6	30.9	0.1	12.1	43.7		54.7
Youngtown	0.3	-	-	-	0.2	-	0.1	0.3		0.6
Total	1,759.2	11.3	2,316.3	396.5	184.2	180.6	933.8	1,695.1	372.8	6,154.6
Share of Total	28.6%	0.2%	37.6%	6.4%	3.0%	2.9%	15.2%	27.5%	6.1%	100.0%

Transit Project Section

Table 14 details the Transit section cost by funding category and mode. The term "Bus" refers to all forms of transit other then rail transit. The term "Rail" refers to light rail transit. The term "PTF" refers to regional half-cent sales taxes allocated to transit. The "Statewide" category refers to federal funding allocated through ADOT. It should be noted that rural transit projects funded with 5310 and 5311 funds are not included in the FY2011-2015 MAG TIP as they are expended in areas outside of urbanized areas in the MAG planning area and ADOT programs these project directly in the State Transportation Improvement Program.

In the Transit section, federal funding accounts for approximately 44 percent of all transit funding, with local funding being the second largest source of funding. Rail transit amounts to 39 percent of Transit section funding. Its primary funding source is regional half-cent sales taxes, CMAQ and federal 5309 funds. It is to be noted that this analysis does not include transit operating costs.

In addition, the tables in this section reflect the construction of the Sky Train project in 2011 and 2012 by the City of Phoenix. The Sky Train is a locally funded $358 million, people mover that transports people from a light rail station into Sky Harbor Airport.

Table 14

Transit Project Costs by Funding Source and Mode

(Year of Expenditure $'s in Millions)

Funding Categories			Rail	Bus	Other	Total	Share
Federal	Statewide	STP-Flex	-	15.0	-	15.0	1.2%
		Fed Other	-	-	0.3	0.3	0.0%
		Subtotal	-	15.0	0.3	15.3	1.2%
	Urbanized Area	5307	-	281.0	-	281.0	21.9%
		5309	167.2	-	-	167.2	13.0%
		5309-FGM	-	22.2	-	22.2	1.7%
		Subtotal	167.2	303.2	-	470.4	36.6%
	MAG	CMAQ-Flex	84.0	-	-	84.0	6.5%
	Total Federal		251.2	318.3	0.3	569.7	44.3%
PTF			237.2	65.9	-	303.2	23.6%
Local			376.6	35.4	0.0	411.9	32.1%
Total			865.0	419.5	0.3	1,284.8	100.0%
Share			67.3%	32.7%	0.0%	100.0%	

Note: Bus refers to ruber tire transit; PTF referes to the share of regional half-cent sales tax deticated to transit.

Table 15 details Transit Project Section cost by funding category and year.

Table 15

Transit Project Costs by Funding Source and Year

(Year of Expenditure $'s in Millions)

Funding Categories			2011	2012	2013	2014	2015	Total	Share
Federal	Statewide	STP-Flex	3.0	3.1	3.0	3.3	2.7	15.0	1.17%
		Fed Other	0.3	-	-	-	-	0.3	0.02%
		Subtotal	3.2	3.1	3.0	3.3	2.7	15.3	1.19%
	Urbanized Area	5307	51.7	54.2	56.4	58.7	59.9	281.0	21.87%
		5309	0.5	9.6	51.7	45.0	60.4	167.2	13.01%
		5309-FGM	4.0	4.4	4.7	4.3	4.8	22.2	1.73%
		Subtotal	56.2	68.3	112.8	108.0	125.2	470.4	36.62%
	MAG	CMAQ-Flex	16.7	16.4	16.7	17.0	17.2	84.0	6.54%
	Total Federal		76.1	87.8	132.5	128.3	145.0	569.7	44.34%
PTF			47.8	37.6	72.3	65.7	79.8	303.2	23.60%
Local			212.0	162.4	29.7	3.1	4.8	411.9	32.06%
Total			335.9	287.7	234.5	197.1	229.6	1,284.8	100.00%
Share			26.14%	22.39%	18.25%	15.34%	17.87%		

Note: Bus refers to ruber tire transit; PTF referes to the share of regional half-cent sales tax deticated to transit.

Federal transit funding levels tend to increase over the life of the FY 2011-2015 MAG TIP, starting at $76 million in 2011 and ending at $145 million in 2015. Most of the increase is due to 5309 discretionary funding levels. From 2011 to 2015, Federal 5307 funding trends slightly upwards.

Table 16 explains the committed Transit project costs by agency and year. The largest share of committed funding is from the City of Phoenix, Valley Metro Rail (VMR) and Valley Metro (VM). Phoenix is the largest city in the region, accounting for roughly 40 percent of the region's population. Both VMR and VM are regional organizations that provide transit services for a number of jurisdictions.

Table 16

Transit Project Costs by Agency and Year

(Year of Expenditure $'s in Millions)

Agency	2011	2012	2013	2014	2015	Total	Share
Avondale	2.2	2.3	2.6	2.5	2.6	12.1	0.9%
Buckeye	2.9	-	-	-	-	2.9	0.2%
Glendale	4.2	6.4	11.0	0.7	0.5	22.7	1.8%
MAG	14.7	-	14.5	-	8.0	37.2	2.9%
Mesa	-	-	0.1	1.5	2.2	3.8	0.3%
Peoria	0.1	0.1	1.0	2.2	0.4	3.8	0.3%
Phoenix	243.4	184.2	43.4	41.6	40.2	552.8	43.0%
Scottsdale	-	-	3.9	-	-	3.9	0.3%
Surprise	0.0	0.2	0.0	0.2	0.2	0.6	0.0%
Tempe	0.2	0.2	0.2	0.2	7.0	8.0	0.6%
Valley Metro	25.3	25.1	16.3	33.4	30.6	130.8	10.2%
Valley Metro Rail	43.0	69.3	141.5	114.7	137.9	506.3	39.4%
Total	335.9	287.7	234.5	197.1	229.6	1,284.8	100.0%
Share	26.1%	22.4%	18.2%	15.3%	17.9%	100.0%	

Note: Amounts shown for MAG are unallocated transit funding amounts

SECTION 6– OPERATIONS AND MAINTENANCE FOR HIGHWAY PROJECTS

OVERVIEW

The following section outlines the operations and maintenance (O & M) highway facilities and services in the MAG planning area.

Highway Facilities and Services

Highway facilities and services include all non-police and non-emergency service activities to maintain and operate roadways, including multi-modal features of roadways such as sidewalks, bicycle lanes, bus pullouts and other features. All values in this section are in year of expenditure dollars and refer to expenditures and income instead of costs and revenue as they are based on member agency operating budgets.

Operating budget information for FY 2008 and FY 2009 was obtained by surveying MAG member agencies. A combination of survey data and Highway Performance Monitoring System data was used to estimate expenditure values where none was directly available from member agencies.

Projections of the survey data to future years assume growth from inflation for all income and expenditure categories, except the "Other" expenditure category. The "Other" expenditure category is calculated as the difference between total income and the expenditures surveyed and includes a variety of miscellaneous items such as administration, public outreach, debris removal, street sweeping, landscape maintenance, minor capital improvements (e.g. sidewalk repair, guard rails, minor street calming measures, etc.), technical support and a variety of miscellaneous services and activities.

Table 17 lists operating and maintenance expenditures. By far the largest expenditure category is for pavement preservation, totaling to approximately $657 million or roughly 50 percent of operating and maintenance expenditures. Expenditures for signing and markings and for "Other" are a distant second, totaling to about $127 million each.

Table 17

Highway Operating and Maintenance Expenditures

(Year of Expenditure $'s in Millions)

Year	Pavement	Traffic Signals	Signs and Markings	Street Lighting	Other*	Total
2011	123.7	23.9	38.9	23.9	39.2	249.6
2012	127.4	24.6	40.1	24.6	40.4	257.1
2013	131.2	25.3	41.3	25.3	41.6	264.8
2014	135.2	26.1	42.6	26.1	42.9	272.8
2015	139.2	26.9	43.8	26.9	44.2	281.0
Total	**656.7**	**126.8**	**206.7**	**126.7**	**208.3**	**1,325.3**

* Calculated as the difference between expenditures for the previous four categories and total income in the survey data.

Table 18 lists income available to fund operating and maintenance expenditures. Gas taxes provide approximately 59 percent of all income with the remainder coming from general fund transfers and other income sources. It is to be anticipated that in the future, the share of gas tax revenues will decline due to inflation and the introduction of more fuel efficient vehicles.

Table 18

Highway Operating and Maintenance Income

(Year of Expenditure $'s in Millions)

Year	Gas Tax (HURF)	General Fund	Other*	Total
2011	148.5	57.1	44.0	249,6
2012	153.0	58.9	45.3	257.1
2013	157.6	60.6	46.6	264.8
2014	162.3	62.4	48.0	272.8
2015	167.2	64.3	49.5	281.0
Total	**788.5**	**303.4**	**233.4**	**1,325.3**

*Includes income from a variety of sources such as enterprise funds, etc.

SECTION 7 – HIGHWAY AND TRANSIT PROJECT LISTINGS

OVERVIEW

§ 450.324 (e) (f) (i)

This part of the FY 2011 – 2015 MAG Transportation Improvement Program (TIP) provides background information for understanding the project listings. Project listings are located in Sections 8 - 10

The TIP project listings are divided into three main sections – Previous Projects, Highway Projects, and Transit Projects. The Previous Projects Section reports on the status of major projects included in the previous TIP – the FY 2008 – 2012 MAG TIP. Major Highway and Transit Section projects are defined as those that meet one or more of the following criteria:

- The project is regionally significant
- The project is federally funded
- The project is funded from the regional half-cent sales tax (RARF or PTF)
- The project total cost was $ 1.0 million or higher

Table 19 lists typical projects found in Transit and Highway Project Sections. Please note that this listing is not exhaustive.

Table 19
Type of Projects Included in Project Listing Sections

Highway Section	Transit Section
• Freeway, • Arterial street, • Bicycle, • Pedestrian, • Intelligent Transportation System (ITS), • Safety, • Bridge, • Railroad crossing, • Transportation demand management (TDM) projects, • Paving dirt roads, • Safe routes to school, and • Transportation enhancements.	• Bus, van, vehicle, and train purchases; • Preventative maintenance; • Light rail projects; bus rapid transit (BRT) projects; • Associated equipment: ticket and vending machines, ITS, radio, shelters, etc; • Park and ride lots; and • Maintenance facilities.

Projects in the Highway and Transit Project Sections are organized by agency sponsor and fiscal year. For the purposes of the FY 2011-2015 MAG TIP, a project is defined as a discrete work item for which a sponsoring agency, year, location, work description and cost may be

identified. This differs somewhat from the definition of a project used in other contexts as it does not group related work items associated with a final product in one location.

The Previous Projects Section is organized by project status and sorted by TIP Section, year, agency and location. Definitions of the project status values used are listed in Table 20.

Table 20
Project Status Definitions

Project Status	Description
Underway/Completed	Projects that have been completed or expected to be underway by the start of the year. Where a project is federally funded it is assumed that the project will be obligated before the end of federal fiscal year 2010.
Deleted	Projects that have been removed or abandoned in the FY 2008 – FY 2012 MAG TIP and are not included in the FY 2011 – 2015 MAG TIP.
Advanced	Projects that have advanced from FY 2012 into FY 2011.
Deferred	Projects that have been deferred from the FY 2008-FY 2012 MAG TIP into the FY 2011-2015 MAG TIP

Data items included in a project listing are summarized in Table 21. All cost items are in year of expenditure dollars – e.g. include inflation and some items occur in only one section of the TIP. Expenditures for projects – particularly for large construction projects – may be spread over multiple years and should not be confused with project cost.

Table 21
Project Listing Data Item Definitions

Item Name	Description
Section (Previous Projects Only)	The section of the TIP the project is from, either Highway or Transit
Agency	A MAG member agency that is sponsoring the project
Year	The fiscal year of the project
ID	A unique identifier for the project
Location	The location where the work will be performed
Work	A short description of the work to be performed
Miles (Highways	The length of the project. This is not applicable for many projects.

Table 21
Project Listing Data Item Definitions

Item Name	Description
Only)	
Lanes Before (Highways Only)	The initial number of through lanes on a roadway impacted by a project prior to its completion. This item is one of several measures to identify and model regionally significant projects and may not be applicable for a number of projects.
Lanes After (Highways)	The number of through lanes on a roadway impacted by a project after its completion. This item is one of several measures to identify and model regionally significant projects and may not be applicable for a number of projects.
ALI (Transit Only)	This is a work breakdown code for transit projects and is included to facilitate Federal Transit Agency review of the TIP.
Funding	Identification of funding source. If federal funding is included the federal funding source will be listed here. Otherwise either a local, state or regional half-cent sales tax source will be listed, with priority given to the half-cent sales tax source.
Federal	The amount of project cost in year of expenditure dollars to be funded from federal sources. Please note that this not cost, not expenditure. Expenditures for a project – particularly large construction projects – may be spread over many years.
Regional	The amount of project cost in year of expenditure dollars to be funded from the regional half-cent sales tax. Please note that this not cost, not expenditure. Expenditures for a project – particularly large construction projects – may be spread over many years.
Local	The amount of project cost in year of expenditure dollars to be funded from State, local or private sources. Please note that this not cost, not expenditure. Expenditures for a project – particularly large construction projects – may be spread over many years.
Total	The sum of the Federal, Regional and Local costs for a project. This amount is in year of expenditure dollars

Table 22 lists funding terms used in TIP listing. Items are in alphabetical order. Unless noted all items describe federal funding sources.

Table 22
Project Listing Funding Definitions

Name	Description
5307	Formula grant for federal transit capital and operating - Phoenix Urbanized Area
5307- AVN UZA	Formula grant for federal transit capital and operating - Avondale Urbanized Area
5309	Transit capital assistance
5309-FGM	Transit capital assistance for fixed guide way systems
Bridge	Bridge funding
CMAQ	Federal Congestion Mitigation Air Quality

Table 22
Project Listing Funding Definitions

Name	Description
CMAQ-Flex	Congestion Mitigation Air Quality funding flexed from highways to transit
HSIP	Highway Safety Improvement Program funding
IM	Interstate Maintenance
Local	Local governmental agency funding
NHS	National Highway System
Private	Private funding, including impact fees
PTF	Public Transportation Fund – regional half-cent sales tax funding allocated to transit
RARF	Regional Area Road Fund – regional half-cent sales tax funding allocated to roadways
State	State funding. This does not include federal funding.
STP-AZ	Surface Transportation Program – ADOT share
STP-Flex	Surface Transportation Program flexed to transit from the ADOT share of STP
STP-HES	Hazardous Elimination and Safety funding
STP-MAG	Surface Transportation Program – MAG share
STP-TEA	Transportation Enhancement Funding

In addition to the project listings, separate appendices for MAG federally funded projects and arterial life-cycle projects accompany the TIP report. These appendices are intended to consolidate information in one place about certain categories of projects and provide supplementary information where warranted and are not a substitute for the listings in the TIP. All projects in the appendices are also included in the TIP report.

SECTION 8 – PREVIOUS PROJECTS

This section documents changes to major projects included in the FY 2008-2012 MAG TIP. It is organized into separate sections for project that are underway/completed, deleted, advanced and deferred. Major projects are defined as those that meet one or more of the following criteria:

- The project is regionally significant
- The project is federally funded
- The project is funded from the regional half-cent sales tax (RARF or PTF)
- The project total cost was $ 1.0 million or higher

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2008	ADOT	DOT06-602R	10: 40th St to Baseline Rd	Acquire right of way for CD roads	State	0	5,000,000	0	5,000,000
Highway	2008	ADOT	DOT08-749C	10: Sarival Ave to 101L (Agua Fria Fwy)	Construct HOV and general purpose lanes (Pavement Preservation funds)	State	0	6,000,000	0	6,000,000
Highway	2008	ADOT	DOT08-750AC	10: Sarival Ave to 101L (Agua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement phase 1 of 2) for reimbursement in 2011	NHS	41,492,000	2,508,000	0	44,000,000
Highway	2008	ADOT	DOT08-747	10: Sarival Ave to 101L (Agua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement) for repayment in 2014	NHS	48,093,000	2,907,000	0	51,000,000
Highway	2008	ADOT	DOT08-748AD	10: Sarival Ave to Dysart Rd	Advance design HOV and general purpose lanes (City advancement phase 2 of 2) for reimbursement in 2009	State	0	1,900,000	0	1,900,000
Highway	2008	ADOT	DOT08-818	10: Sarival Ave to Dysart Rd	Right of Way purchase for Construction	RARF	0	0	3,500,000	3,500,000
Highway	2008	ADOT	DOT08-820	10: Southern Ave - SR 143	Construct freeway widening - additional lane	RARF	0	0	3,100,000	3,100,000
Highway	2008	ADOT	DOT08-801	10: Verrado Way to Sarival Ave	Design general purpose lanes (2008)	State	0	2,700,000	0	2,700,000
Highway	2008	ADOT	DOT08-830	101 (Agua Fria Fwy) at Thunderbird Rd.	Construct completion of full traffic interchange	RARF	0	0	3,000,000	3,000,000
Highway	2008	ADOT	DOT08-816	101 (Pima Fwy): Raintree Dr to Cactus Road	Construct Auxilary Lane	RARF	0	0	1,200,000	1,200,000
Highway	2008	ADOT	DOT11-727	101 (Pima Fwy): Tatum Blvd to Princess Dr	Construct HOV lanes	State	0	30,000,000	0	30,000,000
Highway	2008	ADOT	DOT10-6C33B	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Loop 202 (Santan Fwy)	Construct HOV lanes (State funds)	State	0	52,600,000	0	52,600,000
Highway	2008	ADOT	DOT08-669	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	RARF	0	0	15,000,000	15,000,000
Highway	2008	ADOT	DOT08-802	17: Dixileta Dr to SR-74 (Carefree Hwy)	Acquire right of way	RARF	0	0	24,500,000	24,500,000
Highway	2008	ADOT	DOT08-804	17: Happy Valley Rd to Dixileta Dr	Acquire right of way	RARF	0	0	6,000,000	6,000,000
Highway	2008	ADOT	DOT07-641R2	17: Jomax Rd to SR-74 (Carefree Hwy)	Widen freeway from 6 to 8 lanes and construct new freeway interchange at I-17 and 303L	RARF	0	0	129,000,000	129,000,000
Highway	2008	ADOT	DOT08-806	17: Loop 101 (Pima Fwy) to Happy Valley Rd	Acquire right of way	RARF	0	0	7,500,000	7,500,000
Highway	2008	ADOT	DOT08-807	17: Loop 101 (Pima Fwy) to Jomax Rd	Construct HOV and general purpose lanes	RARF	0	0	97,000,000	97,000,000
Highway	2008	ADOT	DOT08-676	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Design HOV lanes	State	0	2,500,000	0	2,500,000
Highway	2008	ADOT	DOT08-823	202 (Red Mountain Fwy): Mill Ave & Washington St	Design Project to accelerate bridge widening prior to opening of Light Rail	RARF	0	0	1,200,000	1,200,000
Highway	2008	ADOT	DOT08-824	202 (Red Mountain Fwy): Mill Ave & Washington St	Bridge widenging	RARF	0	0	7,700,000	7,700,000
Highway	2008	ADOT	DOT08-809	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	RARF	0	0	7,000,000	7,000,000
Highway	2008	ADOT	DOT08-681	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2008)	RARF	0	0	10,000,000	10,000,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2008	ADOT	DOT08-811	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Acquire right of way for new interim freeway (FY 2008)	RARF	0	0	40,000,000	40,000,000
Highway	2008	ADOT	DOT08-826	60 (Grand Ave): Loop 303 (Estrella Fwy) to 99th Ave	Purchase right of way for roadway widening	RARF	0	0	1,000,000	1,000,000
Highway	2008	ADOT	DOT10-6C30	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Construct general purpose lanes	RARF	0	19,500,000	7,500,000	27,000,000
Highway	2008	ADOT	DOT08-670	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Design general purpose lanes	State	0	2,200,000	0	2,200,000
Highway	2008	ADOT	DOT08-672	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy)	Protect right of way	State	0	1,000,000	0	1,000,000
Highway	2008	ADOT	DOT08-680	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2008)	RARF	0	0	2,000,000	2,000,000
Highway	2008	ADOT	DOT08-765	85: I-8 to I-10	Design, acquire right of way and relocate utilities	State	0	10,200,000	0	10,200,000
Highway	2008	ADOT	DOT06-252	85: MP 130.71 to MP 137.00	Reconstruct roadway	NHS	19,708,700	7,291,300	0	27,000,000
Highway	2008	ADOT	DOT08-836	85: Southern Ave to I-10	Design, Right of Way, and Utilities	State	0	2,850,000	0	2,850,000
Highway	2008	ADOT	DOT08-829	87: New Four Peaks to Dos S Ranch Rd	Design roadway improvements	RARF	0	0	2,300,000	2,300,000
Highway	2008	ADOT	DOT08-837	I-17 at Dove Valley Road TI	Advance design new traffic interchange (city advancement) for repayment in RTP phase 3	State	0	2,263,000	0	2,263,000
Highway	2008	ADOT	DOT08-689	MAG regionwide	Design change orders	RARF	0	0	3,000,000	3,000,000
Highway	2008	ADOT	DOT08-691	MAG regionwide	Preliminary engineering (ADOT staff)	RARF	0	0	1,200,000	1,200,000
Highway	2008	ADOT	DOT08-692	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	RARF	0	0	23,800,000	23,800,000
Highway	2008	ADOT	DOT08-690	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	RARF	0	0	11,600,000	11,600,000
Highway	2008	ADOT	DOT08-693	MAG regionwide	Right of way plans and titles	RARF	0	0	2,500,000	2,500,000
Highway	2008	ADOT	DOT08-682	MAG regionwide	Asphalt rubber noise mitigation (FY 2008)	RARF	0	0	14,500,000	14,500,000
Highway	2008	ADOT	DOT08-695	MAG regionwide	Risk management indemnification	RARF	0	0	2,500,000	2,500,000
Highway	2008	ADOT	DOT08-688	MAG regionwide	Advance acquire right of way	RARF	0	0	5,000,000	5,000,000
Highway	2008	ADOT	DOT07-336	RM202L13 LC -- 202L Red Mountain Fwy: Power Rd to University Dr	Construct landscape	RARF	0	0	6,400,000	6,400,000
Highway	2008	Chandler	CHN08-801	Airport Blvd at Cooper/Germann Rd	Realign Airport Blvd to connect with Cooper Rd at Germann Rd	Local	0	2,500,000	0	2,500,000
Highway	2008	Chandler	CHN07-302C	Dobson Rd at Warner Rd (phase 1 of 2)	Construct dual left turns and add auxiliary lanes in all directions	CMAQ	3,000,000	7,136,000	0	10,136,000
Highway	2008	Chandler	CHN410-09ARW	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced acquisition of right of way	Local	0	3,006,000	0	3,006,000
Highway	2008	Chandler	CHN410-10AC	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced construction of roadway widening	Local	0	7,776,000	0	7,776,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2008	Chandler	CHN230-08AC	Queen Creek Rd: Arizona Ave to McQueen Rd	Advance construction of roadway widening	Local	0	6,442,000	0	6,442,000
Highway	2008	Chandler	CHN04-114	Riggs Rd: Gilbert Rd to Val Vista Dr	Add 4 through lanes	Local	0	11,412,000	0	11,412,000
Highway	2008	Chandler	CHN06-216C1	Western Canal: Price Rd to Hamilton St (1 of 2) Price Rd to Alma School Rd	Construct multi-use path (phase 1 of 2)	CMAQ	1,412,686	281,314	0	1,694,000
Highway	2008	Chandler	CHN06-216C2	Western Canal: Price Rd to Hamilton St (2 of 2) Alma School Rd to Hamilton St	Construct multi-use path (phase 2 of 2)	CMAQ	1,000,000	250,000	0	1,250,000
Highway	2008	Gilbert	GLB02-806	Ocotillo Rd: Higley Rd to Recker Rd	Construct new 4 lane roadway	Private	0	5,600,000	0	5,600,000
Highway	2008	Gilbert	GLB00-712	Recker Rd: Baseline Rd to Houston Ave	Reconstruct roadway to add 2 through lanes in each direction	Local	0	2,000,000	0	2,000,000
Highway	2008	Glendale	GLN05-501	51st Ave at Northern Ave	Improve intersection by adding turn lanes, raised median and bus stops	STP-HES	900,000	259,710	0	1,159,710
Highway	2008	Glendale	GLN03-105	67th Ave: Peoria to ACDC	Improve street and construct storm drain	Local	0	2,430,000	0	2,430,000
Highway	2008	MAG	MAG08-606	Regionwide	Purchase PM-10 certified street sweepers	CMAQ	3,069,471	185,529	0	3,255,000
Highway	2008	MAG	MAG08-608	Regionwide	Transportation planning and air quality studies and support	STP-MAG	3,300,000	200,000	0	3,500,000
Highway	2008	MAG	MAG07-310	Regionwide	Transportation planning and air quality studies and support	STP-MAG	3,000,000	190,000	0	3,190,000
Highway	2008	Maricopa County	MMA07-712	Indian School Rd: Litchfield Rd to Dysart Rd	Widen roadway from 2 to 4 lanes	Local	0	7,700,000	0	7,700,000
Highway	2008	Maricopa County	MMA05-214	PM-10 Roads various locations	Pave dirt roads (FY 2005)	CMAQ	1,000,000	1,995,000	0	2,995,000
Highway	2008	Maricopa County	MMA06-208R	PM-10 roads various locations	Pave dirt roads (FY 2006)	CMAQ	1,000,000	1,000,000	0	2,000,000
Highway	2008	Maricopa County	MMA210-07AC	Power Rd: Baseline Rd to East Maricopa Floodway	Construct roadway widening	RARF	0	1,046,000	2,441,000	3,487,000
Highway	2008	Maricopa County	MMA07-715	Riggs Rd: Ellsworth Rd to 1/2 Mi West	Add 2 through lanes	Private	0	1,200,000	0	1,200,000
Highway	2008	Mesa	MES07-313C	Main St: Mesa Dr to Mill Ave	Construct non intrusive detection systems, cameras, dynamic message signs and one mile of fiber optic cable	CMAQ	980,000	768,182	0	1,748,182
Highway	2008	Peoria	PEO08-907	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance construct roadway from 83rd Avenue to 67th Avenue, including bridge over New River, for reimbursement in 2022.	Local	0	9,700,000	0	9,700,000
Highway	2008	Peoria	PEO08-906	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advanced Acquire right of way for roadway widening	Local	0	6,304,000	0	6,304,000
Highway	2008	Peoria	PEO07-312	Skunk Creek Corridor: 75th Ave to New River confluence (follows Greenway Ave)	Develop multi-use path	CMAQ	900,000	450,000	0	1,350,000
Highway	2008	Peoria	PEO08-603	Traffic Management Center	Implement Traffic Management Center	CMAQ	990,200	424,350	0	1,414,550
Highway	2008	Phoenix	PHX08-710	19th Ave at Grand Canal	Construct bridge replacement	Bridge	1,000,000	500,000	0	1,500,000
Highway	2008	Phoenix	PHX07-309	19th Ave at Thunderbird Rd	Widen intersection	CMAQ	656,000	594,000	0	1,250,000
Highway	2008	Phoenix	PHX11-737	24th St: Chipman Rd to Roeser Rd	Acquire right of way and construct multi-use path	CMAQ	1,700,000	1,260,000	0	2,960,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2008	Phoenix	PHX07-310	24th St: Rio Salado to Roeser Rd	Improve pedestrian facilities	CMAQ	500,000	1,889,577	0	2,389,577
Highway	2008	Phoenix	PHX05-402	2nd Ave: Fillmore St to Roosevelt St	Improve pedestrian facilities and upgrade landscape	STP-TEA	500,000	537,415	0	1,037,415
Highway	2008	Phoenix	PHX07-314	44th St at Indian School Rd	Widen intersection	CMAQ	1,424,000	1,000,000	0	2,424,000
Highway	2008	Phoenix	PHX04-407	51st Ave: North of Dobbins Rd to Southern Ave (Laveen Area Conveyance Channel)	Reconstruct roadway to 74ft section, adding 2 through lanes	Local	0	4,500,000	0	4,500,000
Highway	2008	Phoenix	PHX08-804	52nd St: McDowell Rd to Thomas Rd	Construction roadway improvements	Local	0	6,500,000	0	6,500,000
Highway	2008	Phoenix	PHX05-135	67th Ave: Buckeye Rd to Van Buren St	Reconstruct roadway to 64ft section, adding 2 through lanes	Local	0	3,125,000	0	3,125,000
Highway	2008	Phoenix	PHX08-806	7th St at McDowell Rd	Acquire right of way for intersection widening	Local	0	1,031,300	0	1,031,300
Highway	2008	Phoenix	PHX08-718	Cave Creek Rd: Beardsley Rd to Rose Garden Ln	Acquire right of way for reconstruction of roadway to 94ft section	Local	0	1,375,000	0	1,375,000
Highway	2008	Phoenix	PHX08-870	Various locations	Pave unpaved roads	CMAQ	933,333	400,000	0	1,333,333
Highway	2008	Phoenix	PHX08-721	Various locations	Construct Phoenix regional ITS fiber optic backbone, phase B	Local	0	1,000,000	0	1,000,000
Highway	2008	Phoenix	PHX08-617	Various locations	Pave dirt alleys	CMAQ	1,278,900	548,100	0	1,827,000
Highway	2008	Queen Creek	QNC07-703	Cloud Rd: Crismon Rd to 220th St	Widen roadway	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC07-704	Cloud Rd: Ellsworth Rd to Crismon Rd	Widen roadway	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC07-706	Crismon Rd: Barnes Pkwy to Ocotillo Rd	Widen roadway to add one through lane in each direction	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC07-705	Crismon Rd: Queen Creek Rd to Barnes Pkwy	Widen roadway, adding SB lane	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC07-744	Ellsworth Loop Rd: Ocotillo Rd to Queen Creek Rd	Construct new 6 lane roadway and Railroad Underpass	Local	0	3,000,000	0	3,000,000
Highway	2008	Queen Creek	QNC07-711	Ellsworth Rd: Queen Creek Rd to Germain	Widen roadway, adding NB lane	Local	0	1,200,000	0	1,200,000
Highway	2008	Queen Creek	QNC08-746	Ellsworth Rd:Cloud Rd to Chandler Heights Rd	Widen roadway	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC07-736	Rittenhouse Rd (re-aligned): Power Rd to Rittenhouse Rd	Widen roadway	Local	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC07-741	Sossaman Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	Private	0	1,000,000	0	1,000,000
Highway	2008	Scottsdale	SCT08-608	Indian Bend Wash: Jackrabbit Rd to Chaparral Rd	Add multi-use path and grade-separated crossing	CMAQ	907,451	598,300	0	1,505,751
Highway	2008	Scottsdale	SCT100-06C	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Construct new frontage road	RARF	0	303,422	707,985	1,011,407
Highway	2008	Scottsdale	SCT100-07RW	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Acquire right of way for new frontage road	RARF	0	1,094,000	2,552,000	3,646,000
Highway	2008	Scottsdale	SCT04-009	Pima Rd: SR101L to Thompson Peak Parkway	Design roadway widening	RARF	0	455,000	1,061,000	1,516,000
Highway	2008	Scottsdale	SCT08-928	Pima Rd: SR101L to Thompson Peak Parkway	Advanced Construct roadway widening	RARF	0	5,391,000	12,578,000	17,969,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2008	Scottsdale	SCT08-803	Pinnacle Peak Rd: Scottsdale Rd to Miller Rd	Reconstruct roadway to add 1 through lane in each direction	Private	0	5,000,000	0	5,000,000
Highway	2008	Scottsdale	SCT04-119C	Scottsdale Rd: Pima Fwy to Indian School Rd	Construct smart corridor traffic control system	CMAQ	1,822,800	1,957,200	0	3,780,000
Highway	2008	Surprise	SUR08-803	175th Ave: Cactus Rd to Waddell Rd	Construct new 2 lane arterial roadway, with curb sidewalk and landscape	Private	0	1,000,000	0	1,000,000
Highway	2008	Surprise	SUR08-808	Cholla Ave: Reems Rd to Sarival Ave	Construct new 2 lane arterial roadway, with curb sidewalk and landscape	Private	0	1,000,000	0	1,000,000
Highway	2008	Surprise	SUR08-811	Jomax Rd: 169th Ave to 176th Ave	Construct new 2 lane arterial roadway, with curb sidewalk and landscape	Private	0	1,000,000	0	1,000,000
Highway	2008	Surprise	SUR08-819	Saguaro View Area	Pave unpaved roads	Local	0	2,975,000	0	2,975,000
Highway	2008	Surprise	SUR08-612	Surprise Center Pkwy at Statler Blvd	Supply and install TMC equipment (phase 1)	CMAQ	600,000	400,000	0	1,000,000
Highway	2008	Tempe	TMP04-102	Curry Rd: Scottsdale Rd to McClintock Dr	Design and construct pedestrian facilities	CMAQ	902,160	386,640	0	1,288,800
Highway	2008	Tempe	TMP08-608	Various locations	Renovate local streets	Local	0	12,100,910	0	12,100,910
Highway	2008	Tempe	TMP08-607	Various locations	Reconstruct local and major streets	Local	0	2,118,831	0	2,118,831
Highway	2008	Tempe	TMP07-312	West Dam: South Bank to North Bank	Construct bicycle/pedestrian bridge	CMAQ	1,750,000	1,250,000	0	3,000,000
Highway	2008	Tempe	TMP04-104R	Western Canal: Price Rd to Baseline Rd (phases 1 and 2)	Construct multi-use path	CMAQ	3,350,000	6,250,000	0	9,600,000
Highway	2009	ADOT	DOT07-6C61	10: 40th St to Baseline Rd	Acquire right of way for CD roads	State	0	20,000,000	0	20,000,000
Highway	2009	ADOT	DOT09-752AC	10: Sarival Ave to Dysart Rd	Advance construct HOV and general purpose lanes (City advancement phase 2 of 2) for reimbursement in 2011	NHS	49,979,000	3,021,000	6,000,000	59,000,000
Highway	2009	ADOT	DOT09-815	10: Verrado Way to Sarival Ave	Construct general purpose lanes (2009)	ARRA	26,272,000	0	0	26,272,000
Highway	2009	ADOT	DOT11-724	101 (Agua Fria Fwy) at Union Hills Dr	Design traffic interchange	RARF	0	1,900,000	500,000	2,400,000
Highway	2009	ADOT	DOT12-840	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange	ARRA/STP-AZ	16,517,990	655,870	0	17,173,860
Highway	2009	ADOT	DOT07-323	101 (Agua Fria Fwy)/99th Ave: I-10 to Van Buren	Widen roadway	STP-AZ; ARRA	3,152,890	601,050	0	3,753,940
Highway	2009	ADOT	DOT09-914	101 (Pima Fwy): Hayden Rd - Princess Dr	Drainage Improvements	RARF	0	0	2,500,000	2,500,000
Highway	2009	ADOT	DOT08-833	101 (Pima Fwy): I-17 to SR-51 (Piestewa Fwy)	Design and construct FMS	CMAQ	4,900,000	600,000	0	5,500,000
Highway	2009	ADOT	DOT07-708	101 (Pima Fwy): SR-51 Princess Dr	Design and construct FMS	State	0	4,048,000	0	4,048,000
Highway	2009	ADOT	DOT09-917	101L: Price Freeway to Galveston Street	Drainage Improvements	RARF	0	0	2,100,000	2,100,000
Highway	2009	ADOT	DOT09-907	143 Hohokam: SR143/Sky Harbor Blvd TI	TI Improvements, Design ramps	RARF	0	0	3,600,000	3,600,000
Highway	2009	ADOT	DOT09-817	17: Loop 101 (Pima Fwy) to Happy Valley Rd	Acquire right of way	State	0	5,000,000	0	5,000,000
Highway	2009	ADOT	DOT09-818	17: SR-74 (Carefree Hwy) to Anthem Way	Construct general purpose lanes	ARRA	13,314,100	0	0	13,314,100

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2009	ADOT	DOT09-6C06	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Construct HOV lanes	NHS	33,000,000	0	0	33,000,000
Highway	2009	ADOT	DOT09-819	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	RARF	0	0	20,000,000	20,000,000
Highway	2009	ADOT	DOT09-827	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	RARF	0	0	3,000,000	3,000,000
Highway	2009	ADOT	DOT08-812	303 (Estrella Fwy) at Bell Rd	Construct traffic interchange	RARF	0	11,000,000	5,700,000	16,700,000
Highway	2009	ADOT	DOT08-813	303 (Estrella Fwy) at Cactus and Waddell Rds	Construct traffic interchange	RARF	0	9,200,000	6,300,000	15,500,000
Highway	2009	ADOT	DOT08-810	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Construct new interim freeway (FY 2008)	RARF	0	0	162,000,000	162,000,000
Highway	2009	ADOT	DOT09-963	303 (Estrella Fwy): I-10 to Happy Valley Rd	Right-of-Way Acquisition Reimbursement	RARF	0	0	4,200,000	4,200,000
Highway	2009	ADOT	DOT09-6C12RW	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2009)	RARF	0	0	37,000,000	37,000,000
Highway	2009	ADOT	DOT09-6C12D	303 (Estrella Fwy): I-10/303L TI, Phase 1, I-10 Realignment	Design roadway improvements (FY 2009)	RARF	0	0	13,800,000	13,800,000
Highway	2009	ADOT	DOT09-823	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Construct new interim freeway (FY 2009)	STP-AZ	18,000,000	90,000,000	26,000,000	134,000,000
Highway	2009	ADOT	DOT09-6C01	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd	Design roadway widening	RARF	0	0	2,700,000	2,700,000
Highway	2009	ADOT	DOT09-6C00R	60 (Grand Ave): Loop 303 (Estrella Fwy) to 99th Ave	Widen roadway and improve interchanges	ARRA	22,275,750	24,148	0	22,299,898
Highway	2009	ADOT	DOT09-6C02	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy)	Protect right of way	State	0	1,000,000	0	1,000,000
Highway	2009	ADOT	DOT08-673	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	2,324,600	0	0	2,324,600
Highway	2009	ADOT	DOT06-613	85: Southern Ave to I-10	Widen roadway, adding 2 through lanes	ARRA	11,042,300	0	0	11,042,300
Highway	2009	ADOT	DOT08-751	I-17 at Dove Valley Rd	Advance construct new traffic interchange (City advancement) for reimbursement in RTP phase 3	State	0	26,500,000	0	26,500,000
Highway	2009	ADOT	DOT09-6C16	MAG regionwide	Improve traffic interchanges	State	0	3,000,000	0	3,000,000
Highway	2009	ADOT	DOT09-6C19	MAG regionwide	Design change orders	RARF	0	0	3,500,000	3,500,000
Highway	2009	ADOT	DOT09-913	MAG regionwide	HOV Studies for the MAG Regional Freeway System	RARF	0	0	3,500,000	3,500,000
Highway	2009	ADOT	DOT09-6C20	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	RARF	0	0	13,000,000	13,000,000
Highway	2009	ADOT	DOT09-6C21	MAG regionwide	Preliminary engineering (ADOT staff)	RARF	0	0	1,700,000	1,700,000
Highway	2009	ADOT	DOT09-6C22	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	RARF	0	0	22,200,000	22,200,000
Highway	2009	ADOT	DOT09-6C23	MAG regionwide	Right of way plans and titles	RARF	0	0	2,500,000	2,500,000
Highway	2009	ADOT	DOT09-918	MAG Regionwide	Design MAG Proposition 400 noise walls	RARF	0	0	1,560,000	1,560,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2009	ADOT	DOT09-6C18	MAG regionwide	Advance acquire right of way	RARF	0	0	5,000,000	5,000,000
Highway	2009	ADOT	DOT09-6C25	MAG regionwide	Risk management indemnification	RARF	0	0	2,500,000	2,500,000
Highway	2009	ADOT	DOT09-6C17	MAG regionwide	Noise mitigation projects (FY 2009)	RARF	0	0	1,000,000	1,000,000
Highway	2009	ADOT	DOT07-332	US 60: 99th Ave - 83rd Ave	Widen roadway (including New River bridge), adding 1 through lane in each direction	ARRA	7,647,200	0	0	7,647,200
Highway	2009	Apache Junction	APJ09-801	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	1,348,343	0	0	1,348,343
Highway	2009	Avondale	AVN09-901	Van Buren Street: El Mirage to the Aqua Fria Bridge	Add 2 lanes	Local	0	1,740,000	0	1,740,000
Highway	2009	Chandler	CHN10-613	Buffalo St at Colorado St	Upgrade, retrofit and integrate TMC equipment	CMAQ	1,000,000	0	0	1,000,000
Highway	2009	Chandler	CHN99-713	McQueen Rd: Queen Creek Rd to Riggs Rd	Reconstruct roadway to add 2 through lanes in each direction	Local	0	23,700,000	0	23,700,000
Highway	2009	Chandler	CHN09-805	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	ARRA-TEA	750,000	411,610	0	1,161,610
Highway	2009	Fountain Hills	FTH09-907	Shea Blvd: Technology Dr. to Cereus Wash	Design of roadway improvement	RARF	0	389,000	907,000	1,296,000
Highway	2009	Gilbert	GLB08-711	Higley Rd: Ray Rd to Williams Field Rd	Add 2 lanes in each direction	Private	0	2,500,000	0	2,500,000
Highway	2009	Gilbert	GLB08-716	Williams Field Rd: SRP Canal to Recker Rd	Add 2 lanes in each direction	Private	0	4,500,000	0	4,500,000
Highway	2009	Glendale	GLN08-603	59th Ave: Olive Ave to Brown St	Widen roadway to add medians and stripe for 5 lanes	Local	0	1,000,000	0	1,000,000
Highway	2009	Goodyear	GDY09-802	Yuma Rd at Bullard Wash	Design bridge and approaches	STP-MAG	1,046,000	214,000	0	1,260,000
Highway	2009	MAG	MAG09-616	Regionwide	Transportation planning and air quality studies and support	STP-MAG	3,600,000	220,000	0	3,820,000
Highway	2009	MAG	MAG09-614	Regionwide	Purchase PM-10 certified street sweepers	CMAQ	1,612,968	97,497	0	1,710,465
Highway	2009	Maricopa County	MMA09-607	Bell Rd: Loop 303 (Estrella Fwy) to Loop 101 (Agua Fria Fwy)	Construct ITS Improvements	CMAQ	1,000,000	500,000	0	1,500,000
Highway	2009	Maricopa County	MMA09-725	Bush Hwy: Usery Path Rd to Stewart Mountain Dam Rd	Design and construct bicycle lane	ARRA-TEA	750,000	367,817	0	1,117,817
Highway	2009	Maricopa County	MMA09-940	El Mirage Rd: Deer Valley Drive to L303	Construct roadway widening	RARF	0	3,483,459	8,128,069	11,611,528
Highway	2009	Maricopa County	MMA08-716	Gavilan Peak Pkwy: North Valley Pkwy to Joy Ranch Rd	Construct new 2 lane roadway	Local	0	11,300,000	0	11,300,000
Highway	2009	Maricopa County	MMA09-810	Glendale, Peoria and Scottsdale City Limits	Establish REACT arterial incident response teams in Glendale, Peoria and Scottsdale	CMAQ	852,479	386,380	0	1,238,859
Highway	2009	Maricopa County	MMA09-901	Low Volume Road Project	Pave Dirt Roads	Local	0	4,075,000	0	4,075,000
Highway	2009	Maricopa County	MMA03-912	MC-85: Cotton Ln to Estrella Pkwy	Widen roadway from 2 to 4 lanes	Local	0	10,460,000	0	10,460,000
Highway	2009	Maricopa County	MMA210-07ACX	Power Rd: Baseline Rd to East Maricopa Floodway	Construct roadway widening	RARF	0	1,046,000	2,441,000	3,487,000
Highway	2009	Maricopa County	MMA06-215	Queen Creek Rd: Arizona Ave to McQueen Rd	Widen roadway from 2 to 4 lanes	Local	0	2,525,000	0	2,525,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2009	Maricopa County	MMA09-717	Riggs Rd: Gilbert Rd to Val Vista Dr	Widen roadway from 2 to 6 lanes	Local	0	6,710,000	0	6,710,000
Highway	2009	Maricopa County	MMA09-610	Rio Verde Dr: Forest Rd to 136th St alignment	Pave shoulders to include a bicycle lane	CMAQ	1,440,000	0	0	1,440,000
Highway	2009	Maricopa County	MMA09-801	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA	6,469,193	8,938	0	6,478,131
Highway	2009	Mesa	MES09-806	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	ARRA-TEA	1,416,754	0	0	1,416,754
Highway	2009	Mesa	MES08-807	ITS Signal Conversions - Phase 3 (Mesa Dr. & Main St.)	Expand fiber-optic network and link 11 traffic signals to the Mesa TMC	CMAQ	2,220,000	0	0	2,220,000
Highway	2009	Mesa	MES04-125C	Superstition Springs Mall Area	Install real-time adaptive signal system	CMAQ	1,370,000	0	0	1,370,000
Highway	2009	Mesa	MES09-804	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	2,333,311	0	0	2,333,311
Highway	2009	Mesa	MES09-803	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	2,559,279	0	0	2,559,279
Highway	2009	Mesa	MES09-805	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	3,310,569	0	0	3,310,569
Highway	2009	Peoria	PEO09-716	83rd Ave at Deer Valley Rd	Widen intersection for right and left turn lanes	Local	0	2,100,000	0	2,100,000
Highway	2009	Peoria	PEO09-717	83rd Ave: Hatfield to Happy Valley	Widen roadway to add 1 through lane in each direction	Local	0	3,000,000	0	3,000,000
Highway	2009	Peoria	PEO08-707	83rd Ave:William to Calle Lejos	Widen roadway to add 1 through lane in each direction	Local	0	6,100,000	0	6,100,000
Highway	2009	Peoria	PEO08-602	84th Ave: Peoria Ave to Monroe St	Design and construct at-grade pedestrian improvements	CMAQ	3,609,240	0	0	3,609,240
Highway	2009	Peoria	PEO06-202C	91st Ave at Olive Ave	Construct intersection project	CMAQ	3,285,000	0	0	3,285,000
Highway	2009	Peoria	PEO100-07AC1	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct Beardsley Road extension and bridge over New River	ARRA; RARF	7,865,972	404,762	0	8,270,734
Highway	2009	Peoria	PEO08-801	Deer Valley Rd: 83rd Ave to 91st Ave	Construct drainage improvements and add 2 through lanes	Local	0	3,500,000	0	3,500,000
Highway	2009	Peoria	PEO09-909	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advanced Acquire right of way for roadway widening	Local	0	6,304,000	0	6,304,000
Highway	2009	Peoria	PEO09-910	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance construct roadway between Lake Pleasant Parkway and 83rd Avenue for reimbursement in 2023.	Local	0	6,790,000	0	6,790,000
Highway	2009	Phoenix	PHX09-806	11 Locations Citywide	Design & Costruct Bridge Deck Rehabilitations	ARRA	2,250,000	0	0	2,250,000
Highway	2009	Phoenix	PHX10-731	43rd Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section	Local	0	4,300,000	0	4,300,000
Highway	2009	Phoenix	PHX09-807	6 Locations Citywide	Design & Costruct Bridge Joint Rehabilitations	ARRA	1,250,000	0	0	1,250,000
Highway	2009	Phoenix	PHX09-726	Cave Creek Rd: Beardsley Rd to Rose Garden Ln	Reconstruct roadway to 94ft section	Local	0	3,375,000	0	3,375,000
Highway	2009	Phoenix	PHX09-808	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	3,000,000	0	0	3,000,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2009	Phoenix	PHX09-809	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	1,500,000	0	0	1,500,000
Highway	2009	Phoenix	PHX09-810	Citywide Corridors	Design &Procure/Install CCTV	ARRA	1,000,000	0	0	1,000,000
Highway	2009	Phoenix	PHX09-906	Dove Valley Rd & I-17 TI	Construction	Local	0	30,000,000	0	30,000,000
Highway	2009	Phoenix	PHX04-024	McDowell Rd: 83rd Ave to 75th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	Local	0	5,700,000	0	5,700,000
Highway	2009	Phoenix	PHX09-825	Southern Ave: 27th Ave to 19th Ave	Construct 64ft to 74ft section, adding 2 through lanes (variable cross-section)	Local	0	7,771,000	0	7,771,000
Highway	2009	Phoenix	PHX08-615	Van Buren St: 75th Ave to 67th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	Local	0	4,375,000	0	4,375,000
Highway	2009	Phoenix	PHX07-740	Various Locations	Pave dirt roads	CMAQ	4,428,954	828,954	0	5,257,908
Highway	2009	Phoenix	PHX07-741	Various Locations	Pave dirt shoulders	CMAQ	875,000	875,000	0	1,750,000
Highway	2009	Phoenix	PHX09-802	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	7,150,000	0	0	7,150,000
Highway	2009	Phoenix	PHX09-804	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	1,750,000	0	0	1,750,000
Highway	2009	Phoenix	PHX09-801	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	7,136,181	0	0	7,136,181
Highway	2009	Phoenix	PHX09-805	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	1,750,000	0	0	1,750,000
Highway	2009	Phoenix	PHX09-803	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	7,150,000	0	0	7,150,000
Highway	2009	Queen Creek	QNC09-901	Ellisworth Loop Rd: Ocitillo Rd to South of Queen Creek Wash	Construct new 6 lane roadway and Railroad Underpass	Local	0	7,500,000	0	7,500,000
Highway	2009	Queen Creek	QNC07-726	Ocotillo Rd: Ellsworth Rd Bypass to Hawes Rd	Widen roadway	Private	0	1,000,000	0	1,000,000
Highway	2009	Queen Creek	QNC08-803	Queen Creek town center	Construct ITS infrastructure and traffic management system	CMAQ	550,221	917,100	0	1,467,321
Highway	2009	Queen Creek	QNC09-803	Riggs Rd: Ellsworth to Meridian	Environmental Clearance	STP-MAG	2,000,000	120,895	0	2,120,895
Highway	2009	Scottsdale	SCT09-917	Cactus Rd - Pima Freeway to 96th St	Reconstruct and widen Cactus Road to four lanes	Local	0	11,000,000	0	11,000,000
Highway	2009	Scottsdale	SCT09-918	Center Drive - 74th to Hayden	Construct new four-lane roadway	Local	0	8,800,000	0	8,800,000
Highway	2009	Scottsdale	SCT08-802	Indian Bend Rd: Scottsdale Rd to Hayden Rd	Design and construct landscaped median, turn lanes, bike lanes, curb and gutter, Indian Bend Wash crossing and sidewalk	Local	0	16,200,000	0	16,200,000
Highway	2009	Scottsdale	SCT09-901	Scottsdale Rd and Indian Bend Rd.	Create access enhancement to the McCormick-Stillman Railroad Park by improving the parking area and pedestrian underpass	HPP	1,000,000	704,000	0	1,704,000
Highway	2009	Scottsdale	SCT09-611	Scottsdale Rd: Roosevelt St to Earll Dr	Upgrade sidewalks and add bicycle lanes	CMAQ	7,303,837	441,483	0	7,745,320

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2009	Scottsdale	SCT09-802	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	4,600,000	0	0	4,600,000
Highway	2009	Surprise	SUR09-801	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	2,933,374	0	0	2,933,374
Highway	2009	Surprise	SUR10-614	Greenway Rd: US-60 (Grand Ave) to Cotton Ln	Construct fiber optic interconnection of traffic signals, cameras and VMS	CMAQ	1,000,000	0	0	1,000,000
Highway	2009	Tempe	TMP08-602	College Ave: Superstition Fwy (US 60) to Apache Blvd	Design and construct pedestrian facilities	CMAQ	2,550,000	951,000	0	3,501,000
Highway	2009	Tempe	TMP09-615	Various locations	Reconstruct local and major streets	Local	0	1,792,936	0	1,792,936
Highway	2010	ADOT	DOT10-840	10: Avondale Blvd	TI improvement construction project	RARF	0	0	2,660,000	2,660,000
Highway	2010	ADOT	DOT10-811	10: County Line - Harquahala Valley Rd	Pavement preservation	IM	2,121,750	128,250	0	2,250,000
Highway	2010	ADOT	DOT10-810	10: Hassayampa River Bridges #1645 & 1646	Bridge deck rehabilitation	IM	6,601,000	399,000	0	7,000,000
Highway	2010	ADOT	DOT10-818	101 (Agua Fria & Pima Fwy): I-10 - Tatum Blvd	Design-Build to construct HOV lanes in both directions, north/east and south/west, and continuation of general purpose lane near I-17	ARRA II	139,500,000	0	0	139,500,000
Highway	2010	ADOT	DOT09-905	101L Agua Fria Fwy: I-10 - Van Buren	Utilities and Right-of-way	RARF	0	0	2,625,000	2,625,000
Highway	2010	ADOT	DOT08-839	143 Hohokam: SR143/Sky Harbor Blvd TI	TI Improvements, Adding ramps	RARF	0	0	35,100,000	35,100,000
Highway	2010	ADOT	DOT10-860	17: 19thAve, 15th Ave, 11th Ave, 7th Ave, 7th St and 16th St TI's	Asphalt Roadway Repair	IM	1,555,950	0	94,050	1,650,000
Highway	2010	ADOT	DOT10-854	17: Little Squaw Creek Bridge SB	Bridge replacement	Bridge	4,715,000	285,000	0	5,000,000
Highway	2010	ADOT	DOT09-757	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Construct landscape	RARF	0	0	5,000,000	5,000,000
Highway	2010	ADOT	DOT10-809	17: MP 229 - MP 279.5	Sign replacement	IM	1,414,500	85,500	0	1,500,000
Highway	2010	ADOT	DOT10-817	202 (Santan Fwy): I-10 - Gilbert Rd	Design-Build to construct HOV and Ramps in both east and west directions	ARRA II	135,700,000	0	0	135,700,000
Highway	2010	ADOT	DOT09-6C10	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	R/W Acquisition	RARF	0	0	20,000,000	20,000,000
Highway	2010	ADOT	DOT10-6C38RW	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2010)	RARF	0	0	80,000,000	80,000,000
Highway	2010	ADOT	DOT10-845	303L: Camelback Rd - Glendale Ave	Design roadway	RARF	0	0	5,300,000	5,300,000
Highway	2010	ADOT	DOT10-846	303L: Glendale Ave - Peoria Ave	Design roadway	RARF	0	0	9,300,000	9,300,000
Highway	2010	ADOT	DOT10-847	303L: Peoria Ave - Waddell Rd	Design roadway	RARF	0	0	6,500,000	6,500,000
Highway	2010	ADOT	DOT10-844	303L: Thomas Rd - Camelback Rd	Design roadway	RARF	0	0	7,000,000	7,000,000
Highway	2010	ADOT	DOT10-848	303L: Waddell Rd - Mountain View Rd	Design roadway	RARF	0	0	9,500,000	9,500,000
Highway	2010	ADOT	DOT10-804	60 (Grand Ave): Wickenburg - San Domingo Wash	Pavement Preservation	NH	5,469,400	330,600	0	5,800,000
Highway	2010	ADOT	DOT10-851	60: San Domingo - Wittmann	Pavement Preservation	ARRA	9,000,000	0	0	9,000,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2010	ADOT	DOT10-819	60: SR101L, Agua Fria - McDowell Rd, Phase 1	R/W Acquisition	RARF	0	0	8,400,000	8,400,000
Highway	2010	ADOT	DOT10-6C32	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 13-15	Construct eastbound passing lanes	ARRA	3,200,000	0	0	3,200,000
Highway	2010	ADOT	DOT10-807	8: Big Horn to Freeman Rd	Pavement Preservation	IM	1,697,400	102,600	0	1,800,000
Highway	2010	ADOT	DOT10-808	8: Gila Bend - MP 121	Pavement preservation	IM	7,150,769	432,231	0	7,583,000
Highway	2010	ADOT	DOT10-805	8: MP 121 - Big Horn	Pavement Preservation	IM	16,031,000	969,000	0	17,000,000
Highway	2010	ADOT	DOT10-850	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Ellsworth Rd	Design	State	0	12,000,000	0	12,000,000
Highway	2010	ADOT	DOT10-855	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	HPAN Interest Repayment - City of Mesa	RARF	0	0	4,000,000	4,000,000
Highway	2010	ADOT	DOT10-965	85: I-8 TI, Phase 1	Utilities Construction	State	0	1,400,000	0	1,400,000
Highway	2010	ADOT	DOT10-966	85: I-8 TI, Phase 1	Right of Way	State	0	2,000,000	0	2,000,000
Highway	2010	ADOT	DOT10-967	85: I-8 TI, Phase 1	Construct TI	HSIP	23,575,000	1,425,000	0	25,000,000
Highway	2010	ADOT	DOT08-828	87 MP 211.8 - MP 213.0	Create erosion control construction project to protect roadway slopes.	ARRA	2,000,000	0	0	2,000,000
Highway	2010	ADOT	DOT10-806	87: Chandler - Mesa City Line	Pavement Preservation	STP	1,415,000	86,000	0	1,501,000
Highway	2010	ADOT	DOT10-828	87: New Four Peaks to Dos S Ranch Rd	Construct roadway improvements	ARRA/STP-TEA	21,162,196	162,196	0	21,324,392
Highway	2010	ADOT	DOT06-254	88: Fish Creek Hill	Construct retaining walls	STP-AZ	1,414,500	85,500	0	1,500,000
Highway	2010	ADOT	DOT10-6C42	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	RARF	0	0	13,000,000	13,000,000
Highway	2010	ADOT	DOT10-825	MAG regionwide	Improve traffic interchanges	State	0	3,000,000	0	3,000,000
Highway	2010	ADOT	DOT10-853	MAG regionwide	Breakaway Cable Terminal Replacement	STP-AZ	1,886,000	114,000	0	2,000,000
Highway	2010	ADOT	DOT10-900	MAG Regionwide	MAG Proposition 400 Noise Mitigation Project	RARF	0	0	26,000,000	26,000,000
Highway	2010	ADOT	DOT10-771	MAG regionwide	Rehabilitate FMS facilities	CMAQ	2,500,000	1,100,000	0	3,600,000
Highway	2010	ADOT	DOT10-6C47	MAG regionwide	Risk management indemnification	RARF	0	0	2,500,000	2,500,000
Highway	2010	ADOT	DOT10-6C45	MAG regionwide	Right of way plans and titles	RARF	0	0	2,500,000	2,500,000
Highway	2010	ADOT	DOT10-6C44	MAG regionwide	Management Consultant, 30% plans design	RARF	0	0	19,200,000	19,200,000
Highway	2010	ADOT	DOT10-6C43	MAG regionwide	Preliminary engineering (ADOT staff)	RARF	0	0	1,700,000	1,700,000
Highway	2010	ADOT	DOT10-6C41	MAG regionwide	Design change orders	RARF	0	0	6,500,000	6,500,000
Highway	2010	ADOT	DOT10-6C40	MAG regionwide	Advance acquire right of way	RARF	0	0	5,000,000	5,000,000
Highway	2010	Buckeye	BKY09-801T	I-10/Jackrabbit Trail	Acquire right of way regional park-and-ride lot.	RARF	0	0	1,583,463	1,583,463

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2010	Chandler	CHN10-004CZ	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Construct roadway widening	RARF	0	2,678,604	2,703,207	5,381,811
Highway	2010	Fountain Hills	FTH10-002DZ	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	RARF	0	359,455	838,611	1,198,066
Highway	2010	Fountain Hills	FTH10-909	Shea Blvd: Technology Dr. to Cereus Wash	Construction of roadway improvement	RARF	0	1,966,759	4,589,105	6,555,864
Highway	2010	Gilbert	GLB11-801	Chandler Heights Rd: Greenfield Rd to Higley Rd	Add 1 lane in each direction	Private	0	3,000,000	0	3,000,000
Highway	2010	Gilbert	GLB11-803	Germann Rd: Val Vista Dr to Greenfield Rd	Add 2 lanes in each direction	Private	0	3,500,000	0	3,500,000
Highway	2010	Gilbert	GIL10-907	Greenfield Rd: Ocotillo Rd to Chandler Hts Rd	Add 1 lane in each direction	Private	0	4,000,000	0	4,000,000
Highway	2010	Gilbert	GLB99-257	Neely St: SPRR to SRP Western Canal	Construct new grade railroad crossing	Local	0	3,000,000	0	3,000,000
Highway	2010	Gilbert	GLB10-727	Recker Rd: Williams Field Rd to Ray Rd	Add 1 lane in each direction	Private	0	3,000,000	0	3,000,000
Highway	2010	Gilbert	GLB09-722	Recker Rd: Williams Field to Pecos Rd	Add 1 lane in each direction	Private	0	2,000,000	0	2,000,000
Highway	2010	Gilbert	GLB09-723	Riggs Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	Private	0	4,500,000	0	4,500,000
Highway	2010	Gilbert	GLB08-713	Val Vista Dr: Germann Rd to Queen Creek Rd	Add 2 lanes in each direction	Private	0	3,000,000	0	3,000,000
Highway	2010	Gilbert	GLB08-715	Williams Field Rd: Gilbert Rd to SRP Canal	Add 2 lanes in each direction	Private	0	3,000,000	0	3,000,000
Highway	2010	Gilbert	GLB10-728	Williams Field Rd: Recker Rd to Power Rd	Add 1 lane in each direction	Private	0	4,000,000	0	4,000,000
Highway	2010	Glendale	GLN08-802	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	STP-TEA	500,000	837,825	0	1,337,825
Highway	2010	MAG	MAG10-621	Regionwide	Purchase PM-10 certified street sweepers	CMAQ	1,310,000	79,183	0	1,389,183
Highway	2010	MAG	MAG10-623	Regionwide	Transportation planning and air quality studies and support	STP-MAG	3,900,000	240,000	0	4,140,000
Highway	2010	Maricopa County	MMA10-815	99th Ave: Olive Ave to Bell Rd	Install conduit and fiber-optic cable to connect existing and planned ITS field devices	CMAQ	492,962	657,038	0	1,150,000
Highway	2010	Maricopa County	MMA10-903	Low Volume Road Project	Pave Dirt Roads	Local	0	5,080,000	0	5,080,000
Highway	2010	Maricopa County	MMA10-611	MCDOT Traffic Management Center	Design and construct TMC upgrade	CMAQ	735,000	362,500	0	1,097,500
Highway	2010	Mesa	MES485-07AC	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance construct roadway widening	Local	0	8,191,000	0	8,191,000
Highway	2010	Peoria	PEO08-708	83rd Ave: Mountain View Rd to Peoria Ave (Grand Ave: Cotton Crossing)	Realign and widen roadway, adding two through lanes	Local	0	13,000,000	0	13,000,000
Highway	2010	Peoria	PEO10-004CZ	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Construct roadway widening	RARF	0	15,663,288	2,483,428	18,146,716
Highway	2010	Peoria	PEO10-807	Lake Pleasant Parkway: Dynamite to CAP	Pre-Design New Four Lane Arterial Roadway	STP-MAG	945,000	405,000	0	1,350,000
Highway	2010	Phoenix	PHX07-316	7th St at McDowell Rd	Widen intersection	ARRA; CMAQ	2,256,000	0	0	2,256,000
Highway	2010	Scottsdale	SCT09-613	Thomas Rd: 64th St to Granite Reef Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase I)	Local	0	4,613,900	0	4,613,900

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2010	Surprise	SUR11-715	Peoria Ave: Cotton Lane to Litchfield and Litchfield Road from Peoria to Greenway	Design and construct fibre optic cable interconnection of existing and future ITS facilities	CMAQ	700,000	1,000,000	0	1,700,000
Highway	2010	Tempe	TMP10-628	Various locations	Renovate major streets	Local	0	2,000,000	0	2,000,000
Highway	2010	Tempe	TMP10-624	Various locations	Reconstruct local and major streets	Local	0	1,946,708	0	1,946,708
Highway	2010	Tempe	TMP10-625	Various locations	Renovate local streets	Local	0	1,125,000	0	1,125,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2008	Avondale	AVN08-802T	Regionwide	Operating: Operating Assistance	5307	869,823	869,823	0	1,739,646
Transit	2008	Chandler	CHN08-803T	Chandler Mall Loop 101/Warner	Construct regional transit center (4-bay) Chandler Mall	PTF	0	0	1,154,649	1,154,649
Transit	2008	Mesa	MES08-802T	Main St corridor	Bus Rapid Transit right of way improvements - phase I (Main Street BRT)	PTF	0	0	7,477,289	7,477,289
Transit	2008	Phoenix	PHX08-609T	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	5307	1,580,000	0	395,000	1,975,000
Transit	2008	Phoenix	PHX08-820T	Regionwide	Purchase bus: standard 40 foot - 38 replace	CMAQ-Flex	14,506,633	0	2,626,921	17,133,554
Transit	2008	Phoenix	PHX08-822T	Regionwide	Mid-life Engine Replacement/Upgrade	5307	1,840,000	460,000	0	2,300,000
Transit	2008	Tempe	TMP08-809T	East Valley	Repayment construct operating facility	5309	1,312,000	0	328,000	1,640,000
Transit	2008	Valley Metro	VMT08-823T	Regionwide	Purchase bus: standard - 5 replace	STP-Flex	2,063,991	0	372,088	2,436,079
Transit	2008	Valley Metro	VMT08-639T	Regionwide	Advance purchase bus: standard - 8 expand (Gilbert, Power) for repayment in 2009	PTF	0	0	3,709,704	3,709,704
Transit	2008	Valley Metro	VMT08-635T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	821,600	0	205,400	1,027,000
Transit	2008	Valley Metro Rail	VMR08-804T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Preliminary Engineering/FEIS	Local	0	5,500,000	0	5,500,000
Transit	2008	Valley Metro Rail	VMR10-609T	Regionwide	Fixed guideway corridor - CPEV LRT - Equipment/Materials	Local	0	6,216,767	0	6,216,767
Transit	2008	Valley Metro Rail	VMR10-606T	Regionwide	Fixed guideway corridor - CPEV LRT - Construction Management	Local	0	16,694,324	0	16,694,324
Transit	2008	Valley Metro Rail	VMR10-608T	Regionwide	Fixed guideway corridor - CPEV LRT - Contingencies	Local	0	1,346,000	0	1,346,000
Transit	2008	Valley Metro Rail	VMR10-611T	Regionwide	Fixed guideway corridor - CPEV LRT - Final Engineering	Local	0	5,127,005	0	5,127,005
Transit	2008	Valley Metro Rail	VMR10-613T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Management	Local	0	8,434,671	0	8,434,671
Transit	2008	Valley Metro Rail	VMR10-615T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Reserve	Local	0	1,346,000	0	1,346,000
Transit	2008	Valley Metro Rail	VMR10-619T	Regionwide	Fixed guideway corridor - CPEV LRT - Rail Cars - LRT	Local	0	75,192,000	0	75,192,000
Transit	2008	Valley Metro Rail	VMR10-625T	Regionwide	Fixed guideway corridor - CPEV LRT - Testing and Start-Up costs	Local	0	11,000,000	0	11,000,000
Transit	2008	Valley Metro Rail	VMR10-604T	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	0	108,323,233	0	108,323,233
Transit	2008	Valley Metro Rail	VMR10-623T	Regionwide	Fixed guideway corridor - CPEV LRT - Systems	Local	0	33,503,000	0	33,503,000
Transit	2008	Valley Metro Rail	VMR10-621T	Regionwide	Fixed guideway corridor - CPEV LRT - Right-of-Way Acquisition	Local	0	2,000,000	0	2,000,000
Transit	2008	Valley Metro Rail	VMR08-808T	Regionwide	Reimbursement for construction activities for the Central Phoenix/East Valley (METRO) light rail transit project	CMAQ	5,618,000	0	0	5,618,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2008	Valley Metro Rail	VMR08-801T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Finance Cost	Local	0	23,659,000	0	23,659,000
Transit	2009	ADOT	DOT09-602T	MAG regionwide	Elderly and handicapped vehicles	5310	1,000,000	250,000	0	1,250,000
Transit	2009	Avondale	AVN09-801T	Regionwide	Operating:Operating Assistance	5307-AVN UZA	1,004,572	1,004,572	0	2,009,144
Transit	2009	Chandler	CHN08-802T	Arizona Ave/Germann	Constuct regional park-and-ride (Loop 202/Arizona Ave.)	CMAQ	1,086,000	0	2,731,833	3,817,833
Transit	2009	Goodyear	GDY05-202T	I-10 and Dysart Road	Park and Ride Land Acquisition	ARRA; STP-Flex	1,761,894	85,209	0	1,847,103
Transit	2009	Phoenix	PHX09-807T	19th Ave/Montebello	Reimburse 19th Ave/Montebello Transit Center Construction	5309	1,468,489	367,122	0	1,835,611
Transit	2009	Phoenix	PHX08-704T	27th Ave and Baseline Rd	Construct regional park-and-ride (27th Avenue/Baseline)	ARRA	1,100,000	0	0	1,100,000
Transit	2009	Phoenix	PHX10-818T	Central Ave/Van Buren	Pre-design and construct rehabilitation regional transit center (Central Station)	ARRA	5,000,000	0	0	5,000,000
Transit	2009	Phoenix	PHX09-840T	Citywide	Bus Stop Improvements	ARRA	4,321,217	0	0	4,321,217
Transit	2009	Phoenix	PHX09-804T	Citywide	Install bus stop improvements	5307	841,316	210,329	0	1,051,645
Transit	2009	Phoenix	PHX08-705T	Happy Valley Rd and I-17	Construct regional park-and-ride (Happy Valley/I-17)	ARRA	5,500,000	0	0	5,500,000
Transit	2009	Phoenix	PHX09-838T	Pecos Rd/40th Street	Park and Ride Expansion	ARRA	3,000,000	0	0	3,000,000
Transit	2009	Phoenix	PHX08-821T	Regionwide	Repayment of West operating facility	5307	12,666,633	3,166,658	0	15,833,291
Transit	2009	Phoenix	PHX09-836T	Regionwide	Purchase bus: standard 40 foot - 29 replace	CMAQ-Flex	11,406,416	0	2,061,445	13,467,861
Transit	2009	Phoenix	PHX09-834T	Regionwide	Design and construct upgrades - south	5307	9,033,049	2,258,262	0	11,291,311
Transit	2009	Phoenix	PHX08-809T	Regionwide	Purchase bus: standard 40 foot - 4 replace	STP-Flex	1,640,820	0	99,180	1,740,000
Transit	2009	Phoenix	PHX09-833T	Regionwide	Design and construct upgrades - north	5307	2,373,367	593,342	0	2,966,709
Transit	2009	Phoenix	PHX08-606T	Regionwide	Associated capital maintenance	5307	6,471,232	1,617,808	0	8,089,040
Transit	2009	Phoenix	PHX08-819T	Regionwide	Purchase bus: standard 40 foot - 6 replace	5307	2,365,500	0	484,500	2,850,000
Transit	2009	Phoenix	PHX09-808T	Regionwide	Purchase bus: standard - 5 expand (Papago)	5309	1,798,707	0	368,410	2,167,117
Transit	2009	Phoenix	PHX09-611T	Regionwide	Preventive Maintenance	ARRA;5307	10,651,196	1,312,799	0	11,963,995
Transit	2009	Phoenix	PHX08-607T	Regionwide	Design and construct upgrades - north and south	5307	3,804,000	951,000	0	4,755,000
Transit	2009	Phoenix	PHX09-613T	Regionwide	Purchase bus: < 30 foot - 41 replace (dial-a-ride)	5307	2,754,905	0	688,726	3,443,631
Transit	2009	Phoenix	PHX09-614T	Regionwide	Purchase bus: standard 40 foot - 3 replace	5307	1,265,264	0	259,150	1,524,414

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2009	Phoenix	PHX09-802T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design and Engineering for Stage 1	Local	0	5,920,000	0	5,920,000
Transit	2009	Phoenix	PHX09-803T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design of Train System	Local	0	9,860,000	0	9,860,000
Transit	2009	Phoenix	PHX09-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	Local	0	23,660,000	0	23,660,000
Transit	2009	Scottsdale	SCT08-801T	Loop 101/Scottsdale Rd	Acquire right of way regional park-and-ride (Loop 101/Scottsdale)	5309-FGM	1,229,874	307,468	0	1,537,342
Transit	2009	Scottsdale	SCT09-803T	Loop 101/Scottsdale Rd	Construct regional park-and-ride (Loop 101/Scottsdale)	ARRA	5,000,000	0	0	5,000,000
Transit	2009	Tempe	TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/Upgrade	ARRA	6,500,000	0	0	6,500,000
Transit	2009	Valley Metro	VMT11-707T	Arizona Avenue Corridor	Bus Rapid Transit/Arizona Ave BRT construct busway improvements and stations	ARRA	9,000,000	0	0	9,000,000
Transit	2009	Valley Metro	VMT09-803T	Main St corridor	Bus Rapid Transit right of way improvements - phase II (Main Street BRT)	PTF	0	0	7,707,607	7,707,607
Transit	2009	Valley Metro	VMT09-810T	Mesa	Repayment of purchase bus: articulated - 6 expand (Main Street BRT)	5309	3,490,000	0	1,024,761	4,514,761
Transit	2009	Valley Metro	VMT08-634T	Regionwide	Associated capital maintenance	5307	967,373	0	241,843	1,209,216
Transit	2009	Valley Metro	VMT08-716T	Regionwide	Install bus stop passenger improvements - 110 sites	PTF	0	0	1,168,276	1,168,276
Transit	2009	Valley Metro	VMT09-648T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	873,506	0	218,377	1,091,883
Transit	2009	Valley Metro	VMT08-717T	Regionwide	Install bus stop pull-outs - 10 sites	PTF	0	0	1,103,275	1,103,275
Transit	2009	Valley Metro	VMT08-638T	Regionwide	Purchase vanpools: 45 replace	STP-Flex	1,327,284	0	0	1,327,284
Transit	2009	Valley Metro	VMT08-637T	Regionwide	Purchase bus: standard 40 foot - 7 replace	5307	2,924,487	0	598,991	3,523,478
Transit	2009	Valley Metro	VMT09-654T	Regionwide	Purchase vanpools: 45 replace	STP-Flex	1,475,190	0	0	1,475,190
Transit	2009	Valley Metro	VMT09-649T	Regionwide	Purchase bus: standard - 9 expand (Arizona Ave BRT)	5307	3,996,450	0	818,550	4,815,000
Transit	2009	Valley Metro Rail	VMR09-827T	I-10/79th Avenue to Loop101/Glendale Avenue	Request for a Phase I Alternatives Analysis for LRT along I-10 and Loop 101	CMAQ	1,000,000	0	0	1,000,000
Transit	2009	Valley Metro Rail	VMR09-805T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Design & Environmental	Local	0	15,702,268	0	15,702,268
Transit	2009	Valley Metro Rail	VMR09-811T	Regionwide	Fixed guideway corridor - CPEV LRT - Final Engineering	Local	0	1,000,000	0	1,000,000
Transit	2009	Valley Metro Rail	VMR09-812T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Finance Cost	Local	0	26,250,000	0	26,250,000
Transit	2009	Valley Metro Rail	VMR09-818T	Regionwide	Fixed guideway corridor - CPEV LRT - Testing and Start-Up costs	Local	0	7,540,000	0	7,540,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2009	Valley Metro Rail	VMR09-817T	Regionwide	Fixed guideway corridor - CPEV LRT - Systems	Local	0	17,917,000	0	17,917,000
Transit	2009	Valley Metro Rail	VMR09-813T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Management	Local	0	6,500,000	0	6,500,000
Transit	2009	Valley Metro Rail	VMR09-810T	Regionwide	Fixed guideway corridor - CPEV LRT - Equipment/Materials	Local	0	2,500,000	0	2,500,000
Transit	2009	Valley Metro Rail	VMR09-809T	Regionwide	Fixed guideway corridor - CPEV LRT - Contingencies	Local	0	12,384,000	0	12,384,000
Transit	2009	Valley Metro Rail	VMR09-807T	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	0	11,414,000	0	11,414,000
Transit	2009	Valley Metro Rail	VMR09-814T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Reserve	Local	0	12,384,000	0	12,384,000
Transit	2009	Valley Metro Rail	VMR09-808T	Regionwide	Fixed guideway corridor - CPEV LRT - Construction Management	Local	0	5,000,000	0	5,000,000
Transit	2010	ADOT	DOT10-603T	MAG regionwide	Elderly and handicapped vehicles	5310	1,030,000	257,500	0	1,287,500
Transit	2010	Avondale	AVN10-901T	Regionwide	Operating:Operating Assistance	5307-AVN UZA	1,049,778	1,049,778	0	2,099,556
Transit	2010	Goodyear	GDY06-204T	I-10 at Litchfield Rd	Construct regional park-and-ride (I-10/Litchfield)	ARRA; STP-Flex	4,070,849	122,986	0	4,193,835
Transit	2010	Mesa	MES10-805TB	Gilbert/McDowell	Construct regional park-and-ride	5309-FGM	949,748	108,000	0	1,057,748
Transit	2010	Mesa	MES10-805TA	Gilbert/McDowell	Construct regional park-and-ride	5309-FGM	1,502,751	246,250	0	1,749,001
Transit	2010	Mesa	MES08-801T	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	ARRA-Transit/ 5309-FGM	1,543,550	256,450	0	1,800,000
Transit	2010	Mesa	MES10-809T	US60/Country Club	Construct regional park-and-ride (US60/Country Club)	ARRA-Transit	3,228,750	0	0	3,228,750
Transit	2010	Mesa	MES10-802T	US60/Country Club	Park-and-Ride land acquisition	ARRA-Transit	3,238,250	0	0	3,238,250
Transit	2010	Phoenix	VMT10-902TB	Regionwide	Purchase 700 mhz radio system replacment (Phase II)	5307	1,028,368	0	257,092	1,285,460
Transit	2010	Phoenix	VMT10-903T	Regionwide	Purchase 700 mhz radio system replacment (Phase III)	5307	6,800,000	0	1,700,000	8,500,000
Transit	2010	Phoenix	VMT10-902TA	Regionwide	Purchase 700 mhz radio system replacment (Phase II)	5307	4,571,632	0	1,142,908	5,714,540
Transit	2010	Phoenix	PHX10-842T	Regionwide	Design and construct upgrades - south	5307	6,250,210	1,562,553	0	7,812,763
Transit	2010	Phoenix	PHX10-841T	Regionwide	Purchase bus: standard 40 foot - 15 replace	CMAQ-Flex	6,250,210	0	924,905	7,175,115
Transit	2010	Phoenix	PHX10-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	Local	0	97,450,000	0	97,450,000

Status: Completed/Underway

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2010	Phoenix	PHX10-802T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design and Engineering for Stage 1	Local	0	24,360,000	0	24,360,000
Transit	2010	Phoenix	PHX10-803T	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	Local	0	40,610,000	0	40,610,000
Transit	2010	Valley Metro	VMT10-901TA	Regionwide	Purchase 700 mhz radio system replacment (Phase I)	5307	2,800,000	0	700,000	3,500,000
Transit	2010	Valley Metro	VMT10-659T	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	5307	822,442	0	205,610	1,028,052
Transit	2010	Valley Metro	VMT11-901T	Regionwide	Purchase bus: standard - 2 expand (Grand Avenue LTD)	5307	1,211,528	0	248,144	1,459,672
Transit	2010	Valley Metro	VMP10-605T	Regionwide	Purchase bus: Articulated - 17 replace	5307	14,110,000	0	1,870,316	15,980,316
Transit	2010	Valley Metro Rail	VMR10-904T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	Local	0	50,568,813	0	50,568,813
Transit	2010	Valley Metro Rail	VMR10-628TR	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	Local	0	4,761,612	0	4,761,612
Transit	2010	Valley Metro Rail	VMR10-822T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Finance Cost	Local	0	23,319,000	0	23,319,000

Status: Advanced

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2011	Maricopa County	MMA09-812	Williams Field Rd: Gilbert Rd to Eastern Canal	Widen roadway from 2 to 4 lanes	Local	0	7,190,000	0	7,190,000

Status: Deferred

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2011	ADOT	DOT08-817	10: TI at Desert Creek/323rd Avenue/Mp 105.5	Design traffic interchange	Private	0	1,900,000	0	1,900,000
Highway	2011	ADOT	DOT09-699	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	RARF	0	0	5,000,000	5,000,000
Highway	2011	ADOT	DOT10-6C28	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	RARF	0	0	5,000,000	5,000,000
Highway	2011	ADOT	DOT08-6C39	17: Bethany Home Rd to Northern Ave (Alhambra District)	Design and initial construction of a pedestrian walkway along frontage roads	CMAQ	1,606,500	688,500	0	2,295,000
Highway	2011	ADOT	DOT09-6C07	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Construct FMS	CMAQ	5,658,000	123,000	342,000	6,123,000
Highway	2011	ADOT	DOT10-6C29	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd	Widen roadway	RARF	0	0	29,700,000	29,700,000
Highway	2011	ADOT	DOT09-903	I-10:395th Ave	Design Traffic Interchange	Private	0	1,820,000	0	1,820,000
Highway	2011	Chandler	CHN07-601	Commonwealth Ave: Hamilton St to Ithica	Pave dirt road	CMAQ	325,000	1,075,000	0	1,400,000
Highway	2011	El Mirage	ELM09-802	125th Ave and 127th Ave: Varney Rd to Peoria Ave	Pave unpaved roads	CMAQ	381,031	1,102,252	0	1,483,283
Highway	2011	El Mirage	ELM13-903	Dysart Ranchettes area: Varney Rd, Peoria Ave, Dysart Rd, El Mirage	Paving dirt roads	CMAQ	1,250,000	1,750,000	0	3,000,000
Highway	2011	Fort McDowell Yavapai Nation	FTM13-901	Various Locations on Fort McDowell Yavapai Nation	Paving dirt roads	CMAQ	700,000	1,650,000	0	2,350,000
Highway	2011	Goodyear	GDY07-304C	Yuma Rd at Bullard Wash	Construct bridge and approaches	Local	0	5,700,000	0	5,700,000
Highway	2011	Maricopa County	MMA09-608	MC-85: 107th Ave to 91st Ave	Widen roadway from 4 to 6 lanes, plus a raised median	Local	0	14,519,000	0	14,519,000
Highway	2011	Maricopa County	MMA10-004RWZ	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening	STP-MAG	1,443,697	618,727	0	2,062,424
Highway	2011	Maricopa County	MMA10-914	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	STP-MAG	1,452,000	622,000	0	2,074,000
Highway	2011	Maricopa County	MMA10-009CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	STP-MAG	10,664,795	4,570,626	0	15,235,421
Highway	2011	Mesa	MES310-11AC	Dobson Rd at University Dr	Advance construct intersection improvement	Local	0	4,250,000	0	4,250,000
Highway	2011	Mesa	MES08-603	Dobson Road Bicycle and Pedestrian Route Improvements (Broadway Road to Main Street)	Construct a bicycle and pedestrian route along Dobson Road. Dobson Road will be upgraded on both side of the street to provide safer pedestrian and bicycle routes.	CMAQ	1,082,739	388,961	0	1,471,700
Highway	2011	Phoenix	PHX09-619	19th Ave at Greenway Rd	Construct multi-use path and bridge (phase 2)	CMAQ	1,010,000	2,174,100	0	3,184,100
Highway	2011	Phoenix	PHX10-914	19th Ave Bridge at CAP	Construction	Local	0	8,300,000	0	8,300,000
Highway	2011	Phoenix	PHX08-613	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	Local	0	4,725,000	0	4,725,000
Highway	2011	Phoenix	PHX09-905	59th Ave: Lower Buckeye Rd - Buckeye	Construction	Local	0	1,000,000	0	1,000,000
Highway	2011	Phoenix	PHX07-705	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Acquire right of way and construct new 4 lane roadway to 64ft section	Local	0	7,414,475	0	7,414,475

Status: Deferred

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2011	Phoenix	PHX100-06D	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design new roadway ramps	STP-MAG	2,529,000	1,316,000	0	3,845,000
Highway	2011	Queen Creek	QNC07-719	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	Private	0	2,000,000	0	2,000,000
Highway	2011	Queen Creek	QNC09-778	Rittenhouse Rd: Queen Creek Wash to Cloud Rd	Widen roadway, adding 2 through lanes and add Bridge	Private	0	4,000,000	0	4,000,000
Highway	2012	ADOT	DOT09-826	10: TI at Desert Creek/323rd Avenue/Mp 105.6	Construct Traffic Interchange	Private	0	18,500,000	0	18,500,000
Highway	2012	ADOT	DOT09-901	I-10:395th Ave	Construct Traffic Interchange	Private	0	18,200,000	0	18,200,000
Highway	2012	ADOT	DOT99-124	PI101L10IRC -- 101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	RARF	0	0	3,634,000	3,634,000
Highway	2012	Avondale	AVN07-621	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 3 lane roadway	Local	0	4,500,000	0	4,500,000
Highway	2012	Buckeye	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	Local	0	2,491,474	0	2,491,474
Highway	2012	Buckeye	BKY04-401B	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	Private	0	1,500,000	0	1,500,000
Highway	2012	Buckeye	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	Local	0	2,852,000	0	2,852,000
Highway	2012	Gilbert	GLB09-718	Greenfield Rd: Germann Rd to Pecos Rd	Add 1 lane in each direction	Private	0	4,000,000	0	4,000,000
Highway	2012	Maricopa County	MMA08-605	MC-85: 91st Ave to 75th Ave	Widen roadway from 4 to 6 lanes, plus a raised median	Local	0	29,848,000	0	29,848,000
Highway	2012	Maricopa County	MMA11-915	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	STP-MAG	1,887,000	809,000	0	2,696,000
Highway	2012	Mesa	MES181-10RW	Southern Ave at Country Club Dr	Acquire right of way for intersection improvement	RARF	0	1,019,000	1,501,000	2,520,000
Highway	2012	Phoenix	PHX10-730	35th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 74ft section	Local	0	7,320,000	0	7,320,000
Highway	2012	Phoenix	PHX08-713	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 64ft section	Local	0	4,750,000	0	4,750,000
Highway	2012	Phoenix	PHX100-07RW	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Acquire right of way for new roadway ramps	STP-MAG	2,426,000	1,342,000	0	3,768,000
Highway	2012	Phoenix	PHX09-728	Lower Buckeye: 43rd Ave to 35th Ave	Reconstruct roadway to 64ft section	Local	0	7,200,000	0	7,200,000
Highway	2012	Phoenix	PHX09-874	McDowell Road & 32nd Street	Intersection Improvement including Streetlights, Busbay & Building Removal	STP-HES	500,000	1,085,125	0	1,585,125
Highway	2012	Queen Creek	QNC08-747	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	New 6 lane road	Private	0	3,000,000	0	3,000,000
Highway	2012	Queen Creek	QNC09-768	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	Private	0	4,000,000	0	4,000,000
Highway	2012	Queen Creek	QNC08-751	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	Private	0	1,000,000	0	1,000,000
Highway	2012	Queen Creek	QNC07-731	Ocotillo Rd: Sossaman Rd to 188th St	Reconstruct roadway	Private	0	1,000,000	0	1,000,000

Status: Deferred

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2012	Queen Creek	QNC08-759	Rittenhouse Rd: 196th to 206rd St	Widen roadway	Local	0	6,000,000	0	6,000,000
Highway	2012	Scottsdale	SCT200-06ARW	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Acquire right of way for roadway widening	RARF	0	1,126,000	2,627,000	3,753,000
Highway	2013	ADOT	DOT09-964	10: Loop 101 (Agua Fria Fwy) to I-17	Utilities Construction	RARF	0	0	13,375,000	13,375,000
Highway	2013	ADOT	DOT06-603	10: Loop 101 (Agua Fria Fwy) to I-17	Design roadway widening	State	0	3,740,000	0	3,740,000
Highway	2013	Buckeye	BKY12-907	Dean Rd: RID Canal to Southern Ave	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	Local	0	11,578,367	0	11,578,367
Highway	2013	Buckeye	BKY10-901	Miller Rd: Maricopa Rd to Narramore Ave	East half street improvements, new pavement, utility relocation as necessary, striping and sidewalks	Local	0	6,228,684	0	6,228,684
Highway	2013	Buckeye	BKY10-902	Miller Rd: Narramore Ave to Hazen Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	Local	0	3,737,210	0	3,737,210
Highway	2013	Chandler	CHN06-213	Chandler Blvd: Colorado St to McQueen Rd	Widen roadway from 4 to 6 lanes, plus turn lanes	Local	0	19,400,000	0	19,400,000
Highway	2013	Chandler	CHN09-703	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 2 through lane in each direction	Local	0	16,575,000	0	16,575,000
Highway	2013	Gilbert	GLB09-727	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	Local	0	1,121,000	0	1,121,000
Highway	2013	Gilbert	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	Local	0	1,609,000	0	1,609,000
Highway	2013	Gilbert	GLB130-09C	Guadalupe Rd at Gilbert Rd	Construct intersection improvements	RARF	0	825,000	1,925,000	2,750,000
Highway	2013	Gilbert	GLB11-804	Queen Creek Rd: Greenfield to Higley	Advanced construct roadway widening	RARF	0	2,028,000	4,730,000	6,758,000
Highway	2013	Maricopa County	MMA10-813	7th St: Carefree Hwy to Desert Hills Dr	Widen roadway from 2 to 4 lanes	Local	0	12,445,000	0	12,445,000
Highway	2013	Maricopa County	MMA09-815	Dobson Road Bridge over the Salt River	Design Bridge	Local	0	1,112,000	0	1,112,000
Highway	2013	Mesa	MES100-06D	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	RARF	0	311,000	726,000	1,037,000
Highway	2013	Mesa	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	Private	0	2,800,000	0	2,800,000
Highway	2013	Mesa	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	Private	0	2,000,000	0	2,000,000
Highway	2013	Mesa	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	Private	0	3,200,000	0	3,200,000
Highway	2013	Mesa	MES08-804	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	Private	0	2,000,000	0	2,000,000
Highway	2013	Mesa	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	Private	0	2,800,000	0	2,800,000
Highway	2013	Mesa	MES08-806	McKellips Rd: Hawes Rd to Ellsworth Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	Private	0	2,000,000	0	2,000,000
Highway	2013	Mesa	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	Private	0	2,000,000	0	2,000,000

Status: Deferred

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2013	Mesa	MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	CMAQ	910,000	3,437,000	0	4,347,000
Highway	2013	Mesa	MES188-11D	Southern Ave at Higley Rd	Pre-design & Design intersection improvements	RARF	0	327,000	763,000	1,090,000
Highway	2013	Phoenix	PHX11-736	75th Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 74ft section	Local	0	5,500,000	0	5,500,000
Highway	2013	Phoenix	PHX10-729	7th Ave: Southern Ave to the Salt River	Reconstruct roadway to 64ft section	Local	0	2,989,200	0	2,989,200
Highway	2013	Phoenix	PHX12-926	Baseline Rd: 59th - 51st Ave	Right-of-Way	Local	0	1,100,000	0	1,100,000
Highway	2013	Phoenix	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct new roadway ramps	STP-MAG	8,605,000	4,746,000	0	13,351,000
Highway	2013	Phoenix	PHX10-735	Lower Buckeye Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section	Local	0	5,200,000	0	5,200,000
Highway	2013	Queen Creek	QNC08-750	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	Private	0	4,000,000	0	4,000,000
Highway	2013	Queen Creek	QNC09-774	Rittenhouse Rd (re-aligned): Sossaman Rd to Hawes Rd	New 4 lane road	Local	0	3,000,000	0	3,000,000
Highway	2014	ADOT	DOT07-637	10: Loop 202 (Santan Fwy) to Riggs Rd	Design freeway widening from 4 lanes to 6, plus HOV lanes	State	0	4,000,000	0	4,000,000
Highway	2014	ADOT	DOT12-835	17: Arizona Canal to Loop 101 (Pima Fwy)	Design general purpose lanes	State	0	2,640,000	0	2,640,000
Highway	2014	ADOT	DOT11-730	202 (Santan Fwy): Dobson Rd to I-10	Design HOV lanes and ramps	RARF	0	0	4,000,000	4,000,000
Highway	2014	ADOT	DOT12-836	60 (Grand Ave): Loop 303 (Estrella Fwy) to 99th Ave	Design traffic interchange	State	0	2,420,000	0	2,420,000
Highway	2014	Avondale	AVN08-802	107th Ave: Broadway Rd to Alta Vista Rd alignment	Add 1 southbound lane	Private	0	1,000,000	0	1,000,000
Highway	2014	Avondale	AVN08-806	Broadway Rd: Dysart Rd to Avondale Blvd	Construct new 4 lane roadway	Private	0	2,500,000	0	2,500,000
Highway	2014	Avondale	AVN08-808	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 northbound lane	Private	0	1,000,000	0	1,000,000
Highway	2014	Avondale	AVN08-809	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Widen roadway from 2 to 4 lanes	Private	0	1,000,000	0	1,000,000
Highway	2014	Fountain Hills	FTH12-002	Fountain Hills Blvd: Glenbrook Blvd to North Town Limit	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	Private	0	5,200,000	0	5,200,000
Highway	2014	Goodyear	GDY10-711	Elliot Rd: 185th Ave to Rainbow Valley Rd	Reconstruct road from 2 to 4 lanes	Local	0	3,750,000	0	3,750,000
Highway	2014	Maricopa County	MMA11-822	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	Local	0	9,631,000	0	9,631,000
Highway	2014	Mesa	MES100-07RW	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right of way for roadway widening	RARF	0	3,453,000	1,075,000	4,528,000
Highway	2014	Mesa	MES188-12RW	Southern Ave at Higley Rd	Acquire right of way for intersection improvement	RARF	0	984,000	2,288,000	3,272,000
Highway	2014	Peoria	PEO10-720	83rd Ave at BNSF RR Crossing	Narrow intersection to remove railroad crossing	Local	0	1,800,000	0	1,800,000
Highway	2015	ADOT	DOT08-668	10: Loop 101 (Agua Fria Fwy) to I-17	Construct roadway widening	STP-AZ	28,000,000	0	25,000,000	53,000,000
Highway	2015	ADOT	DOT09-698	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	NHS	61,295,000	0	3,705,000	65,000,000

Status: Deferred

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2015	Chandler	CHN12-806	Chandler Heights Rd: Arizona Ave to McQueen Rd	Reconstruct roadway to add 1 through lane in each direction	Local	0	13,520,000	0	13,520,000
Highway	2015	Chandler	CHN08-607	Frye Rd: Consolidated Canal to Cooper Rd	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	Local	0	2,962,000	0	2,962,000
Highway	2015	Fountain Hills	FTH12-001	Fountain Hills Blvd: Shea Blvd to El Lago	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	Private	0	6,800,000	0	6,800,000
Highway	2015	Gilbert	GLB03-903	Baseline Rd: Higley Rd to Power Rd	Reconstruct roadway to add 1 through lane in each direction	Private	0	3,500,000	0	3,500,000
Highway	2015	Gilbert	GLB03-904	Elliot Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	Private	0	4,000,000	0	4,000,000
Highway	2015	Gilbert	GLB11-802	Germann Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	Private	0	3,500,000	0	3,500,000
Highway	2015	Gilbert	GLB12-806	Greenfield Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	Private	0	4,000,000	0	4,000,000
Highway	2015	Gilbert	GLB08-710	Higley Rd: Pecos Rd to Queen Creek Rd	Add 2 lanes in each direction	Private	0	3,500,000	0	3,500,000
Highway	2015	Gilbert	GLB05-108	Higley Rd: Warner Rd to Ray Rd	Reconstruct roadway to add 2 through lanes in each direction	Private	0	2,500,000	0	2,500,000
Highway	2015	Gilbert	GLB09-719	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	Private	0	4,000,000	0	4,000,000
Highway	2015	Gilbert	GLB09-720	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	Private	0	2,500,000	0	2,500,000
Highway	2015	Gilbert	GLB12-807	Lindsay Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	Private	0	4,000,000	0	4,000,000
Highway	2015	Gilbert	GLB12-808	Ocotillo Rd: 148th St to Greenfield Rd	Reconstruct roadway to add one lane in each direction	Private	0	3,000,000	0	3,000,000
Highway	2015	Gilbert	GLB04-105	Pecos Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	Private	0	2,000,000	0	2,000,000
Highway	2015	Gilbert	GLB08-712	Ray Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	Private	0	3,000,000	0	3,000,000
Highway	2015	Gilbert	GLB05-111	Ray Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	Private	0	2,000,000	0	2,000,000
Highway	2015	Gilbert	GLB02-808	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	Private	0	4,000,000	0	4,000,000
Highway	2015	Gilbert	GLB10-726	Recker Rd: Ray Rd to Warner Rd	Add 1 lane in each direction	Private	0	3,000,000	0	3,000,000
Highway	2015	Gilbert	GLB12-810	Val Vista Dr: Ocotillo Rd to Chandler Heights Rd	Add 2 lanes in each direction	Private	0	4,500,000	0	4,500,000
Highway	2015	Gilbert	GLB09-724	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	Add 2 lanes in each direction	Private	0	3,000,000	0	3,000,000
Highway	2015	Gilbert	GLB05-113	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	Private	0	1,500,000	0	1,500,000
Highway	2015	Gilbert	GLB08-714	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	Private	0	3,000,000	0	3,000,000
Highway	2015	Gilbert	GLB03-910	Warner Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	Private	0	4,000,000	0	4,000,000
Highway	2015	Goodyear	GDY99-001	Broadway Rd: Estrella Pkwy to Bullard Ave	Pave dirt road, add 2 lanes and bridge	Private	0	1,150,000	0	1,150,000

Status: Deferred

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2015	Goodyear	GDY10-712	Estrella Pkwy: MC-85 to Vineyard Ave	Reconstruct road from 2 to 4 lanes with bridge widening at Gila River	Local	0	34,000,000	0	34,000,000
Highway	2015	Goodyear	GDY07-705	Litchfield Rd at Yuma Rd	Improve intersection including right-turn lanes, dual left-turn lanes and bus bay	Local	0	1,750,000	0	1,750,000
Highway	2015	Goodyear	GDY10-902	Van Buren - Estrella Parkway to 158th Avenue	Street Improvement - Widen south side of Van Buren with second lane. Relocate RID facility	Local	0	1,750,000	0	1,750,000
Highway	2015	Maricopa County	MMA12-821	Gilbert Road Bridge over the Salt River	Construct Bridge	RARF	0	1,922,000	480,000	2,402,000
Highway	2015	Peoria	PEO09-802	El Mirage Rd: Vistancia Blvd to Westland Rd	Construct new 6 lane roadway	Private	0	12,000,000	0	12,000,000
Highway	2015	Peoria	PEO10-803	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	Construct new 4 lane roadway with median (ultimate 6 lane)	Private	0	12,000,000	0	12,000,000
Highway	2015	Phoenix	PHX10-842	McDowell Road & 32nd Street	Intersection Improvement including Streetlights, Busbay & Building Removal	STP-HES	500,000	1,085,125	0	1,585,125
Highway	2015	Tempe	TMP06-246	Balboa Dr at Price Fwy	Construct multi-use path bridge over the Price Fwy	Local	0	2,000,000	0	2,000,000
Highway	2015	Tempe	TMP06-250	Creamery Railroad: Rural Rd to McClintock Dr	Construct multi-use path	Local	0	1,200,000	0	1,200,000

Status: Deferred

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2011	Valley Metro	VMT10-664T	Regionwide	Purchase bus: standard 40 foot - 9 replace	5307	3,573,207	0	731,862	4,305,069
Transit	2012	Valley Metro Rail	VMR10-905T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Non-Prior Rights)	PTF	0	0	9,214,595	9,214,595
Transit	2012	Valley Metro Rail	VMR11-911T	Tempe	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition	5309	1,074,122	0	1,074,122	2,148,243
Transit	2013	Valley Metro	VMT12-821T	Regionwide	Purchase bus: articulated - 14 expand (Scottsdale/Rural BRT)	5309	8,145,852	0	1,668,428	9,814,280
Transit	2013	Valley Metro	VMT10-663T	Regionwide	Purchase bus: standard - 11 expand (Baseline)	5309	2,303,217	0	471,743	2,774,960
Transit	2013	Valley Metro Rail	VMR12-845T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	5309	3,995,445	0	3,995,445	7,990,889
Transit	2015	Mesa	MES10-808T	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main ST/Mesa Dr)	PTF	0	0	1,761,444	1,761,444

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2008	ADOT	DOT08-835	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	State	0	2,441,000	0	2,441,000
Highway	2008	ADOT	DOT08-831	202 (Red Mountain Fwy): Mill Ave & Washington St	Construct bridge widening	RARF	0	0	7,700,000	7,700,000
Highway	2008	ADOT	DOT07-650	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Design roadway widening	RARF	0	0	5,700,000	5,700,000
Highway	2008	Chandler	CHN08-702	Dobson Rd: Chandler Blvd to Frye Rd	Widen roadway to add 1 through lane in each direction	Local	0	1,680,000	0	1,680,000
Highway	2008	Fountain Hills	FTH400-08D	Shea Blvd: Palisades Blvd to Saguaro Blvd	Design roadway widening	RARF	0	347,000	809,000	1,156,000
Highway	2008	Gilbert	GLB08-731C	Germann Rd: 164th Street to Higley Rd.	Construct roadway widening	Private	0	2,500,000	0	2,500,000
Highway	2008	Gilbert	GLB08-732C	Germann Rd: Higley Rd. to Power	Construct roadway widening	Private	0	5,000,000	0	5,000,000
Highway	2008	Glendale	GLN08-602	59th Ave: Bell Rd to Union Hills Dr	Widen roadway to provide additional lanes	Local	0	1,000,000	0	1,000,000
Highway	2008	Goodyear	GDY07-701	Bullard Ave: McDowell Rd to Cambridge Ave	Reconstruct roadway from 2 to 6 lanes with curb, gutter, bike lane and landscaping	Private	0	1,000,000	0	1,000,000
Highway	2008	Goodyear	GDY07-702	Cotton Ln: Van Buren St to McDowell Rd	Widen roadway from 2 to 4 lanes with curb, gutter, and landscaping	Private	0	2,400,000	0	2,400,000
Highway	2008	Goodyear	GDY07-704	Litchfield Rd at Van Buren St	Improve intersection including busbay, right turn lanes and widening of southbound curb lane	Local	0	1,500,000	0	1,500,000
Highway	2008	Goodyear	GDY07-706	McDowell Rd: Bullard Ave to PebbleCreek Pkwy	Construct new 6 lane roadway, curb, gutter, sidewalk, landscaping, streetlights, storm drain and utilities	Private	0	12,000,000	0	12,000,000
Highway	2008	MAG	MAG08-605	Regionwide	Pave dirt roads program	CMAQ	2,000,000	857,000	0	2,857,000
Highway	2008	Maricopa County	MMA08-801	16th St: 3400' S of Carefree Hwy to Carefree Hwy	Construct new 2 lane roadway	Private	0	2,400,000	0	2,400,000
Highway	2008	Maricopa County	MMA08-802	Crozier Rd: Lone Mtn Rd to Dove Valley Rd	Add southbound through lane	Private	0	1,600,000	0	1,600,000
Highway	2008	Maricopa County	MMA110-08P	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	RARF	0	467,000	1,088,000	1,555,000
Highway	2008	Maricopa County	MMA08-803	Ellsworth Rd: Germann Rd to Ray Rd	Widen roadway from 2 to 6 lanes	Local	0	5,000,000	0	5,000,000
Highway	2008	Maricopa County	MMA08-804	Narramore Rd: Tuthill Rd to 0.5 mi E of Tuthill Rd	Add westbound through lane	Private	0	1,000,000	0	1,000,000
Highway	2008	Maricopa County	MMA120-08RW1	Northern Pkwy: Dysart Rd to SR-303	Acquire right-of-way for roadway widening	Local	16,084,000	7,129,000	0	23,213,000
Highway	2008	Maricopa County	MMA120-06D	Northern Pkwy: US-60 (Grand Ave) to SR-303	Pre-design and design of roadway widening	Local	3,582,000	1,535,000	0	5,117,000
Highway	2008	Maricopa County	MMA08-807	Tuthill Rd: 0.5 Mi N of Narramore to Narramore Rd	Add southbound through lane	Private	0	1,000,000	0	1,000,000
Highway	2008	Peoria	PEO200-06AC	Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd	Advance construct roadway widening for reimbursement in 2024	Local	0	15,463,000	0	15,463,000
Highway	2008	Phoenix	PHX210-08ARW1	Sonoran Blvd Central Ave to 32nd St	Acquire right of way for new 6 lane roadway (Phase 1)	Local	0	1,500,000	0	1,500,000

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2008	Phoenix	PHX08-813	Various locations	Retrofit landscape program	Local	0	1,980,000	0	1,980,000
Highway	2008	Phoenix	PHX09-832	Washington St: Land for Light Rail	Acquire right of way	Local	0	1,300,000	0	1,300,000
Highway	2008	Phoenix	PHX08-818	Washington St: Land for Light Rail	Acquire right of way	Local	0	1,500,000	0	1,500,000
Highway	2008	Queen Creek	QNC08-745	Crismon Rd: Comacho Rd to Queen Creek Rd	Widen roadway, adding NB lane	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC07-714	Ellsworth Rd: Ellisworth Loop Rd to Rittenhouse Rd	Widen roadway, adding SB lane	Local	0	1,500,000	0	1,500,000
Highway	2008	Queen Creek	QNC09-767	Ellsworth Rd: Riggs Rd to Hunt Rd	Widen roadway, adding SB lane	Local	0	1,500,000	0	1,500,000
Highway	2008	Queen Creek	QNC07-716	Empire Blvd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC07-720	Hawes Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC08-749	Ocotillo Rd: 220th St to Signal Butte Rd	Widen roadway, adding EB lane	Private	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC08-752	Queen Creek Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	Local	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC08-755	Riggs Rd: Crismon Rd to Ellsworth Rd	Widen roadway, adding WB lane	Local	0	1,500,000	0	1,500,000
Highway	2008	Queen Creek	QNC08-754	Riggs Rd: Crismon Rd to Signal Butte Rd	Widen roadway, adding EB lane	Local	0	1,500,000	0	1,500,000
Highway	2008	Queen Creek	QNC08-756	Riggs Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	Local	0	1,500,000	0	1,500,000
Highway	2008	Queen Creek	QNC08-760	Rittenhouse Rd: Hawes Rd to 196th St	Widen roadway, adding EB lane	Local	0	1,000,000	0	1,000,000
Highway	2008	Queen Creek	QNC08-761	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Germann Rd	Widen roadway, adding SB lane	Local	0	1,500,000	0	1,500,000
Highway	2008	Queen Creek	QNC07-739	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding SB lane	Private	0	1,000,000	0	1,000,000
Highway	2008	Scottsdale	SCT03-007	Pinnacle Peak Rd: Miller Rd to Pima Rd	Reconstruct roadway to add 1 through lane in each direction	Local	0	10,200,000	0	10,200,000
Highway	2008	Tempe	TMP07-303	College Ave: Alameda Dr to Superstition Fwy	Improve pedestrian facilities (phase 1 of 2)	CMAQ	800,000	201,000	0	1,001,000
Highway	2009	ADOT	DOT10-826	202 (Red Mountain Fwy): 48th St. - Rural Rd, EB	Design roadway widening	RARF	0	0	3,700,000	3,700,000
Highway	2009	ADOT	DOT09-6C08	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Widen roadway	RARF	0	0	72,300,000	72,300,000
Highway	2009	ADOT	DOT09-6C11	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2009)	RARF	0	0	2,000,000	2,000,000
Highway	2009	ADOT	DOT09-961	85: Hazen Rd to Broadway Rd	Design Widening	RARF	0	0	3,500,000	3,500,000
Highway	2009	ADOT	DOT06-425	85: I-8 TI, Phase 1	Design	State	0	1,440,000	0	1,440,000
Highway	2009	ADOT	DOT09-767	85: I-8 to I-10	Design, acquire right of way and relocate utilities	State	0	11,100,000	0	11,100,000
Highway	2009	ADOT	DOT07-427	85: MP 120.54 to MP 122.99	Widen roadway, adding 2 through lanes	STP-AZ	8,581,300	518,700	0	9,100,000
Highway	2009	Avondale	AVN97-702	Avondale Blvd: Thomas Rd to McDowell	Add 2 through lanes and left turn lane	Local	0	1,500,000	0	1,500,000
Highway	2009	Avondale	AVN09-903	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 southbound lane	Private	0	1,000,000	0	1,000,000

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2009	Buckeye	BKY07-701	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	Local	0	3,224,000	0	3,224,000
Highway	2009	Chandler	CHN420-09AD	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance design roadway widening	Local	0	2,091,000	0	2,091,000
Highway	2009	Fountain Hills	FTH400-09RW	Shea Blvd: Palisades Blvd to Saguaro Blvd	Acquire right of way for roadway widening	RARF	0	619,000	1,445,000	2,064,000
Highway	2009	Goodyear	GDY08-710	Yuma Rd: Litchfield Rd to Estrella Pkwy	Reconstruct road from 2 to 6 lanes with curb, gutter, landscaped median, and bridge at Bullard Wash	Local	0	21,000,000	0	21,000,000
Highway	2009	MAG	MAG09-613	Regionwide	Pave dirt roads program	CMAQ	3,500,000	1,500,000	0	5,000,000
Highway	2009	Maricopa County	MMA09-902	El Mirage Rd.Beardsley Rd to Loop 303 Phase A	Widen Roadway to four lanes	Local	0	10,445,000	0	10,445,000
Highway	2009	Maricopa County	MMA110-08RW	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (1 of 4)	RARF	0	496,000	1,158,000	1,654,000
Highway	2009	Maricopa County	MMA09-935	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	Local	0	1,819,000	0	1,819,000
Highway	2009	Maricopa County	MMA120-09C1	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	Local	13,114,000	5,452,000	0	18,566,000
Highway	2009	Mesa	MES240-07ARW	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Acquire right of way for roadway widening	RARF	0	1,157,000	1,983,000	3,140,000
Highway	2009	Mesa	MES09-801	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	9,196,045	0	0	9,196,045
Highway	2009	Mesa	MES09-802	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	1,588,734	0	0	1,588,734
Highway	2009	Peoria	PEO100-07AC2	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct new frontage road and Texas U-Turn structure over L101	Local	0	24,928,000	0	24,928,000
Highway	2009	Phoenix	PHX07-308	16th St at Glendale Ave	Widen intersection	CMAQ	800,000	1,520,000	0	2,320,000
Highway	2009	Phoenix	PHX09-820	19th Ave: Jomax Rd to CAP Canal, NVP	Acquire right of way for new 6 lane roadway	Local	0	2,800,000	0	2,800,000
Highway	2009	Phoenix	PHX08-714	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Construct new 4 lane roadway to 64 ft section	Local	0	4,375,000	0	4,375,000
Highway	2009	Phoenix	PHX08-808	Pinnacle Peak Rd at Tatum Blvd	Construct intersection improvements	Local	0	5,066,820	0	5,066,820
Highway	2009	Phoenix	PHX09-627	Various locations	Retrofit landscape program	Local	0	2,000,000	0	2,000,000
Highway	2009	Queen Creek	QNC09-799	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway	Local	0	1,000,000	0	1,000,000
Highway	2009	Queen Creek	QNC09-605	Ellsworth Rd at 0.5 miles north of Ocotillo Rd (at railroad tracks)	Design and construct grade separation (phase 2)	Local	0	25,000,000	0	25,000,000
Highway	2009	Queen Creek	QNC09-770	Ocotillo Rd: Meridian Rd to Signal Butte Rd	Widen roadway, adding WB lane	Private	0	1,000,000	0	1,000,000
Highway	2009	Queen Creek	QNC09-771	Ocotillo Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	Local	0	1,000,000	0	1,000,000
Highway	2009	Queen Creek	QNC09-772	Ocotillo Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	Private	0	1,000,000	0	1,000,000
Highway	2009	Queen Creek	QNC08-753	Riggs Rd: Signal Butte Rd to Crismon Rd	Widen roadway, adding WB lane	Local	0	1,500,000	0	1,500,000

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2009	Queen Creek	QNC08-758	Riggs Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	Local	0	1,500,000	0	1,500,000
Highway	2009	Queen Creek	QNC08-757	Riggs Rd: Signal Butte Rd to Meridian Rd	Construct new 2 lane roadway	Local	0	1,500,000	0	1,500,000
Highway	2009	Queen Creek	QNC09-780	Signal Butte Rd: Barnes Pkwy to Queen Creek Rd	Widen roadway, adding NB lane	Local	0	1,000,000	0	1,000,000
Highway	2009	Queen Creek	QNC08-763	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding NB lane	Private	0	1,000,000	0	1,000,000
Highway	2009	Queen Creek	QNC09-782	Sossaman Rd: Sonoqui Blvd to Ocotillo Rd	Widen roadway, adding NB lane	Local	0	1,000,000	0	1,000,000
Highway	2009	Salt River Pima-Maricopa Indian Community	SRP09-604	Vista Rd: Dobson Rd to Extension	Reconstruct and overlay roadway	FLHP-IRR	1,500,000	0	0	1,500,000
Highway	2009	Scottsdale	SCT120-07RW	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Acquire right of way for new frontage road	RARF	0	2,516,000	5,871,000	8,387,000
Highway	2009	Scottsdale	SCT09-928	Pima Rd: SR101L to Thompson Peak Parkway	Construct roadway widening	RARF	0	5,391,000	12,578,000	17,969,000
Highway	2009	Tempe	TMP06-251	Crosscut Canal: (phase 2) Marigold Rd to Moer Park	Construct multi-use path	Local	0	1,600,000	0	1,600,000
Highway	2010	ADOT	DOT06-601	10: 40th St to Baseline Rd	Design CD roads	State	0	5,535,000	0	5,535,000
Highway	2010	ADOT	DOT07-636	10: 40th St to Baseline Rd	Design CD roads	State	0	4,125,000	0	4,125,000
Highway	2010	ADOT	DOT09-697	10: 40th St to Baseline Rd	Design CD roads	State	0	4,675,000	0	4,675,000
Highway	2010	ADOT	DOT10-6C27D	10: SR-51 (Piestewa Fwy) to 40th St (CD Road)	Design CD roads	State	0	10,000,000	0	10,000,000
Highway	2010	ADOT	DOT10-6C27RW	10: SR-51 (Piestewa Fwy) to 40th St (CD Road)	Acquire right of way for CD roads	State	0	10,000,000	0	10,000,000
Highway	2010	ADOT	DOT09-825	202 (Red Mountain Fwy): SR51-48th St., EB	Design roadway widening	RARF	0	0	4,160,000	4,160,000
Highway	2010	ADOT	DOT08-679	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway	State	0	10,000,000	0	10,000,000
Highway	2010	ADOT	DOT09-6C09	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new freeway (RARF Share)	RARF	0	0	60,000,000	60,000,000
Highway	2010	ADOT	DOT10-824	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new 6 lane roadway	RARF	0	12,400,000	17,600,000	30,000,000
Highway	2010	ADOT	DOT09-820	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	RARF	0	0	20,000,000	20,000,000
Highway	2010	ADOT	DOT09-822	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design new 6 lane freeway	RARF	0	0	15,000,000	15,000,000
Highway	2010	ADOT	DOT10-829	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new 6 lane roadway	RARF	0	10,000,000	20,000,000	30,000,000
Highway	2010	ADOT	DOT10-6C35	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new 6 lane freeway	STP-AZ	5,000,000	0	17,400,000	22,400,000
Highway	2010	ADOT	DOT10-6C36	202L South Mountain Fwy: 51st Ave - I-10 West	Purchase right of way (FY 2010)	RARF	0	0	50,000,000	50,000,000
Highway	2010	ADOT	DOT10-6C38D	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2010)	RARF	0	0	11,300,000	11,300,000

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2010	ADOT	DOT10-6C31	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy)	Protect right of way	State	0	1,000,000	0	1,000,000
Highway	2010	ADOT	DOT10-6C37	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2010)	RARF	0	0	2,000,000	2,000,000
Highway	2010	ADOT	DOT09-6C03	85: Hazen Rd to Broadway Rd	Widen roadway, adding 2 through lanes	STP-AZ	15,228,000	972,000	0	16,200,000
Highway	2010	ADOT	DOT05-168R	85: Hazen Rd to Broadway Rd	Widen roadway, adding 2 through lanes	State	0	40,000,000	0	40,000,000
Highway	2010	ADOT	DOT10-6C39	MAG regionwide	Noise mitigation projects (FY 2010)	RARF	0	0	1,000,000	1,000,000
Highway	2010	Fountain Hills	FTH400-10C	Shea Blvd: Palisades Blvd to Saguaro Blvd	Construct roadway widening	RARF	0	1,509,000	3,525,000	5,034,000
Highway	2010	Gilbert	GLB10-725	Recker Rd: Elliot Rd to Warner Rd	Add 1 lane in each direction	Private	0	4,000,000	0	4,000,000
Highway	2010	Gilbert	GLB01-719	Recker Rd: Queen Creek Rd to Ocotillo Rd	Construct new 2 lane roadway	Private	0	1,300,000	0	1,300,000
Highway	2010	Glendale	GLN04-107	Camelback Rd: 67th Ave to 83rd Ave	Widen roadway with curb, gutter and sidewalk	Local	0	2,000,000	0	2,000,000
Highway	2010	Glendale	GLN07-313	Glendale Ave: Agua Fria Fwy to 115th Ave	Widen roadway with curb, gutter, sidewalk and landscaping	Private	0	4,000,000	0	4,000,000
Highway	2010	MAG	MAG10-620	Regionwide	Pave dirt roads program	CMAQ	3,500,000	1,500,000	0	5,000,000
Highway	2010	Maricopa County	MMA310-10AC2	El Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2017	Local	0	9,856,000	0	9,856,000
Highway	2010	Maricopa County	MMA110-09RW	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (2 of 4)	RARF	0	3,820,000	896,000	4,716,000
Highway	2010	Maricopa County	MMA110-10D	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	RARF	0	763,000	1,781,000	2,544,000
Highway	2010	Maricopa County	MMA10-615	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	RARF	0	1,219,000	600,000	1,819,000
Highway	2010	Maricopa County	MMA120-09C2	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	Local	6,216,000	2,672,000	0	8,888,000
Highway	2010	Maricopa County	MMA120-09RW2	Northern Pkwy: US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	Local	6,877,000	3,207,000	0	10,084,000
Highway	2010	Maricopa County	MMA09-811	Old US-80 Bridge over Gila River	Rehabilitate bridge	BR-Bridge Funding/ STP-TEA	1,500,000	6,200,000	0	7,700,000
Highway	2010	Mesa	MES10-811	Consolidated Canal: McKellips Rd to Crosscut Canal (north of Brown Rd)	Design and construct 12-foot wide multi-use pathway with lighting and signing	Local	0	1,200,000	0	1,200,000
Highway	2010	Peoria	PEO09-713	67th Ave at Thunderbird Rd	Widen intersection	Local	0	2,100,000	0	2,100,000
Highway	2010	Peoria	PEO10-721	83rd Ave at Lake Pleasant Pkwy	Widen intersection	Local	0	1,300,000	0	1,300,000
Highway	2010	Peoria	PEO10-002DZ	Lake Pleasant Pkwy: Dynamite Blvd to L303	Design roadway widening	RARF	0	1,609,228	3,753,612	5,362,840
Highway	2010	Phoenix	PHX10-003DZ	Sonoran Blvd: 10th St to 26th St	Design roadway widening	RARF	0	973,773	865,439	1,839,212
Highway	2010	Phoenix	PHX10-636	Various locations	Retrofit landscape program	Local	0	2,000,000	0	2,000,000
Highway	2010	Queen Creek	QNC09-765	Chandler Heights Rd: Sossaman Rd to Power Rd	Widen roadway	Local	0	1,000,000	0	1,000,000

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2010	Scottsdale	SCT10-615	Indian Bend Wash: McKellips to Chaparral Rd	Reconstruct and improve multi-use path and underpasses	Local	0	3,577,700	0	3,577,700
Highway	2010	Scottsdale	SCT120-10C	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Construct new frontage road	RARF	0	1,798,000	4,194,000	5,992,000
Highway	2010	Scottsdale	SCT120-10PS	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Project savings	RARF	0	0	2,863,000	2,863,000
Highway	2010	Scottsdale	SCT10-806	McDowell Rd: Scottsdale Rd to Granite Reef Rd	Construct bicycle lanes and pedestrian improvements	Local	0	3,004,400	0	3,004,400
Highway	2011	ADOT	DOT08-667	10: 40th St to Baseline Rd	Design CD roads (FY 2008)	State	0	4,675,000	0	4,675,000
Highway	2011	ADOT	DOT07-635R	10: 40th St to Baseline Rd	Construct CD roads	NHS	5,000,000	0	45,000,000	50,000,000
Highway	2011	ADOT	DOT11-826	10: 40th St to Baseline Rd	Construct CD roads (FY 2011)	State	0	55,765,000	0	55,765,000
Highway	2011	ADOT	DOT10-6C26	10: 40th St to Baseline Rd	Construct CD roads (FY 2011 - reprogrammed from 2010)	STP-AZ	80,155,000	4,845,000	0	85,000,000
Highway	2011	ADOT	DOT08-666	10: 40th St to Baseline Rd	Construct CD roads (FY 2010)	NHS	5,000,000	0	66,135,000	71,135,000
Highway	2011	ADOT	DOT11-719	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	RARF	0	0	5,000,000	5,000,000
Highway	2011	ADOT	DOT11- 832	202 (Red Mountain Fwy): 48th St. - Rural Rd, EB	Widen roadway	RARF	0	0	46,300,000	46,300,000
Highway	2011	ADOT	DOT10-827	202 (Red Mountain Fwy): SR51-48th St., EB	Widen roadway	RARF	0	0	51,900,000	51,900,000
Highway	2011	ADOT	DOT11-732	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new 6 lane freeway	NHS	38,000,000	60,000,000	92,000,000	190,000,000
Highway	2011	ADOT	DOT11-918	202L (South Mountain):51st Ave to I-10 West	Design	RARF	0	0	20,000,000	20,000,000
Highway	2011	ADOT	DOT11-968	303 (Estrella Fwy): I-10 - US 60 (Grand)	Design	RARF	0	0	8,500,000	8,500,000
Highway	2011	ADOT	DOT11-969	303 (Estrella Fwy): I-10 - US 60 (Grand)	Right-of-Way Acquisition	RARF	0	0	10,000,000	10,000,000
Highway	2011	ADOT	DOT07-712	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Construct new freeway (2011)	NHS	25,960,000	0	103,840,000	129,800,000
Highway	2011	ADOT	DOT11-723	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy)	Protect right of way	State	0	1,000,000	0	1,000,000
Highway	2011	ADOT	DOT11-738	MAG regionwide	Noise mitigation projects (FY 2011)	RARF	0	0	1,000,000	1,000,000
Highway	2011	Chandler	CHN420-11AC	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance construct roadway widening	Local	0	13,940,000	0	13,940,000
Highway	2011	Chandler	CHN420-10ARW	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance acquire right of way for roadway widening	Local	0	2,628,000	0	2,628,000
Highway	2011	Fort McDowell Yavapai Nation	FTM11-004	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Pave Unpaved Road	CMAQ	1,187,709	71,792	0	1,259,500
Highway	2011	Gilbert	GLB430-11AD	Ray Rd: Val Vista Dr to Power Rd	Advance design roadway widening	Local	0	1,699,000	0	1,699,000
Highway	2011	MAG	MAG11-704	Regionwide	Pave dirt roads program	CMAQ	3,658,362	221,131	0	3,879,493

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2011	Maricopa County	MMA310-11AC3	El Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2018	Local	0	10,027,000	0	10,027,000
Highway	2011	Maricopa County	MMA110-11D	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	Local	0	2,035,000	0	2,035,000
Highway	2011	Maricopa County	MMA110-10RW	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (3 of 4)	Local	0	6,826,000	0	6,826,000
Highway	2011	Maricopa County	MMA11-821	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	RARF	0	3,949,000	929,000	4,878,000
Highway	2011	Maricopa County	MMA11-923	Northern Parkway: Dysart to 111th	Advanced Design of roadway widening	Local	0	1,140,000	0	1,140,000
Highway	2011	Maricopa County	MMA11-922	Northern Parkway: Dysart to 111th	Advanced Acquisition of right-of-way for roadway widening	Local	0	11,509,000	0	11,509,000
Highway	2011	Maricopa County	MMA11-927	Northern Parkway: Sarival Overpass	Advanced Design of roadway widening	Local	0	1,037,000	0	1,037,000
Highway	2011	Maricopa County	MMA120-09RW3	Northern Pkwy: US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	Local	11,909,000	5,196,000	0	17,105,000
Highway	2011	Mesa	MES11-812	Consolidated Canal: 8th St to Broadway Rd	Design and construct 12-foot wide multi-use pathway with lighting and signing	Local	0	2,000,000	0	2,000,000
Highway	2011	Peoria	PEO11-723	91st Ave at Bell Rd	Widen intersection	Local	0	1,155,000	0	1,155,000
Highway	2011	Peoria	PEO11-724	91st Ave: Grand Ave to Cactus Rd	Widen roadway to add 1 through lane in each direction	Local	0	2,600,000	0	2,600,000
Highway	2011	Peoria	PEO100-07ACX1	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Reimbursement 1 of 2 of advance construction for new frontage road and bridges completed in 2009	RARF	0	0	7,397,000	7,397,000
Highway	2011	Peoria	PEO110-12RW	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Acquire right of way for road widening	Local	0	19,675,000	0	19,675,000
Highway	2011	Phoenix	PHX200-11D	Avenida Rio Salado: 7th St to SR 202L (South Mountain Fwy)	Design for new 6 lane roadway	STP-MAG	4,194,000	3,010,000	0	7,204,000
Highway	2011	Phoenix	PHX200-11RW	Avenida Rio Salado: 7th St to SR 202L (South Mountain Fwy)	Acquire right of way for new 6 lane roadway	STP-MAG	5,549,000	30,023,000	0	35,572,000
Highway	2011	Phoenix	PHX11-920	Rio Salado Beyond the Banks	Construction	Local	0	2,351,250	0	2,351,250
Highway	2011	Phoenix	PHX11-854	Various locations	Retrofit landscape program	Local	0	2,000,000	0	2,000,000
Highway	2011	Salt River Pima-Maricopa Indian	BIA06-302	Oak St: Horne to Gilbert Rd	Reconstruct - grade, drain and asphalt surfacing	FLHP-IRR	1,040,000	0	0	1,040,000
Highway	2011	Scottsdale	SCT320-11AD	Pima Rd: Dynamite Blvd to Stagecoach Pass	Advance design roadway widening	RARF	0	964,000	2,249,000	3,213,000
Highway	2011	Surprise	SUR11-714	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	CMAQ	1,000,000	500,000	0	1,500,000
Highway	2012	ADOT	DOT09-696	10: 40th St to Baseline Rd	Construct CD roads (FY 2011)	NHS	30,000,000	0	55,000,000	85,000,000
Highway	2012	ADOT	DOT11-718	10: SR-51 (Piestewa Fwy) to 40th St (CD Road)	Construct CD roads	NHS	60,000,000	0	60,000,000	120,000,000
Highway	2012	ADOT	DOT12-833	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	RARF	0	0	5,000,000	5,000,000
Highway	2012	ADOT	DOT12-844	202 (South Mountain Fwy): I-10 (east)/Santan TI to 51st Avenue	Acquire right of way	RARF	0	0	80,000,000	80,000,000

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2012	ADOT	DOT12-970	303 (Estrella Fwy): I-10 - US 60 (Grand)	Right-of-Way Acquisition	RARF	0	0	10,000,000	10,000,000
Highway	2012	ADOT	DOT12-846	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Construct new freeway (2012)	NHS	66,000,000	0	139,000,000	205,000,000
Highway	2012	ADOT	DOT12-848	303 (Estrella Fwy): US-60 (Grand Ave) to I-17	Design new freeway	State	0	20,000,000	0	20,000,000
Highway	2012	ADOT	DOT12-847	303 (Estrella Fwy): US-60 (Grand Ave) to I-17	Acquire right of way	State	0	70,000,000	0	70,000,000
Highway	2012	ADOT	DOT12-837	60 (Superstition Fwy) at Lindsay Rd	Construct traffic interchange (half diamond)	State	0	8,000,000	0	8,000,000
Highway	2012	ADOT	DOT12-839	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy)	Protect right of way	State	0	1,000,000	0	1,000,000
Highway	2012	ADOT	DOT12-855	MAG regionwide	Noise mitigation projects (FY 2012)	RARF	0	0	1,500,000	1,500,000
Highway	2012	ADOT	DOT12-853	MAG regionwide	Improve traffic interchanges	State	0	3,000,000	0	3,000,000
Highway	2012	Avondale	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	CMAQ	700,000	300,000	0	1,000,000
Highway	2012	Gilbert	GLB430-12ARW	Ray Rd: Val Vista Dr to Power Rd	Advance acquire right of way for roadway widening	Local	0	1,983,000	0	1,983,000
Highway	2012	Goodyear	GDY12-904	Cotton Lane, Indian School to Thomas	Street Improvement - Construct four lane arterial street	Local	0	4,800,000	0	4,800,000
Highway	2012	MAG	MAG12-806	Regionwide	Pave dirt roads program	CMAQ	5,004,000	302,500	0	5,306,500
Highway	2012	Maricopa County	MMA07-704	Chandler Heights Rd at Sonoqui Wash	Construct 4 through lane bridge	Local	0	2,611,000	0	2,611,000
Highway	2012	Maricopa County	MMA12-906	El Mirage Rd.Beardsley Rd to Loop 303 Phase C	Widen Roadway to four lanes	Local	0	20,050,000	0	20,050,000
Highway	2012	Maricopa County	MMA320-12AC2	El Mirage Rd: Beardsley Rd to Loop 303 (Estrella Fwy)	Advance construct roadway widening for reimbursement in 2016	Local	0	12,023,000	0	12,023,000
Highway	2012	Maricopa County	MMA110-12RW	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (4 of 4)	Local	0	6,898,000	0	6,898,000
Highway	2012	Maricopa County	MMA12-822	McKellips Road Bridge over the Salt River	Advance Construct Bridge reimbursement in 2015	Local	0	11,454,000	0	11,454,000
Highway	2012	Maricopa County	MMA12-920	Northern Parkway: Corridorwide ROW Protection	Advance Acquisition of right-of-way for roadway widening and intersection improvements	Local	0	1,270,000	0	1,270,000
Highway	2012	Maricopa County	MMA12-928	Northern Parkway: Sarival Overpass	Advanced Construction of roadway widening	Local	0	12,753,000	0	12,753,000
Highway	2012	Mesa	MES12-813	Consolidated Canal: Broadway Rd to Baseline Rd	Design and construct 12-foot wide multi-use pathway with lighting and signing	Local	0	2,000,000	0	2,000,000
Highway	2012	Mesa	MES134-12RW	McKellips Rd at Higley Rd	Acquire right of way for intersection improvement	RARF	0	969,000	231,000	1,200,000
Highway	2012	Mesa	MES131-09RW	McKellips Rd at Lindsay Rd	Acquire right of way for intersection improvement	RARF	0	946,000	1,582,000	2,528,000
Highway	2012	Mesa	MES190-12D	Pecos Rd: Ellsworth Rd to Meridian Rd	Design roadway widening	RARF	0	1,780,000	1,246,000	3,026,000
Highway	2012	Mesa	MES240-09AC	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Construct roadway widening	RARF	0	4,273,000	6,641,000	10,914,000
Highway	2012	Peoria	PEO09-711	67th Ave at Cactus Rd	Widen intersection	Local	0	1,300,000	0	1,300,000

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Highway	2012	Peoria	PEO10-719	75th Ave at Peoria Ave	Widen intersection	Local	0	4,800,000	0	4,800,000
Highway	2012	Peoria	PEO09-715	75th Ave at Thunderbird Rd	Widen intersection	Local	0	6,000,000	0	6,000,000
Highway	2012	Peoria	PEO99-724	83rd Ave: Northern Ave to Olive Ave	Widen roadway from 2 to 4 lanes, paving, curb and gutter	Local	0	6,400,000	0	6,400,000
Highway	2012	Peoria	PEO100-07ARWX2	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Reimbursement 2 of 2 of advance right of way acquisition for new frontage road and bridges completed in 2008	RARF	0	0	2,832,000	2,832,000
Highway	2012	Peoria	PEO100-07ACX2	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Reimbursement 2 of 2 of advance construction for new frontage road and bridges completed in 2009	RARF	0	0	7,397,000	7,397,000
Highway	2012	Peoria	PEO120-07ACX2	Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd	Reimbursement of construction for roadway widening to 4 lanes completed in 2006/2007	RARF	0	0	4,022,000	4,022,000
Highway	2012	Peoria	PEO08-710	Peoria Ave: Loop 101 (Agua Fria Fwy) to 91st Ave	Widen roadway to add 1 through lane in each direction	Local	0	4,300,000	0	4,300,000
Highway	2012	Peoria	PEO97-006	Williams Rd: 91st Ave to Lake Pleasant Rd	Pave, curb, gutter, sidewalk and landscape	Private	0	1,500,000	0	1,500,000
Highway	2012	Phoenix	PHX12-922	40th St-Mayo Blvd Brdg at Pima Fwy 101	Design	Local	0	1,000,000	0	1,000,000
Highway	2012	Phoenix	PHX200-12C	Avenida Rio Salado: 7th St to SR 202L (South Mountain Fwy)	Acquire right of way for new 6 lane roadway	STP-MAG	10,612,000	30,023,000	0	40,635,000
Highway	2012	Phoenix	PHX12-001	Citywide	Alley Dust proofing	CMAQ	2,009,471	190,000	0	2,199,471
Highway	2012	Scottsdale	SCT12-809	Arizona Canal: Chaparral Rd to McDonald Dr	Construct multi-use path	Local	0	2,308,460	0	2,308,460
Highway	2012	Scottsdale	SCT320-12ARW	Pima Rd: Dynamite Blvd to Stagecoach Pass	Acquire right of way for roadway widening	RARF	0	1,609,000	3,753,000	5,362,000

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2008	Maricopa County	MMA08-807T	Regionwide	Operating: Operating Assistance	5316	939,127	939,129	0	1,878,256
Transit	2008	Mesa	MES09-806T	US60/Country Club	Acquire right of way regional park-and-ride (US60/Country Club)	5309	1,229,847	0	307,469	1,537,316
Transit	2008	Phoenix	PHX08-824T	Desert Ridge	Acquire land regional park-and-ride (Desert Ridge)	Local	0	4,000,000	0	4,000,000
Transit	2008	Phoenix	PHX08-826T	Elliot Rd and I-10	Acquire land regional park-and-ride (Elliot Rd/I-10)	Local	0	3,000,000	0	3,000,000
Transit	2008	Phoenix	PHX08-803T	Regionwide	Advance purchase bus: standard - 5 expand (repayment in 2009 - 5307)	PTF	0	0	2,318,565	2,318,565
Transit	2008	Phoenix	PHX08-804T	Regionwide	Purchase bus: articulated 5 expand (Papago)	5309	2,638,695	0	540,455	3,179,150
Transit	2008	Phoenix	PHX08-808T	Regionwide	Purchase bus: standard 40 foot - 42 replace	5307	15,717,781	0	3,219,305	18,937,086
Transit	2008	Phoenix	PHX08-608T	Regionwide	Advance purchase bus: articulated - 5 expand (repayment in 2009 - 5307)	PTF	0	0	3,044,150	3,044,150
Transit	2008	Valley Metro Rail	VMR07-701TR	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Final Design (1 of 2)	Local	0	2,500,000	0	2,500,000
Transit	2008	Valley Metro Rail	VMR08-806T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	PTF	0	5,705,000	9,749,000	15,454,000
Transit	2008	Valley Metro Rail	VMR08-805T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	Local	0	32,036,000	0	32,036,000
Transit	2009	Maricopa County	MMA09-608T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	886,423	0	221,606	1,108,029
Transit	2009	Phoenix	PHX09-810T	19th Ave/Camelback	Construct regional transit center (4-bay) 19th Ave/Camleback	PTF	0	0	1,660,330	1,660,330
Transit	2009	Phoenix	PHX09-817T	Regionwide	Purchase bus: standard 40 foot - 4 replace	STP-Flex	1,751,751	0	105,885	1,857,636
Transit	2009	Phoenix	PHX09-841T	Regionwide	LRT Park and Ride Shade Canopies	ARRA	5,000,000	0	0	5,000,000
Transit	2009	Tempe	TMP09-805T	Rural Rd/Guadalupe	Construct regional transit center (4-bay) Rural/Guadalupe	PTF	0	0	1,189,288	1,189,288
Transit	2009	Valley Metro	VMT10-807T	Arizona Ave Corridor	Bus Rapid Transit right of way improvements (phase I) Arizona Ave BRT	ARRA	2,500,000	0	0	2,500,000
Transit	2009	Valley Metro	VMT09-805T	Regionwide	Purchase bus: standard - 3 expand (East Mesa Express)	5307	1,189,271	0	243,586	1,432,857
Transit	2009	Valley Metro Rail	VMR09-903T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Prior Rights)	Local	0	3,598,573	0	3,598,573
Transit	2010	Chandler	CHN10-806T	Arizona Ave/Chandler Blvd	Construct regional transit center (4-bay) (Arizona Ave/Chandler Blvd)	PTF	0	0	1,224,967	1,224,967
Transit	2010	Maricopa County	MMA10-610T	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	5307	842,784	0	210,696	1,053,480
Transit	2010	Phoenix	PHX10-843T	Elliot Rd and I-10	Construct regional park-and-ride (Elliot Rd/I-10)	Local	0	4,000,000	0	4,000,000
Transit	2010	Phoenix	PHX10-618T	Regionwide	Advance purchase bus: standard - 5 expand	PTF	0	0	2,459,755	2,459,755

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2010	Phoenix	PHX10-619T	Regionwide	Purchase bus: standard 40 foot - 27 replace	5307	10,424,757	0	2,490,450	12,915,207
Transit	2010	Phoenix	PHX10-819T	Regionwide	Purchase bus: standard 40 foot - 4 replace	STP-Flex	1,804,302	0	109,062	1,913,364
Transit	2010	Scottsdale	SCT10-601T	Regionwide	Purchase bus: standard 40 foot - 7 replace	5307	2,779,161	0	569,226	3,348,387
Transit	2010	Tempe	TMP10-606T	Regionwide	Advance purchase bus: standard 40 foot - 20 replace, for repayment in FY 2011	PTF	0	0	9,566,820	9,566,820
Transit	2010	Tempe	TMP10-605T	Regionwide	Purchase bus: Articulated - 17 replace	5307	9,131,540	0	1,870,316	11,001,856
Transit	2010	Tempe	TMP09-603T	Regionwide	Purchase bus: standard 40 foot - 15 replace	5307	5,955,345	0	1,219,770	7,175,115
Transit	2010	Valley Metro	VMT10-810T	Regionwide	Purchase bus: standard - 4 expand (Superstition)	5309	1,633,277	0	334,527	1,967,804
Transit	2010	Valley Metro	VMT10-662T	Regionwide	Advance purchase bus: standard - 17 expand (Arizona Ave, University)	PTF	0	0	8,363,167	8,363,167
Transit	2010	Valley Metro Rail	VMR10-703T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	CMAQ-Flex	6,000,000	0	6,000,000	12,000,000
Transit	2011	Glendale	GLN11-809T	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101)	5307; 5309	2,687,832	0	671,958	3,359,790
Transit	2011	Glendale	GLN12-812T	Bell/L101	Construct regional park-and-ride (Bell/L101)	5307; 5309	4,919,524	0	1,229,880	6,149,404
Transit	2011	Maricopa County	MMA11-702T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	940,399	0	235,100	1,175,499
Transit	2011	Peoria	PEO11-804T	Grand/Peoria	Acquire right of way regional park-and-ride (Grand/Peoria)	Local	0	1,679,895	0	1,679,895
Transit	2011	Phoenix	PHX11-859T	Desert Ridge	Design regional park-and-ride (Desert Ridge)	Local	0	1,000,000	0	1,000,000
Transit	2011	Phoenix	PHX11-820T	I-17/Peoria MetroCenter	Construct rehabilitation regional transit center I-17/Peoria	PTF	0	0	6,602,152	6,602,152
Transit	2011	Phoenix	PHX11-709T	Regionwide	Purchase bus: articulated - 11 expand (Grand Avenue LTD)	5309	6,213,905	0	1,272,728	7,486,633
Transit	2011	Phoenix	PHX11-824T	Regionwide	Purchase bus: standard 40 foot - 4 replace	STP-Flex	1,858,430	0	112,334	1,970,764
Transit	2011	Phoenix	PHX11-823T	Regionwide	Advance purchase bus: standard - 7 expand (Camelback)	PTF	0	0	3,546,977	3,546,977
Transit	2011	Phoenix	PHX10-616T	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	5307	1,808,460	0	452,115	2,260,575
Transit	2011	Scottsdale	SCT11-701T	Regionwide	Purchase bus: standard 40 foot - 9 replace	5307	3,680,402	0	753,817	4,434,219
Transit	2011	Tempe	TMP11-702T	Regionwide	Reimbursement of bus: standard 40 foot - 40 replace, advance purchased in FY 2010	PTF	0	0	19,707,640	19,707,640
Transit	2011	Valley Metro	VMT11-711T	Regionwide	Advance purchase bus: standard - 19 expand (Elliot, Broadway)	PTF	0	0	9,627,509	9,627,509
Transit	2011	Valley Metro	VMT11-710T	Regionwide	Purchase bus: articulated - 5 expand (Pima)	5309	2,824,502	0	578,513	3,403,015
Transit	2011	Valley Metro Rail	VMR11-908T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	Local	0	30,512,419	0	30,512,419

Status: Deleted

TIP Section	Year	Agency	ID	Location	Work	Fund-ing	Federal	Local	Regional	Total
Transit	2011	Valley Metro Rail	VMR11-827T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	PTF	0	0	6,000,000	6,000,000
Transit	2011	Valley Metro Rail	VMR11-828T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Right of Way Acquisition	PTF	0	0	9,900,000	9,900,000
Transit	2011	Valley Metro Rail	VMR11-831T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	PTF	0	0	4,400,000	4,400,000
Transit	2011	Valley Metro Rail	VMR11-832T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	PTF	0	0	7,300,000	7,300,000
Transit	2012	Maricopa County	MMA12-803T	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	5307	894,106	0	223,526	1,117,632
Transit	2012	Peoria	PEO12-806T	Grand/Peoria	Construct regional park-and-ride (Grand/Peoria)	Local	0	3,074,702	0	3,074,702
Transit	2012	Phoenix	PHX12-832T	Regionwide	Purchase bus: standard 40 foot - 4 replace	STP-Flex	1,914,184	0	115,704	2,029,888
Transit	2012	Phoenix	PHX12-831T	Regionwide	Advance purchase bus: standard - 17 expand (McDowell, McKellips)	PTF	0	0	8,872,504	8,872,504
Transit	2012	Phoenix	PHX12-830T	Regionwide	Advance purchase bus: standard 40' - 5 Expand	PTF	0	0	2,609,560	2,609,560
Transit	2012	Phoenix	PHX12-828T	Regionwide	Advance purchase bus: standard 40 foot - 21 replace	PTF	0	0	10,656,912	10,656,912
Transit	2012	Phoenix	PHX12-829T	Regionwide	Purchase bus: articulated - 6 expand (Peoria)	5309	3,491,080	0	715,040	4,206,120
Transit	2012	Scottsdale	SCT12-805T	Regionwide	Purchase bus: standard 40 foot - 9 replace	5307	3,790,816	0	776,432	4,567,248
Transit	2012	Valley Metro	VMT12-822T	Regionwide	Advance purchase bus: standard - 9 expand (Alma School)	PTF	0	0	4,697,208	4,697,208
Transit	2012	Valley Metro Rail	VMR12-922T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	Local	0	28,963,761	0	28,963,761
Transit	2012	Valley Metro Rail	VMR12-839T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	PTF	0	0	14,968,720	14,968,720
Transit	2012	Valley Metro Rail	VMR12-840TR2	Main Street Corridor	Fixed guideway corridor - Central Mesa - Final Design	5309	1,960,905	0	1,960,905	3,921,809
Transit	2012	Valley Metro Rail	VMR12-840T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Final Design	CMAQ-Flex	4,880,000	0	1,220,000	6,100,000
Transit	2012	Valley Metro Rail	VMR12-923T	NW Extension Phase II	Fixed guideway corridor - Northwest LRT Extension II - Preliminary Engineering/FEIS	PTF	0	1,127,475	1,323,232	2,450,707
Transit	2012	Valley Metro Rail	VMR12-843T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Finance Cost	Local	0	2,856,000	0	2,856,000
Transit	2012	Valley Metro Rail	VMR12-846T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	PTF	0	0	7,700,000	7,700,000
Transit	2012	Valley Metro Rail	VMR12-924T	Tempe	Fixed guideway corridor - Tempe South - Final Design	5309	1,070,348	0	1,070,348	2,140,695

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SECTION 9 – HIGHWAY PROJECTS

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.

Agency: ADOT

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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
2011	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
2011	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
2011	DOT09-903	10:395th Ave	Design Traffic Interchange	0.0	0	0	Private	0	0	1,820,000	1,820,000
2011	DOT11-919	10:Sarival Ave to 107th Ave	Landscape Construction	0.0	0	0	STP-TEA	6,600,000	400,000	0	7,000,000
2011	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
2011	DOT11-720	17: Arizona Canal to Loop 101 (Pima Fwy)	Design FMS	0.0	0	0	CMAQ	565,800	0	34,200	600,000
2011	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
2011	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
2011	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
2011	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
2011	DOT11-107	303 (Estrella Fwy): Camelback Rd - Glendale Ave	R/W Acquisition		0		STP-AZ	5,000,000	5,000,000	0	10,000,000
2011	DOT11-108	303 (Estrella Fwy): Glendale Ave - Peoria Ave	R/W Acquisition		0		STP-AZ	80,900,000	5,000,000	0	85,900,000
2011	DOT11-109	303 (Estrella Fwy): I-10 Reliever/MC85 to I-10	R/W Acquisition		0		RARF	0	5,000,000	0	5,000,000
2011	DOT11-110	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Landscape Design	0.0	0		RARF	0	200,000	0	200,000
2011	DOT12-123	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Construction				NHS	56,580,000	3,420,000	0	60,000,000
2011	DOT11-111	303 (Estrella Fwy): Thomas Rd - Camelback Rd	R/W Acquisition		0		NHS	52,200,000	10,000,000	0	62,200,000
2011	DOT11-112	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	Construction				STP-AZ	88,642,000	5,358,000	0	94,000,000
2011	DOT11-113	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	Landscape Design	0.0	0		RARF	0	300,000	0	300,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	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
2011	DOT12-130	51: Bell Rd - SR101L (Pima)	Design FMS	0.0	0	0	CMAQ	207,460	0	12,540	220,000
2011	DOT11-102	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd	Reimbursement for Advance Construction	0.0	0	0	RARF	0	2,665,000	0	2,665,000
2011	DOT10-6C29	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd, Phase 1	Widen roadway	12.5	6	10	NHS	20,085,900	1,214,100	0	21,300,000
2011	DOT10-6C28	801 (I-10 Reliever): SR303L - SR202L, South Mountain	R/W Protection	14.0	0	0	RARF	0	5,000,000	0	5,000,000
2011	DOT09-699	801 (I-10 Reliever): SR303L - SR202L, South Mountain	R/W Protection	14.0	0	0	RARF	0	5,000,000	0	5,000,000
2011	DOT11-827	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	HPAN Interest Repayment - City of Mesa	5.0	0	0	RARF	0	2,000,000	0	2,000,000
2011	DOT11-105	85: Warner Street Bridge	Construction				NHS	4,997,900	302,100	0	5,300,000
2011	DOT11-115	I-17: Dixileta Dr	Reimbursement for Advance Design	0.0	0	0	RARF	0	1,000,000	0	1,000,000
2011	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
2011	DOT11-831	MAG regionwide	Improve traffic interchanges	0.0	0	0	STP-AZ	3,000,000	0	0	3,000,000
2011	DOT11-772	MAG regionwide	Preserve and maintain FMS	0.0	0	0	State	0	0	720,000	720,000
2011	DOT11-743	MAG regionwide	Risk management indemnification	0.0	0	0	RARF	0	2,500,000	0	2,500,000
2011	DOT11-742	MAG regionwide	Right of way property management	0.0	0	0	RARF	0	500,000	0	500,000
2011	DOT11-737	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	11,700,000	0	11,700,000
2011	DOT11-741	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	2,500,000	0	2,500,000
2011	DOT11-736	MAG regionwide	Freeway service patrols	0.0	0	0	State	0	0	800,000	800,000
2011	DOT11-735	MAG regionwide	Design change orders	0.0	0	0	RARF	0	3,000,000	0	3,000,000
2011	DOT11-740	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	0.0	0	0	RARF	0	15,000,000	0	15,000,000
2011	DOT11-118	MAG Regionwide	Evaluation of Intelligent Transportation System (ITS) in the MAG Region	0.0	0	0	CMAQ	211,232	0	12,768	224,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	DOT11-733	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	4,000,000	0	4,000,000
2011	DOT10-900	MAG regionwide	MAG Proposition 400 Noise Mitigation Project	0.0	0	0	RARF	0	26,000,000	0	26,000,000
2011	DOT11-116	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0.0	0	0	RARF	0	170,000	0	170,000
2011	DOT11-739	MAG regionwide	Preliminary engineering (ADOT staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
2011	DOT11-119	Old US60: Sossamon Rd to Meridian Dr, WB	Pavement Preservation		4	4	STP-AZ	463,013	0	27,987	491,000
2011	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	358,297,936	551,908,369	-73,524,305	836,682,000
2012	DOT12-832	10 at Perryville Rd TI	Design traffic interchange	0.2	0	0	RARF	0	1,300,000	0	1,300,000
2012	DOT12-114	10 at Perryville Rd TI	R/W Acquisition	0.2	0	0	RARF	0	1,800,000	0	1,800,000
2012	DOT12-115	10: 32nd St - SR202L, Santan, Phase 1	Design	11.0	0		IM	11,033,100	666,900	0	11,700,000
2012	DOT12-116	10: 32nd St - SR202L, Santan, Phase 2	Design	11.0	0		RARF	0	8,000,000	0	8,000,000
2012	DOT12-117	10: 32nd St - SR202L, Santan, Phase 2	R/W Acquisition	11.0	0		IM	23,480,700	1,419,300	0	24,900,000
2012	DOT12-118	10: Loop 101 (Agua Fria) to I-17	Utility Design		0		RARF	0	1,000,000	0	1,000,000
2012	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
2012	DOT09-901	10:395th Ave	Construct Traffic Interchange	0.0	0	0	Private	0	0	18,200,000	18,200,000
2012	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
2012	DOT11-117	17: Arizona Canal - SR101L	Construct FMS	0.0	0	0	CMAQ	5,092,000	308,000	0	5,400,000
2012	DOT11-721	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Design FMS	10.0	0	0	CMAQ	848,700	0	51,300	900,000
2012	DOT12-128	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	R/W Acquisition		0		STP-AZ	75,440,000	4,560,000	0	80,000,000
2012	DOT12-119	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	Design		0		NHS	15,088,000	912,000	0	16,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2012	DOT12-120	303 (Estrella Fwy): Camelback Rd - Glendale Ave	R/W Acquisition		0		STP-AZ	11,033,100	666,900	0	11,700,000
2012	DOT12-122	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Landscape Design	0.0	0		RARF	0	300,000	0	300,000
2012	DOT12-121	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Construction				NHS	106,559,000	6,441,000	0	113,000,000
2012	DOT12-124	303 (Estrella Fwy): Thomas Rd - Camelback Rd	Construction				STP-AZ	67,896,000	4,104,000	0	72,000,000
2012	DOT12-125	303 (Estrella Fwy): Thomas Rd - Camelback Rd	Landscape Design	0.0	0		RARF	0	200,000	0	200,000
2012	DOT12-126	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	Landscape Construction	0.0	0		RARF	0	4,500,000	0	4,500,000
2012	DOT12-127	303 (Estrella Fwy): Grand Ave/SR303L Interchage, Interim	Design		0		RARF	0	3,400,000	0	3,400,000
2012	DOT14-153	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	Landscape Design	0.0	0		RARF	0	500,000	0	500,000
2012	DOT14-154	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Landscape Construction	0.0	0		RARF	0	2,400,000	0	2,400,000
2012	DOT12-131	51: Bell Rd - SR101L (Pima)	Construct FMS	0.0	0	0	CMAQ	1,886,000	0	114,000	2,000,000
2012	DOT12-838	60 (Superstition Fwy) at Meridian Rd	Design traffic interchange	0.0	0	0	RARF	0	800,000	0	800,000
2012	DOT12-845	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	HPAN Interest Repayment - City of Mesa	5.0	0	0	RARF	0	2,000,000	0	2,000,000
2012	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
2012	DOT12-112	I-17: Dixileta Dr	Reimbursement for Advance R/W	0.0	0	0	RARF	0	2,700,000	0	2,700,000
2012	DOT12-856	MAG regionwide	Preliminary engineering (ADOT staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
2012	DOT12-132	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0.0	0	0	RARF	0	170,000	0	170,000
2012	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
2012	DOT12-861	MAG regionwide	Risk management indemnification	0.0	0	0	RARF	0	2,300,000	0	2,300,000
2012	DOT12-860	MAG regionwide	Right of way property management	0.0	0	0	RARF	0	500,000	0	500,000
2012	DOT12-859	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	2,500,000	0	2,500,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2012	DOT12-858	MAG regionwide	Preserve and maintain FMS	0.0	0	0	State	0	0	720,000	720,000
2012	DOT12-857	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	0.0	0	0	RARF	0	15,000,000	0	15,000,000
2012	DOT12-849	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	4,000,000	0	4,000,000
2012	DOT12-854	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	11,900,000	0	11,900,000
2012	DOT12-850	MAG regionwide	Design change orders	0.0	0	0	RARF	0	3,000,000	0	3,000,000
2012	DOT12-852	MAG regionwide	Freeway service patrols	0.0	0	0	State	0	0	900,000	900,000
2012	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	348,654,008	71,729,692	40,385,300	460,769,000
2013	DOT13-129	10: 32nd St - SR202L, Santan, Phase 1	Construct Local Express Lanes	11.0			STP-AZ	17,400,000	150,000,000	0	167,400,000
2013	DOT13-131	10: 32nd St - SR202L, Santan, Phase 3	R/W Acquisition	11.0	0		IM	23,575,000	1,425,000	0	25,000,000
2013	DOT13-130	10: 32nd St - SR202L, Santan, Phase 3	Design	11.0	0		RARF	0	9,400,000	0	9,400,000
2013	DOT09-964	10: Loop 101 (Agua Fria Fwy) to I-17	Utilities Construction	0.0	0	0	RARF	0	13,375,000	0	13,375,000
2013	DOT13-948	10: Perryville Rd TI	Construct Traffic Interchange	0.0	0	0	NHS	13,800,000	4,200,000	0	18,000,000
2013	DOT13-929	101(Pima Fwy): Shea Blvd - SR202L, Red Mountain	Design General Purpose Lane	0.0	0	0	RARF	0	6,400,000	0	6,400,000
2013	DOT12-133	17: SR101L - SR74	Construct FMS	0.0	0	0	CMAQ	7,638,000	462,000	0	8,100,000
2013	DOT13-145	202 (Santan Fwy): Dobson Rd - I-10, Maricopa	Design FMS	0.0	0	0	CMAQ	565,800	0	34,200	600,000
2013	DOT13-133	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	R/W Acquisition		0		NHS	20,000,000	95,500,000	0	115,500,000
2013	DOT13-135	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	Design		0		RARF	0	12,400,000	0	12,400,000
2013	DOT13-136	303 (Estrella Fwy): Camelback Rd - Glendale Ave	Construction				STP-AZ	59,314,700	3,585,300	0	62,900,000
2013	DOT13-137	303 (Estrella Fwy): Camelback Rd - Glendale Ave	Landscape Design	0.0	0		RARF	0	200,000	0	200,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	DOT13-138	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Landscape Construction	0.0	0		RARF	0	3,500,000	0	3,500,000
2013	DOT13-139	303 (Estrella Fwy): Grand Ave/SR303L Interchange, Interim	R/W Acquisition		0		STP-AZ	23,575,000	1,425,000	0	25,000,000
2013	DOT13-140	303 (Estrella Fwy): Thomas Rd - Camelback Rd	Landscape Construction	0.0	0		RARF	0	2,400,000	0	2,400,000
2013	DOT13-141	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	Landscape Construction	0.0	0		RARF	0	7,000,000	0	7,000,000
2013	DOT13-951	60 (Grand Ave) : SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	Design Improvements	0.0	0	0	RARF	0	1,500,000	0	1,500,000
2013	DOT13-953	60 (Superstition Fwy) at Meridian Rd	Construct Traffic Interchange	0.0	0	0	NHS	7,700,000	4,000,000	0	11,700,000
2013	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
2013	DOT13-947	MAG regionwide	Right of Way Property Management	0.0	0	0	RARF	0	450,000	0	450,000
2013	DOT13-938	MAG regionwide	Preliminary Engineering (Management Consultants, 30% Plans Design)	0.0	0	0	RARF	0	12,000,000	0	12,000,000
2013	DOT13-142	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	3,000,000	0	3,000,000
2013	DOT13-945	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	1,800,000	0	1,800,000
2013	DOT13-943	MAG regionwide	Preserve and maintain FMS	0.0	0	0	State	0	0	720,000	720,000
2013	DOT13-941	MAG regionwide	Risk Management Indemnification	0.0	0	0	RARF	0	2,300,000	0	2,300,000
2013	DOT13-940	MAG regionwide	Design Change Orders	0.0	0	0	RARF	0	3,000,000	0	3,000,000
2013	DOT13-150	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	0.0	0	0	STP-MAG	34,100,000	-34,100,000	0	0
2013	DOT13-937	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	12,100,000	0	12,100,000
2013	DOT13-939	MAG regionwide	Preliminary Engineering (ADOT Staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
2013	DOT13-146	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0.0	0	0	RARF	0	170,000	0	170,000
2013	DOT13-946	MAG regionwide	Freeway Service Patrols	0.0	0	0	State	0	0	900,000	900,000
							Total for FY 2013	207,668,500	321,797,300	1,654,200	531,120,000

Agency: ADOT

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	DOT14-144	10: 32nd St - SR202L, Santan, Phase 2	Construct Local Express Lanes	11.0			IM/STP-AZ	107,502,000	6,498,000	0	114,000,000
2014	DOT14-105	10: 32nd St - SR202L, Santan, Phase 3	R/W Acquisition	11.0	0		IM	44,509,600	2,690,400	0	47,200,000
2014	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	RARF	0	4,800,000	0	4,800,000
2014	DOT14-145	10: Sky Harbor West Airport Access	Design		0		RARF	0	2,600,000	0	2,600,000
2014	DOT14-146	10: Sky Harbor West Airport Access	R/W Acquisition	0.0	0		RARF	0	10,600,000	0	10,600,000
2014	DOT14-147	101 (Pima Fwy): Shea Blvd to SR 202 (Red Mountain)	Construction General Purpose lanes	6.0	2	2	STP-AZ	61,000,000	30,000,000	0	91,000,000
2014	DOT12-835	17: Arizona Canal to Loop 101 (Pima Fwy)	Design general purpose lanes	0.0	6	8	RARF	0	6,000,000	0	6,000,000
2014	DOT13-930	202 (Red Mountain Fwy): SR101L - Gilbert Rd	Design General Purpose Lane	0.0	0	0	RARF	0	3,900,000	0	3,900,000
2014	DOT13-147	202 (Santan Fwy): Dobson Rd - I-10, Maricopa	Construct FMS	0.0	0	0	CMAQ	5,092,200	0	307,800	5,400,000
2014	DOT14-170	202 (Santan Fwy): Val Vista Dr - Dobson Rd	Design FMS	0.0	0	0	CMAQ	660,100	0	39,900	700,000
2014	DOT14-148	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	Construction				RARF	0	227,700,000	0	227,700,000
2014	DOT14-172	202 (South Mountain): Baseline Rd - Salt River, Segment 6	R/W Acquisition	0.0	0	0	RARF	0	30,600,000	0	30,600,000
2014	DOT14-171	202 (South Mountain): Baseline Rd - Salt River, Segment 6	Design	0.0	0	0	RARF	0	3,200,000	0	3,200,000
2014	DOT14-149	202 (South Mountain): I-10 West/202 Interchange, Segment 9	R/W Acquisition		0		RARF	0	64,700,000	0	64,700,000
2014	DOT15-176	202 (South Mountain): Salt River Bridge, Segment 7	Design		0		RARF	0	7,000,000	0	7,000,000
2014	DOT15-177	202 (South Mountain): Salt River Bridge, Segment 7	R/W Acquisition		0		RARF	0	19,000,000	0	19,000,000
2014	DOT14-150	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	R/W Acquisition		0		RARF	0	131,000,000	0	131,000,000
2014	DOT14-151	303 (Estrella Fwy): Camelback Rd - Glendale Ave	Landscape Construction	0.0	0		RARF	0	2,400,000	0	2,400,000
2014	DOT14-152	303 (Estrella Fwy): Grand Ave/SR303L Interchange, Interim	Construction Interim TI				NHS	45,641,200	2,758,800	0	48,400,000
2014	DOT14-155	60 (Grand Ave) : SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	Construction				RARF	0	20,500,000	0	20,500,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	DOT12-836	60 (Grand Ave): Loop 303 (Estrella Fwy) to SR 101L (Agua Fria Fwy), Phase 2	Design traffic interchange	12.5	6	10	RARF	0	3,480,000	0	3,480,000
2014	DOT13-952	60 (Grand Ave): SR303L - SR101L (Agua Fria Fwy), Phase 2	R/W Acquisition	0.0	0	0	RARF	0	6,500,000	0	6,500,000
2014	DOT14-156	60 (Grand Ave): SR303L - SR101L (Agua Fria Fwy), Phase 2	R/W Acquisition	0.0	0		RARF	0	4,700,000	0	4,700,000
2014	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
2014	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
2014	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
2014	DOT14-160	MAG regionwide	Freeway Service Patrols	0.0	0	0	State	0	0	900,000	900,000
2014	DOT14-163	MAG regionwide	Right of Way Property Management	0.0	0	0	RARF	0	450,000	0	450,000
2014	DOT14-157	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	3,000,000	0	3,000,000
2014	DOT14-161	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	12,300,000	0	12,300,000
2014	DOT14-158	MAG regionwide	Design Change Orders	0.0	0		RARF	0	3,000,000	0	3,000,000
2014	DOT14-168	MAG regionwide	Preliminary Engineering (ADOT Staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
2014	DOT14-164	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	1,800,000	0	1,800,000
2014	DOT14-174	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0.0	0	0	RARF	0	170,000	0	170,000
2014	DOT14-162	MAG regionwide	Preliminary Engineering (Management Consultants, 30% Plans Design)	0.0	0	0	RARF	0	10,000,000	0	10,000,000
2014	DOT14-165	MAG regionwide	Risk Management Indemnification	0.0	0	0	RARF	0	2,300,000	0	2,300,000
2014	DOT14-173	MAG regionwide	Design FMS Rehabilitation	0.0	0	0	CMAQ	377,200	0	22,800	400,000
2014	DOT14-169	MAG regionwide	Preserve and maintain FMS	0.0	0	0	State	0	0	720,000	720,000
2014	DOT14-180	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	0.0	0	0	STP-MAG	34,100,000	-34,100,000	0	0
							Total for FY 2014	298,882,300	687,047,200	1,990,500	987,920,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2015	DOT15-170	10: 32nd St - SR202L, Santan, Phase 3	Construct Local Express Lanes	11.0			STP-AZ	40,000,000	94,600,000	0	134,600,000
2015	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
2015	DOT15-171	10: Sky Harbor West Airport Access	Construct Access Ramps				RARF	0	37,400,000	0	37,400,000
2015	DOT13-950	17: Arizona Canal - SR101L	Construct General Purpose Lane	6.0	8	10	IM/NHS	81,475,000	4,925,000	0	86,400,000
2015	DOT07-329R	17: Peoria Ave to Greenway Rd	Construct drainage improvements	0.0	0	0	IM	15,559,500	940,500	0	16,500,000
2015	DOT15-172	202 (Red Mountain Fwy): SR101L - Gilbert Rd	Construct General Purpose Lane				RARF	0	56,400,000	0	56,400,000
2015	DOT14-175	202 (Santan Fwy): Val Vista Dr - Dobson Rd	Construct FMS	0.0	0	0	CMAQ	5,940,900	0	359,100	6,300,000
2015	DOT15-191	202 (South Mountain): Baseline Rd - Salt River, Segment 6	Construction	0.0	0	0	RARF	0	46,300,000	0	46,300,000
2015	DOT15-192	202 (South Mountain): Salt River Bridge, Segment 7	Construction	0.0	0	0	RARF	0	99,400,000	0	99,400,000
2015	DOT15-178	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	Construction				STP-AZ	20,000,000	157,100,000	0	177,100,000
2015	DOT15-193	MAG regionwide	Construct FMS Rehabilitation	0.0	0	0	CMAQ	3,394,800	0	205,200	3,600,000
2015	DOT15-195	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	0.0	0	0	STP-MAG	34,100,000	-34,100,000	0	0
2015	DOT15-190	MAG regionwide	Preserve and maintain FMS	0.0	0	0	State	0	0	720,000	720,000
2015	DOT15-194	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0.0	0	0	RARF	0	170,000	0	170,000
2015	DOT15-183	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	12,500,000	0	12,500,000
2015	DOT15-189	MAG regionwide	Preliminary Engineering (ADOT Staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
2015	DOT15-187	MAG regionwide	Risk Management Indemnification	0.0	0	0	RARF	0	2,300,000	0	2,300,000
2015	DOT15-186	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	1,800,000	0	1,800,000
2015	DOT15-184	MAG regionwide	Preliminary Engineering (Management Consultants, 30% Plans Design)	0.0	0	0	RARF	0	8,000,000	0	8,000,000
2015	DOT15-182	MAG regionwide	Freeway Service Patrols	0.0	0	0	State	0	0	1,000,000	1,000,000

Agency: ADOT

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2015	DOT15-180	MAG regionwide	Design Change Orders	0.0	0		RARF	0	2,500,000	0	2,500,000
2015	DOT15-179	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	3,000,000	0	3,000,000
2015	DOT15-185	MAG regionwide	Right of Way Property Management	0.0	0	0	RARF	0	450,000	0	450,000
							Total for FY 2015	265,665,200	498,890,500	2,284,300	766,840,000
							Total for ADOT	1,479,167,944	2,131,373,061	-27,210,005	3,583,331,000

Agency: Apache Junction

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	APJ11-102	Baseline Avenue: Meridian Road to Ironwood Drive	Design and Construct Roadway Widenings	1.0	2	6	Local	0	0	2,500,000	2,500,000
2011	APJ11-103	Merdian Road: Broadway Avenue to Southern Avenue	Design and Construct Roadway Widenings	1.0	2	4	Local	0	0	2,800,000	2,800,000
2011	APJ11-101	Merdian Road: Southern Avenue to Baseline Avenue	Design and Construct Roadway Widenings	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	Fund-ing	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
2011	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
2011	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
2012	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
2012	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
2012	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
							Total for FY 2012	0	0	6,247,104	6,247,104
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
2013	AVN13-901	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	2.1	6	6	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
2014	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
2014	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
2014	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
2014	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
2014	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
2014	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
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

Agency: Avondale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	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
2014	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
2014	AVN08-810	Indian School Rd: 103rd to 99th Ave	Add 1 eastbound lane	0.5	4	5	Private	0	0	500,000	500,000
2014	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
2014	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
2014	AVN96-608	Thomas Rd: 103rd to 99th Ave	Add 1 westbound lane	0.5	2	3	Private	0	0	750,000	750,000
2014	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
2014	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
2015	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
2015	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	1,830,872	0	29,750,372	31,581,244

Agency: Buckeye

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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
2011	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	0	0	5,184,605	5,184,605
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
2012	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
2012	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
2012	BKY07-703	Various Locations: Yuma Rd, Miller Rd	Pave dirt roads	2.0	2	2	Local	0	0	84,700	84,700
2012	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
2012	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
2012	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
2013	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
2013	BKY10-801	Miller Rd: Hazen Rd to I-10 and Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	6.0	4	4	CMAQ	210,000	0	90,000	300,000
2013	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
2013	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
2013	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
2013	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	907,681	0	21,826,827	22,734,508

Agency: Buckeye

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
							Total for Buckeye	907,681	0	39,134,386	40,042,067

Agency: Chandler

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	CHN11-704	Arizona Ave: TMC to Riggs Road	Install fiber-optic cable for interconnecting traffic signals (4 out of 5 miles)	6.0	6	6	CMAQ	344,050	0	455,950	800,000
2011	CHN120-07CZ2	Chandler Blvd at Dobson Rd	Construct intersection improvement	0.3	4	6	RARF	0	440,041	0	440,041
2011	CHN07-601	Commonwealth Ave: Hamilton St to Ithica	Pave dirt road	0.2	2	2	CMAQ	325,000	0	1,075,000	1,400,000
2011	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
2011	CHN11-104RWZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Acquisition of right-of-way for roadway widening	1.0	2	6	Local	0	0	1,963,163	1,963,163
2011	CHN11-103RWZ	Gilbert Rd: Queen Creek to Ocotillo	Acquisition of right-of-way for roadway widening	1.0	2	6	Local	0	0	1,963,163	1,963,163
2011	CHN130-08C	Ray Rd at Alma School Rd	Construct intersection improvement	0.3	4	6	RARF	0	3,738,515	3,276,690	7,015,205
2011	CHN09-804	Various locations along Dobson Rd	Construct bus bays	0.0	0	0	Local	0	0	373,600	373,600
2011	CHN13-901	Various Locations in the City of Chandler	Paving dirt alleys	10.0	0	0	CMAQ	350,000	0	589,000	939,000
							Total for FY 2011	1,248,650	4,178,556	9,843,966	15,271,172
2012	CHN110-09C	Chandler Blvd at Alma School Rd	Construct intersection improvement	0.3	4	6	Local	0	0	10,445,915	10,445,915
2012	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
2012	CHN12-103CZ	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	0	0	855,897	855,897
2012	CHN12-103CZ2	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	0	0	2,843,947	2,843,947
2012	CHN12-103CZ3	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	0	0	4,889,683	4,889,683
2012	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	3,332,220	3,332,220
2012	CHN08-610C	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	0.0	0	0	CMAQ	1,164,992	0	3,437,508	4,602,500
2012	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
2012	CHN12-807	Various locations along Alma School Rd	Construct bus bays	0.0	0	0	Local	0	0	615,000	615,000
2012	CHN09-803	Various locations along Arizona Ave and Ocotillo Rd	Construct bus bays	0.0	0	0	Local	0	0	678,000	678,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
						Total for FY 2012		2,103,881	0	29,086,281	31,190,162
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
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
2013	CHN430-11ACZ2	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	0	0	15,162,895	15,162,895
2013	CHN430-11AC	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	0	0	14,831,663	14,831,663
2013	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	74,119,558	74,119,558
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
2014	CHN14-104CZ3	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	Local	0	0	5,187,464	5,187,464
2014	CHN14-104CZ2	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	Local	0	0	3,017,144	3,017,144
2014	CHN14-104CZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	Local	0	0	908,021	908,021
2014	CHN10-101DZ	McQueen Road: Ocotillo Road to Riggs Road	Design roadway widening	2.0	2	4	RARF	0	907,083	388,750	1,295,833
2014	CHN14-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	RARF	0	580,266	248,686	828,952
2014	CHN14-102RWZ	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	1.0	2	4	Local	0	0	2,172,426	2,172,426
2014	CHN14-105DZ	Ray Rd at Dobson Rd	Design intersection improvement	0.3	4	6	Local	0	0	1,133,663	1,133,663
2014	CHN1410 6DZ	Ray Rd at McClintock Dr	Design intersection improvement	0.3	4	6	Local	0	0	987,882	987,882
2014	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	1,487,349	16,814,435	21,098,019
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
2015	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

Agency: Chandler

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2015	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
2015	CHN10-101RWZ	McQueen Road: Ocotillo Road to Riggs Road	Acquisition of right-of-way for roadway widening	2.0	2	4	RARF	0	2,143,384	918,593	3,061,977
2015	CHN10-101CZ	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	RARF	0	2,852,673	2,408,924	5,261,597
2015	CHN10-101CZ2	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	Local	0	0	4,513,175	4,513,175
2015	CHN15-102CZ	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	Local	0	0	4,389,855	4,389,855
2015	CHN15-102CZ2	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	RARF	0	2,699,700	2,331,912	5,031,612
2015	CHN15-105RWZ	Ray Rd at Dobson Rd	Acquisition of right-of-way for intersection improvement	0.3	4	6	Local	0	0	2,108,053	2,108,053
2015	CHN15-105CZ	Ray Rd at Dobson Rd	Construct intersection improvement	0.3	4	6	Local	0	0	7,784,487	7,784,487
2015	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	Local	0	0	6,783,456	6,783,456
2015	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	0.3	4	6	Local	0	0	1,495,658	1,495,658
							Total for FY 2015	0	7,695,757	56,231,113	63,926,870
							Total for Chandler	6,148,766	13,361,662	186,095,353	205,605,781

Agency: El Mirage

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	ELM09-802	125th Ave and 127th Ave: Varney Rd to Peoria Ave	Pave unpaved roads	1.0	0	0	CMAQ	381,031	0	1,102,252	1,483,283
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
2011	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
2011	ELM11-802	Eastside of Downtown El Mirage	Design pave unpaved alley project	2.2		0	Local	0	0	49,000	49,000
2011	ELM10-801	Westside of Downtown El Mirage	Design pave dirt road project	1.7		0	Local	0	0	40,800	40,800
2011	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	1,853,031	0	4,116,552	5,969,583
2012	ELM12-801	Eastside of Downtown El Mirage	Paving existing unpaved alleys	2.2		0	CMAQ	281,000	0	16,985	297,985
2012	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
							Total for FY 2012	281,000	0	1,616,985	1,897,985
2013	ELM13-102	Thunderbird Road to Port Royale Lane	Design multiuse path	0.9	0	0	Local	0	0	120,281	120,281
2013	ELM13-101	Various Arterial Traffic Signals within City of El Mirage	Design ITS project for various arterial traffic signals within El Mirage limits	13.0	0	0	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
2014	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	3,310,361	0	6,357,959	9,668,320

Agency: Fort McDowell Yavapai Nation

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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
2011	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	1,259,501
2011	FTM13-901	Various Locations on Fort McDowell Yavapai Nation	Paving dirt roads	4.7	2	2	CMAQ	700,000	0	1,650,000	2,350,000
2011	FTM09-903C	Various Locations on Fort McDowell Yavapai Nation	Construct Pave dirt road	2.5	2	2	CMAQ	375,000	0	24,000	399,000
							Total for FY 2011	3,199,440	0	1,802,414	5,001,854
							Total for Fort McDowell Yavapai Nation	3,199,440	0	1,802,414	5,001,854

Agency: Fountain Hills

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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
2011	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
2011	FTH11-101	Shea Blvd: Saguaro Blvd to Fountain Hills Blvd	Mill and Overlay	1.7	4	4	Local	0	0	0	0
2011	FTH11-101CZ	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	0.8	5	6	Local	0	0	2,092,713	2,092,713
2011	FTH11-002DZ	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	0.8	5		RARF	0	186,065	80,200	266,265
2011	FTH10-909	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	0.8	5	6	RARF	0	1,464,899	627,814	2,092,713
2011	FTH09-908	Shea Blvd: Technology Dr to Cereus Wash	Acquisition of right-of-way for roadway widening	0.8	5		RARF	0	21,973	9,417	31,390
							Total for FY 2011	300,000	1,672,937	2,940,144	4,913,081
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
2012	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
2014	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	1,672,937	15,452,551	18,621,104

Agency: Gilbert

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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
2011	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
2011	GLB11-808	Bonanza Road: 156th St to 157th St	Design pave dirt road project	0.2			Local	0	0	4,500	4,500
2011	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
2011	GLB11-003CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	RARF	0	991,353	1,211,072	2,202,425
2011	GLB130-07D	Guadalupe Rd at Gilbert Rd	Design intersection improvement	0.5	4	6	Local	0	0	389,987	389,987
2011	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
2011	GLB11-101	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Design bicycle crossing impovements	0.1	4	4	Local	0	0	75,000	75,000
2011	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
2011	GLB10-731C	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Local	0	0	12,416,416	12,416,416
2011	GLB11-812D	Queen Creek Rd: Greenfield to Higley	Design roadway widening	1.0	2	4	Local	0	0	1,107,069	1,107,069
2011	GLB11-806	Ryan Road: Greenfield Rd to 164th St.	Pave Unpaved Road	0.5			CMAQ	162,760	0	9,840	172,600
2011	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	991,353	15,447,824	17,247,065
2012	GLB12-802	Bonanza Road: 156th St to 157th St	Pave Unpaved Road	0.2			CMAQ	53,279	0	3,221	56,500
2012	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
2012	GLB130-08RW	Guadalupe Rd at Gilbert Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	1,959,987	1,959,987
2012	GLB12-817AWZ2	Queen Creek Rd: Greenfield to Higley	Acquisition of right-of-way for roadway widening	1.0	2	4	Local	0	0	4,550,572	4,550,572
2012	GLB12-817AW	Queen Creek Rd: Greenfield to Higley	Acquisition of right-of-way for roadway widening	1.0	2	4	Local	0	0	4,550,569	4,550,569
2012	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	Fund-ing	Federal	Regional	Local	Total
						Total for FY 2012		140,317	0	15,069,611	15,209,928
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
2013	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
2013	GLB09-727	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2.0	2	6	Local	0	0	1,237,450	1,237,450
2013	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2.0	2	6	Local	0	0	1,775,413	1,775,413
2013	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2.0	4	6	Local	0	0	651,349	651,349
2013	GLB13-004CZ	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Local	0	0	3,426,006	3,426,006
2013	GLB11-804	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	0	0	3,730,668	3,730,668
2013	GLB11-804CZ2	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	0	0	3,730,668	3,730,668
2013	GLB11-011DZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Design roadway widening	2.0	2	4	RARF	0	773,342	331,432	1,104,774
2013	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
2013	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	RARF	0	362,291	155,267	517,558
						Total for FY 2013		336,625	1,135,633	15,103,324	16,575,582
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	1,951,360	1,951,360
2014	GLB14-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2.0	2	6	Local	0	0	3,963,357	3,963,357
2014	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquisition of right-of-way for roadway widening	2.0	4	6	Local	0	0	2,744,247	2,744,247
2014	GLB14-101	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Construct bicycle crossing impovements	0.1	4	4	CMAQ	497,000	0	138,000	635,000
2014	GLB12-011RWZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Acquisition of right-of-way for roadway widening	2.0	2	4	RARF	0	4,671,472	2,571,550	7,243,022

Agency: Gilbert

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	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
2014	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	0	1,147,235	491,671	1,638,906
							Total for FY 2014	789,582	5,818,707	11,941,382	18,549,671
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
2015	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	0	0	414,732	414,732
2015	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	0	0	754,348	754,348
2015	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
2015	GLB15-102CZ	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	0	0	3,812,738	3,812,738
2015	GLB15-102CZ2	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	0	0	3,812,738	3,812,738
2015	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
2015	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	0	0	13,113,696	13,113,696
2015	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	0	0	6,464,833	6,464,833
2015	GLB13-002CZ	Greenfield Rd: Elliot Rd to Ray Rd	Construct roadway widening	2.0	4	6	RARF	0	2,020,831	867,111	2,887,942
2015	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
2015	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
2015	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
2015	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
2015	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
2015	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

Agency: Gilbert

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2015	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
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
2015	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
2015	GLB13-011CZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Construct roadway widening	2.0	2	4	RARF	0	7,734,777	3,685,830	11,420,607
2015	GLB15-105DZ	Ray Rd: Higley to Recker	Design roadway widening	1.0	4	6	Local	0	0	1,093,563	1,093,563
2015	GLB15-106DZ	Ray Rd: Recker to Power	Design roadway widening	1.0	4	6	Local	0	0	1,093,563	1,093,563
2015	GLB15-104DZ	Ray Rd: Val Vista to Higley	Design roadway widening	2.0	4	6	Local	0	0	1,093,563	1,093,563
2015	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
2015	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
2015	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
2015	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
2015	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
2015	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
2015	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
2015	GLB14-008CZ	Warner Rd at Greenfield Rd	Construct intersection improvement	0.5	4	6	RARF	0	2,784,713	1,193,448	3,978,161
2015	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
2015	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
2015	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

Agency: Gilbert

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
							Total for FY 2015	137,690	12,540,321	103,959,173	116,637,184
							Total for Gilbert	2,212,102	20,486,014	161,521,314	184,219,430

Agency: Glendale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	GLN04-316	43rd Ave at Peoria Ave	Design and construct gateway facility	0.2	5	5	STP-TEA	336,826	0	283,500	620,326
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
2011	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
2011	GLN07-779	Various Locations: Camelback Rd, Litchfield Rd, Olive Ave, Greenway Rd, 83rd Ave, 75th Ave	Pave dirt shoulders	5.2	4	4	CMAQ	133,035	0	133,035	266,070
							Total for FY 2011	635,900	0	6,426,572	7,062,472
2012	GLN07-311	Alley 250 ft north of Glendale Ave: 58th Ave to 57th Dr	Design and construct alley improvements and pedestrian walkway	0.1	1	1	CMAQ	75,000	0	75,000	150,000
2012	GLN09-610R	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	Construct Pedestrian Improvements	0.1	4	4	CMAQ	315,721	0	178,166	493,887
2012	GLN08-802	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.5	0	0	STP-TEA	500,000	0	837,825	1,337,825
2012	GLN12-101	Various locations	Design to connect seven intersections to city central signal system and four CCTV cameras	3.5	0	0	Local	0	0	210,000	210,000
2012	GLN12-804	Various locations	Install fiber optic cable and CCTV cameras along Cactus, Thuderbird and Greeway Roads	2.0	5	5	CMAQ	621,664	0	331,969	953,633
							Total for FY 2012	1,512,385	0	1,632,960	3,145,345
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
2013	GLN13-902	East embankment of New river, from Bethany Home Rd. to Northern Ave	New River Multi-Use Path improvments-10-foot wide, concrete cement, paved pathway	1.2	4	4	CMAQ	1,000,000	0	472,000	1,472,000
2013	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
2013	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
							Total for FY 2013	2,153,437	0	10,817,201	12,970,638
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

Agency: Glendale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	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
2015	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	5,205,886	0	30,054,233	35,260,119

Agency: Goodyear

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	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
2011	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
2011	GDY13-902	Various locations	Purchase and Install fiber optic branch cables, dome cameras and associated equipment	4.8	6	6	CMAQ	206,304	0	200,000	406,304
2011	GDY07-302	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt road	1.0	2	2	CMAQ	449,600	0	384,400	834,000
2011	GDY07-304C	Yuma Rd at Bullard Wash	Construct bridge and approaches	0.1	2	2	Local	0	0	5,700,000	5,700,000
2011	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	1,355,904	0	11,997,400	13,353,304
2012	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
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
2012	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
2012	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
2012	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
							Total for FY 2012	840,109	0	1,423,241	2,263,350
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
2013	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
2013	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
2013	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
2013	GDY13-915	Harrison Street: 158th to Estrella	Street Improvements	0.0	0	0	Local	0	0	1,150,000	1,150,000

Agency: Goodyear

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	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
2013	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
2013	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
2013	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
2013	GDY09-918	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2.0	2	2	Local	0	0	500,000	500,000
2013	GDY08-917	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2.0	2	2	Local	0	0	500,000	500,000
2013	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	91,271,256	91,971,256
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
2014	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
2014	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
2014	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
2014	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	13,100,863	13,850,027
2015	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
2015	GDY04-406	Bullard Rd: Riggs Rd to Hunt Rd	Pave dirt road	1.5	2	2	Private	0	0	450,000	450,000
2015	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
2015	GDY10-712	Estrella Pkwy: MC-85 to Vineyard Ave	Reconstruct road from 2 to 4 lanes with bridge widening at Gila River and on-road bike lane	1.5	2	4	Local	0	0	34,112,849	34,112,849
2015	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
2015	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

Agency: Goodyear

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2015	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	27,000,000	27,000,000
2015	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
2015	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
2015	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
2015	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 2015	0	0	148,512,849	148,512,849
							Total for Goodyear	3,645,177	0	266,305,609	269,950,786

Agency: Guadalupe

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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

Agency: MAG

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	MAG11-702	Regionwide	Travel reduction program	0.0	0	0	CMAQ	135,000	0	0	135,000
2011	MAG11-705	Regionwide	Purchase PM-10 certified street sweepers	0.0	0	0	CMAQ	900,000	0	54,401	954,401
2011	MAG11-706	Regionwide	Regional rideshare and telework program	0.0	0	0	CMAQ	660,000	0	0	660,000
2011	MAG11-707	Regionwide	Trip reduction program	0.0	0	0	CMAQ	910,000	0	0	910,000
2011	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
2011	MAG11-701	Regionwide	Regionwide 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	MAG12-810	Regionwide	Trip reduction program	0.0	0	0	CMAQ	910,000	0	0	910,000
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
2012	MAG12-803	Regionwide	Regionwide bicycle safety education program	0.0	0	0	CMAQ	165,000	0	73,000	238,000
2012	MAG12-804	Regionwide	Travel reduction program	0.0	0	0	CMAQ	135,000	0	0	135,000
2012	MAG12-807	Regionwide	Purchase PM-10 certified street sweepers	0.0	0	0	CMAQ	900,000	0	54,401	954,401
2012	MAG12-808	Regionwide	Regional rideshare and telework program	0.0	0	0	CMAQ	660,000	0	0	660,000
2012	MAG12-809	Regionwide	Traffic signal optimization program	0.0	0	0	CMAQ	298,865	0	18,135	317,000
							Total for FY 2012	7,568,865	0	417,540	7,986,405
2013	MAG13-804	Regionwide	Travel reduction program	0.0	0	0	CMAQ	135,000	0	0	135,000
2013	MAG13-807	Regionwide	Purchase PM-10 certified street sweepers	0.0	0	0	CMAQ	900,000	0	54,401	954,401
2013	MAG13-808	Regionwide	Regional rideshare and telework program	0.0	0	0	CMAQ	660,000	0	0	660,000
2013	MAG13-810	Regionwide	Trip reduction program	0.0	0	0	CMAQ	910,000	0	0	910,000
2013	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

Agency: MAG

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
							Total for FY 2013	7,405,000	0	344,539	7,749,539
2014	MAG14-102	Regionwide	Pave dirt roads program	0.0	0	0	CMAQ	4,898,000	0	296,062	5,194,062
2014	MAG14-103	Regionwide	Purchase PM-10 certified street sweepers	0.0	0	0	CMAQ	900,000	0	54,401	954,401
2014	MAG14-104	Regionwide	Regional rideshare and telework program	0.0	0	0	CMAQ	660,000	0	0	660,000
2014	MAG14-105	Regionwide	Travel reduction program	0.0	0	0	CMAQ	135,000	0	0	135,000
2014	MAG14-106	Regionwide	Trip reduction program	0.0	0	0	CMAQ	910,000	0	0	910,000
2014	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	13,261,734
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
2015	MAG15-108	Regionwide	MAG Air Quality & Travel Demand Management Programs	0.0	0	0	CMAQ	7,928,000	0	479,211	8,407,211
2015	MAG15-109	Regionwide	MAG Intelligent Transportation System (ITS) Program	0.0	0	0	CMAQ	7,276,000	0	3,118,286	10,394,286
2015	MAG15-110	Regionwide	MAG Bicycle and Pedestrian Program	0.0	0	0	CMAQ	9,231,000	0	3,956,143	13,187,143
							Total for FY 2015	29,835,000	0	7,880,045	37,715,045
							Total for MAG	64,236,865	0	9,623,759	73,860,624

Agency: Maricopa County

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	MMA11-109	17th Avenue, Maddock Rd to Joy Ranch Rd	Pave unpaved road	0.5	2	2	CMAQ	314,580	0	19,015	333,595
2011	MMA11-722	5 different locations	Upgrade traffic signals, including CCTV facilities	3.5	6	6	CMAQ	100,000	0	150,000	250,000
2011	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
2011	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
2011	MMA11-111	88th Avenue, Deer Valley Rd to Williams Rd	Pave unpaved road	0.5	2	2	CMAQ	376,420	0	22,753	399,173
2011	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
2011	MMA11-107CZ2	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3.0	2	4	Local	0	0	13,257,440	13,257,440
2011	MMA11-107CZ	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3.0	2	4	Local	0	0	5,762,294	5,762,294
2011	MMA10-616	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	0	215,803	92,487	308,290
2011	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
2011	MMA11-103RWRZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.6	4	6	STP-MAG	2,044,891	0	-2,044,891	0
2011	MMA11-103DRZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	1,689,759	0	-1,689,759	0
2011	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.6	4	6	Local	0	0	3,207,731	3,207,731
2011	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	Local	0	0	2,486,359	2,486,359
2011	MMA11-904	Low Volume Road Project	Pave Dirt Roads	5.0	2	2	Local	0	0	5,080,000	5,080,000
2011	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
2011	MMA10-004RWZ	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening	12.5	0	0	STP-MAG	772,074	0	340,815	1,112,889
2011	MMA11-929	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	4.1	0	4	Local	0	0	8,551,337	8,551,337
2011	MMA10-009CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	0	4	STP-MAG	1,706,678	0	753,377	2,460,055
2011	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

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
						Total for FY 2011		7,972,748	215,803	58,792,380	66,980,931
2012	MMA12-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	0	1,389,544	595,519	1,985,063
2012	MMA13-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	Local	0	0	654,129	654,129
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
2012	MMA12-905	Low Volume Road Project	Pave Dirt Roads	5.0	2	2	Local	0	0	3,090,000	3,090,000
2012	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
2012	MMA11-915	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening	12.5	0	0	STP-MAG	2,601,159	0	1,182,673	3,783,832
2012	MMA11-106CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	0	4	STP-MAG	19,200,132	0	8,729,751	27,929,883
2012	MMA12-106RZ	Northern Parkway: Sarival to Dysart	Reimbursement for roadway widening	2.0	4	6	Local	0	0	11,993,441	11,993,441
2012	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
2012	MMA12-820	Regionwide	Upgrade regional archived data server (RADS) equipment	0.0	0	0	CMAQ	67,992	0	29,508	97,500
2012	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		22,373,369	1,389,544	64,925,935	88,688,848
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
2013	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
2013	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
2013	MMA09-815	Dobson Road Bridge over the Salt River	Design roadway widening	0.0	0	6	Local	0	0	1,486,078	1,486,078
2013	MMA12-102RWZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquisition of right-of-way for roadway widening	2.0	2	6	RARF	0	1,325,595	4,969,947	6,295,542
2013	MMA13-909	Low Volume Road Project	Pave Dirt Roads	5.0	2	2	Local	0	0	3,090,000	3,090,000

Agency: Maricopa County

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	MMA13-904	McDowell Rd at Avondale Blvd, McDowell Rd at Estrella Pkwy, MC85 at Avondale Blvd, MC85 at Estrella Pkwy	Install arterial DMS and associated conduit, pull boxes, fiber optic cable, communication equipment and electrical service equipment	0.0		0	CMAQ	700,000	0	300,000	1,000,000
2013	MMA13-105DRZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	STP-MAG	521,698	0	-521,698	0
2013	MMA13-105DZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	Local	0	0	816,190	816,190
2013	MMA14-111DZ	Northern Parkway: Agua Fria Bridge	Design roadway widening	0.0	0	4	Local	0	0	572,365	572,365
2013	MMA11-923	Northern Parkway: Dysart to 111th	Design roadway widening	2.5	2	4	Local	0	0	1,259,200	1,259,200
2013	MMA12-925	Northern Parkway: Reems Overpass	Design roadway widening	0.0	0	4	Local	0	0	915,782	915,782
2013	MMA12-106CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	0	4	STP-MAG	14,422,855	0	6,754,390	21,177,245
2013	MMA13-902	Regionwide	Develop and implement arterial ATIS Enhancements	0.0		0	CMAQ	277,083	0	150,000	427,083
2013	MMA13-901	Southwest Valley, 99th Ave to Cotton Ln to include McDowell Rd, Van Buren St, MC85/Buckeye	Develop a multi-agency Operations Plan	10.0		0	CMAQ	35,000	0	15,000	50,000
2013	MMA13-903	Sun Valley Parkway, I-10 to Bell Rd Connection	Implement a wireless communications system and CCTV	20.0		0	CMAQ	387,917	0	210,000	597,917
							Total for FY 2013	16,766,858	1,325,595	57,487,780	75,580,233
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
2014	MMA14-101RWZ2	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	0.0	0	6	Local	0	0	8,113,908	8,113,908
2014	MMA14-101RWRZ	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	0.0	0	6	STP-MAG	7,618,963	0	-7,618,963	0
2014	MMA14-101RWZ	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	0.0	0	6	Local	0	0	12,250,300	12,250,300
2014	MMA11-822	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquisition of right-of-way for roadway widening	2.0	2	6	RARF	0	1,056,446	15,443,448	16,499,894
2014	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	Local	0	0	1,279,014	1,279,014
2014	MMA14-105RWRZ	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	794,873	0	-794,873	0

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	MMA15-111CZ	Northern Parkway: Agua Fria Bridge	Construct roadway widening	0.0	0	4	Local	0	0	7,310,230	7,310,230
2014	MMA14-113CX	Northern Parkway: Dysart to 111th	Construct roadway widening	2.5	2	4	Local	0	0	8,017,672	8,017,672
2014	MMA11-922	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening	2.5	2	4	Local	0	0	13,087,668	13,087,668
2014	MMA14-110DZ	Northern Parkway: Litchfield Overpass	Design roadway widening	0.0	0	4	Local	0	0	943,255	943,255
2014	MMA14-112DZ	Northern Parkway: Northern Aven at L101	Design intersection improvement	0.5	4	6	Local	0	0	2,593,953	2,593,953
2014	MMA13-008CZ	Northern Parkway: Reems Overpass	Construct roadway widening	0.0	0	4	Local	0	0	12,497,971	12,497,971
2014	MMA12-928	Northern Parkway: Sarival Overpass	Construct roadway widening	0.0	0	4	Local	0	0	7,251,276	7,251,276
2014	MMA14-102	Various locations along MC85 from Aqua 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	9,321,229	1,056,446	80,796,359	91,174,034
2015	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	0.0	0	6	Local	0	0	26,908,359	26,908,359
2015	MMA15-102CZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Construct roadway widening	2.0	2	6	RARF	0	6,768,123	2,900,623	9,668,746
2015	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.6	4	6	STP-MAG	10,187,655	0	27,717,032	37,904,687
2015	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	Local	0	0	17,195,273	17,195,273
2015	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	11,848,089	11,848,089
2015	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	11,848,089	11,848,089
2015	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	11,848,090	11,848,090
2015	MMA15-104RWZ	McKellips Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	0.8	4	6	RARF	0	3,088,324	1,323,568	4,411,892
2015	MMA15-113CX	Northern Parkway: Dysart to 111th	Construct roadway widening	2.5	2	4	Local	0	0	8,258,200	8,258,200
2015	MMA15-110CZ	Northern Parkway: Litchfield Overpass	Construct roadway widening	0.0	0	4	Local	0	0	12,320,156	12,320,156
2015	MMA15-112CZ	Northern Parkway: Northern Aven at L101	Construct intersection improvement	0.5	4	6	Local	0	0	7,165,204	7,165,204

Agency: Maricopa County

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2015	MMA15-109CZ	Northern Parkway: Sarival Overpass	Construct roadway widening	0.0	0	4	Local	0	0	7,468,814	7,468,814
							Total for FY 2015	10,187,655	9,856,447	146,801,497	166,845,599
							Total for Maricopa County	66,621,859	13,843,835	408,803,951	489,269,645

Agency: Mesa

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	MES11-106CZ	Dobson Rd at Guadalupe Rd	Construct intersection improvement	0.5	4	6	RARF	0	2,125,006	1,364,021	3,489,027
2011	MES310-11AC	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	Local	0	0	2,211,666	2,211,666
2011	MES310-10ARW	Dobson Rd at University Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	2,106,349	2,106,349
2011	MES08-603	Dobson Road Bicycle and Pedestrian Route Improvements (Broadway Road to Main Street)	Construct a bicycle and pedestrian route along Dobson Road. Dobson Road will be upgraded on both side of the street to provide safer pedestrian and bicycle routes.	0.5	4	4	CMAQ	1,082,739	0	388,961	1,471,700
2011	MES11-111CZ	Hawes Rd: Santan Fwy to Ray Rd	Construct roadway widening	0.0	0	6	Local	0	0	2,623,100	2,623,100
2011	MES08-602R	Lewis St: First St to Main Library	Construct pedestrian improvements	0.1	0	0	CMAQ	253,673	0	83,717	337,390
2011	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
2011	MES11-125RWZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	1.0	4	6	RARF	0	1,112,680	920,422	2,033,102
2011	MES11-125DZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1.0	4	6	RARF	0	1,142,129	489,484	1,631,613
2011	MES11-116CZ	Ray Rd: Sossaman Rd to Ellsworth Rd	Construct roadway widening	0.0	0	6	Local	0	0	4,262,536	4,262,536
2011	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	0	0	1,854,555	1,854,555
2011	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	2,306,070	4,379,815	16,920,379	23,606,264
2012	MES310-11ACZ2	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	Local	0	0	2,278,017	2,278,017
2012	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
2012	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
2012	MES150-10C	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	RARF	0	2,615,091	1,525,167	4,140,258
2012	MES12-125RWZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	1.0	4	6	RARF	0	1,146,061	948,035	2,094,096
2012	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	RARF	0	248,574	151,203	399,777

Agency: Mesa

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2012	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	Local	0	0	2,701,792	2,701,792
2012	MES183-10RW	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	0	3,218,573	2,185,012	5,403,585
						Total for FY 2012		1,658,864	7,228,299	12,151,719	21,038,882
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
2013	MES100-06D	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	0	400,890	199,829	600,719
2013	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
2013	MES13-002DZ	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	0	0	52,658	52,658
2013	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
2013	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
2013	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
2013	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
2013	MES13-108PZ	Greenfield Rd: Southern Ave to University Dr	Pre-Design roadway widening	3.0	4	6	Local	0	0	475,062	475,062
2013	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
2013	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
2013	MES151-09D	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	0	0	749,611	749,611
2013	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	RARF	0	2,693,544	1,570,922	4,264,466
2013	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
2013	MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	0.5	6	6	CMAQ	910,000	0	3,437,000	4,347,000
2013	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	Local	0	0	5,843,977	5,843,977
2013	MES188-11D	Southern Ave at Higley Rd	Pre-Design/Design intersection improvement	0.5	4	6	RARF	0	842,519	361,161	1,203,680

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	MES186-09D	Southern Ave at Lindsay Rd	Design intersection improvement	0.5	4	6	Local	0	0	536,809	536,809
2013	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	RARF	0	4,557,732	3,477,736	8,035,468
2013	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	0	0	8,035,466	8,035,466
2013	MES490-09AD	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Local	0	0	3,716,325	3,716,325
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
2013	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	1,487,573	1,487,573
2013	MES310-10AD	Val Vista Dr: Baseline Rd to Southern Ave	Design roadway widening	1.0	4	6	Local	0	0	994,768	994,768
2013	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	2,709,000	8,494,685	48,889,897	60,093,582
2014	MES14-101DZ	Baseline Rd: Power Rd to Ellsworth Rd	Design roadway widening	3.0	4	6	Local	0	0	1,462,046	1,462,046
2014	MES114-102DZ	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	0	412,916	205,824	618,740
2014	MES100-07RW	Broadway Rd: Dobson Rd to Country Club Dr	Acquisition of right-of-way for roadway widening	2.0	4	6	RARF	0	1,222,695	3,926,819	5,149,514
2014	MES14-002DZ2	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	0	0	54,237	54,237
2014	MES300-08ARW	Country Club Dr at University Dr	Acquisition of right-of-way for intersection improvement	1.0	4	6	Local	0	0	4,794,932	4,794,932
2014	MES14-105DZ	Crismon Rd: Broadway to Guadalupe	Design roadway widening	3.0	4	6	Local	0	0	2,004,418	2,004,418
2014	MES151-10RW	Mesa Dr at Broadway Rd	Acquisition of right-of-way for intersection improvement	1.0	4	6	Local	0	0	7,524,120	7,524,120
2014	MES151-09DZ2	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	RARF	0	427,402	344,697	772,099
2014	MES188-12RW	Southern Ave at Higley Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	0	2,602,206	1,118,937	3,721,143
2014	MES14-119RWZ	Southern Ave at Lindsay Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	2,232,871	2,232,871
2014	MES490-10ARW	Stapley Dr at University Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	1,208,359	1,208,359

Agency: Mesa

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	MES490-09ADZ	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Local	0	0	3,827,815	3,827,815
2014	MES13-122CZ	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	Local	0	0	6,124,478	6,124,478
2014	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	1,532,200	1,532,200
							Total for FY 2014	0	4,665,219	36,361,753	41,026,972
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	4,516,507	4,516,507
2015	MES15-102CZ	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	RARF	0	6,214,296	9,285,734	15,500,030
2015	MES15-103CZ	Country Club Dr at University Dr	Construct intersection improvement	1.0	4	6	Local	0	0	5,139,991	5,139,991
2015	MES15-105RWZ	Crismon Rd: Broadway to Guadalupe	Acquisition of right-of-way for roadway widening	3.0	4	6	Local	0	0	6,193,651	6,193,651
2015	MES15-110DZ	Guadalupe Rd: Hawes Rd to Crismon Rd	Design roadway widening	2.0	4	6	Local	0	0	3,417,680	3,417,680
2015	MES15-124DZ	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Design intersection improvement	0.0	4	6	Local	0	0	4,631,030	4,631,030
2015	MES470-10AD	Lindsay Rd at Brown Rd	Design intersection improvement	0.5	4	6	RARF	0	323,010	220,448	543,458
2015	MES15-114DZ	Meridian Rd: Baseline Rd to Ray	Design roadway widening	0.0	0	6	Local	0	0	2,781,072	2,781,072
2015	MES151-10RWZ	Mesa Dr at Broadway Rd	Acquisition of right-of-way for intersection improvement	1.0	4	6	Local	0	0	7,749,844	7,749,844
2015	MES14-120CZ	Southern Ave at Higley Rd	Construct intersection improvement	0.5	4	6	RARF	0	5,995,695	2,569,584	8,565,279
2015	MES15-119CZ	Southern Ave at Lindsay Rd	Construct intersection improvement	0.5	4	6	RARF	0	3,802,415	2,901,198	6,703,613
2015	MES13-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	0	0	5,227,424	5,227,424
2015	MES490-10ARWZ	Stapley Dr at University Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	1,244,609	1,244,609
							Total for FY 2015	0	16,335,416	55,878,772	72,214,188
							Total for Mesa	6,673,934	41,103,434	170,202,520	217,979,888

Agency: Paradise Valley

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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

Agency: Peoria

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	PEO11-104RWZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	0.2	4	6	Local	0	0	523,178	523,178
2011	PEO11-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	Local	0	0	1,569,535	1,569,535
2011	PEO11-103CZ	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	1.0	2	4	RARF	0	3,655,829	1,919,158	5,574,987
2011	None	Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	Acquire right-of-way for roadway widening	1.8	2	4	Local	0	0	3,557,612	3,557,612
2011	PEO11-101RWZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquisition of right-of-way for roadway widening	2.5	2	4	Local	0	0	1,004,502	1,004,502
2011	PEO11-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	0	0	3,505,315	3,505,315
2011	PEO11-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	0	0	10,608,214	10,608,214
2011	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
2011	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	1,400,000	3,655,829	24,007,514	29,063,343
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
2012	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
2012	PEO12-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	Local	0	0	5,388,735	5,388,735
2012	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
2012	PEO12-103	Lake Pleasant Parkway: L303 to SR74	Design Pave Unpaved Shoulder project	1.9		0	Local	0	0	41,919	41,919
2012	PEO12-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	0	0	8,707,287	8,707,287
2012	PEO12-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	0	0	11,023,471	11,023,471
2012	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	55,595,571	55,595,571
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

Agency: Peoria

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	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
2013	PEO13-102	Lake Pleasant Parkway: L303 to SR74	Pave Unpaved Shoulders	1.9		0	CMAQ	401,983	0	24,298	426,281
2013	PEO13-101	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Design ITS upgrade project to the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	15.0	0	0	Local	0	0	60,000	60,000
2013	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
2014	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
2015	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
2015	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
2015	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	4,062,724	3,655,829	125,714,758	133,433,311

Agency: Phoenix

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	PHX09-619	19th Ave at Greenway Rd	Construct multi-use path and bridge (phase 2)	0.0	5	5	CMAQ	1,010,000	0	1,424,100	2,434,100
2011	PHX10-914	19th Ave Bridge at CAP	Construction	0.1	5	5	Local	0	0	9,380,000	9,380,000
2011	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
2011	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
2011	PHX11-140	20th ST: Highland - Camelback (69KV)	Right-of-Way	0.0	0	0	Local	0	0	366,916	366,916
2011	PHX11-918	20th ST: Highland - Camelback (69KV)	Construction	0.0	0	0	Local	0	0	3,857,040	3,857,040
2011	PHX11-196	24th St: Spur Track - I10	Landscape Median Islands	0.0	0	0	Local	0	0	200,000	200,000
2011	PHX11-135	27th Ave S/O Jackson St	RR Crossing	0.0	0	0	Local	0	0	110,000	110,000
2011	PHX11-137	32nd St S/O Jackson St	RR Crossing	0.0	0	0	Local	0	0	131,500	131,500
2011	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
2011	PHX11-843	32nd St: Washington St to McDowell Rd	Construct roadway narrowing	1.0	6	4	Local	0	0	6,071,820	6,071,820
2011	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
2011	PHX11-136	40TH ST S/O Madison St	RR Crossing	0.0	0	0	Local	0	0	100,000	100,000
2011	PHX09-905	59th Ave at Lower Buckeye Rd	Construct Intersection Improvement	0.0	0	0	Local	0	0	2,000,000	2,000,000
2011	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
2011	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
2011	PHX11-198	7th Ave: Osborn Rd - Indian School Rd	Landscape retrofits	0.0	0	0	Local	0	0	300,000	300,000
2011	PHX11-178	ACDC at 7th Ave Bike Underpass	Construction	0.0	0	0	Local	0	0	92,713	92,713
2011	PHX11-101RWZ	Avendia Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	0.0	0	6	STP-MAG	7,684,116	0	3,392,287	11,076,403

Agency: Phoenix

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	PHX11-185	Baseline Rd: 49th Ave - 47th Ave	Construction	0.0	0	0	Local	0	0	780,000	780,000
2011	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	2,554,938	0	1,127,972	3,682,910
2011	PHX11-151	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	127,436	127,436
2011	PHX11-801	Citywide	Design alley dust proofing project	40.0	0	0	Local	0	0	418,000	418,000
2011	PHX09-904	Deer Valley Dr: 40th St - Black Mountain Pkwy	Right-of-Way	0.0	0	0	Local	0	0	35,714	35,714
2011	PHX11-173	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
2011	PHX11-107	Eastbound Van Buren St at 19th Ave	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2011	PHX11-167	Hawk Traffic Signals	Construction	0.0	0	0	Local	0	0	300,000	300,000
2011	PHX11-919	Historic Districts Streetscape Improvement	Construction	0.0	0	0	Local	0	0	779,130	779,130
2011	PHX11-197	Indian School Rd: 27th Ave - 43rd Ave	Landscape	0.0	0	0	Local	0	0	750,000	750,000
2011	PHX11-168	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
2011	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
2011	PHX11-101	Northbound 19th Ave At Van Buren St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2011	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
2011	PHX11-195	Riverview Dr: 18th St - 22nd St	Construction	0.0	0	0	Local	0	0	2,823,480	2,823,480
2011	PHX11-179	Royal Palm Bicycle at Pedestrian Bridge	Construction	0.0	0	0	STP-TEA	500,000	0	125,000	625,000
2011	PHX10-845	Salt River: 24th Street to I-10/Tempe Drain	Construct Multi-use path	0.0	0	0	CMAQ	801,606	0	0	801,606
2011	PHX09-103RWZ2	Sonoran Blvd: 15th Avenue to Cave Creek	Acquisition of right-of-way for roadway widening	7.0	4	6	RARF	0	2,929,798	1,255,628	4,185,426
2011	PHX10-103DZ	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	7.0	4	6	RARF	0	1,464,899	627,814	2,092,713
2011	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	6,962,455	2,984,208	9,946,663

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	PHX11-192	Sonoran Desert Drive	Design	0.0	0	0	Local	0	0	100,000	100,000
2011	PHX11-105	Southbound 67th Ave at Indian School Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2011	PHX11-156	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
2011	PHX11-102	VA Hospital	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2011	PHX09-872	Various locations	Pave unpaved roads	3.0	0	0	CMAQ	1,050,000	0	450,000	1,500,000
2011	PHX09-871	Various locations	Pave unpaved alleys	18.0	0	0	CMAQ	466,667	0	200,000	666,667
2011	PHX11-109	Various Locations	Pontis / Virtis Software for bridge inspections	0.0	0	0	Bridge	87,746	0	5,304	93,050
2011	PHX11-110	Various Locations	Equipment Rental for bridge inspections	0.0	0	0	Bridge	64,595	0	3,905	68,500
2011	PHX09-624	Various locations	Construct regional ITS fiber optic backbone, phase B-1	30.0	0	0	CMAQ	665,000	0	0	665,000
2011	PHX11-852	Various locations	Bridge rehabilitation	0.0	0	0	Local	0	0	358,000	358,000
2011	PHX11-855	Various locations	Bridge inspection program	0.0	0	0	Local	0	0	250,000	250,000
2011	PHX11-856	Various locations	Bridge systems maintenance	0.0	0	0	Local	0	0	69,000	69,000
2011	PHX10-633	Various locations	Construct regional ITS fiber optic backbone, phase B-2	30.0	0	0	CMAQ	665,000	0	0	665,000
2011	PHX11-857	Various locations	Pre-design	0.0	0	0	Local	0	0	150,000	150,000
2011	PHX11-739	Various locations	Construct regional ITS telecommunications expansion	0.0	0	0	CMAQ	700,000	0	500,000	1,200,000
2011	PHX13-904	Various Locations in the City of Phoenix: 44 miles of dirt alleys	Paving dirt alleys	44.0	0	0	CMAQ	1,200,000	0	920,000	2,120,000
2011	PHX11-130	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	2,000,000	2,000,000
2011	PHX11-139	Various Major Streets	Implement Street Impact Fee Pavement Improvements	0.0	0	0	Local	0	0	4,711,675	4,711,675
2011	PHX11-162	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
2011	PHX11-125	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	Fund-ing	Federal	Regional	Local	Total
2011	PHX11-104	Westbound McDowell Rd at 43rd Ave	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2011	PHX11-103	Westbound McDowell Rd at 43rd Ave	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2011	PHX11-106	Westbound Thomas Rd at 24th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2011	PHX11-161	Westside Streetscape	Retrofit Program	0.0	0	0	Local	0	0	1,307,220	1,307,220
							Total for FY 2011	17,449,669	11,357,152	142,254,984	171,061,805
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
2012	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
2012	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
2012	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
2012	PHX12-101RWZ	Avendia Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	0.0	0	6	STP-MAG	7,684,116	0	3,494,056	11,178,172
2012	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
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	2,451,318	0	1,114,390	3,565,708
2012	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
2012	PHX12-152	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	100,000	100,000
2012	PHX12-801	Citywide	Alley Dust proofing	40.0	0	0	CMAQ	2,009,471	0	190,000	2,199,471
2012	PHX12-174	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
2012	PHX12-109	Eastbound Thunderbird Rd at 32nd St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2012	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
2012	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

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2012	PHX12-169	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
2012	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
2012	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
2012	PHX12-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	11,468,144	4,915,767	16,383,911
2012	PHX12-193	Sonoran Desert Drive	Construct Roadway	0.1	0	2	Local	0	0	900,000	900,000
2012	PHX10-916	South Mountain Community College Pedestrian Crossing	Pedestrian Bridge over the Canal	0.0	0	0	Local	0	0	148,149	148,149
2012	PHX12-157	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
2012	PHX12-929	Various	Retrofit Program	0.0	0	0	Local	0	0	500,000	500,000
2012	PHX12-925	Various	Pre-Design	0.0	0	0	Local	0	0	150,000	150,000
2012	PHX12-102	Various alley locations on 23 segments	Design dust proof alley project	33.0	2	2	Local	0	0	50,000	50,000
2012	PHX12-105	Various Locations	Equipment Rental for bridge inspections	0.0	0	0	Local	0	0	143,723	143,723
2012	PHX12-104	Various Locations	Pontis / Virtis Software for bridge inspections	0.0	0	0	Local	0	0	93,980	93,980
2012	PHX12-863	Various locations	Bridge rehabilitation	0.0	0	0	Local	0	0	358,000	358,000
2012	PHX12-865	Various locations	Bridge systems maintenance	0.0	0	0	Local	0	0	69,000	69,000
2012	PHX12-866	Various locations	Bridge inspection program	0.0	0	0	Local	0	0	250,000	250,000
2012	PHX12-131	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	2,169,270	2,169,270
2012	PHX12-163	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
2012	PHX12-126	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000
2012	PHX12-110	Westbound Indian School Rd at 24th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2012	PHX12-108	Westbound Indian School Rd at 32nd St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
						Total for FY 2012		13,484,906	11,468,144	35,682,335	60,635,385
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
2013	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
2013	PHX13-184	35th Ave: Olney Dr - Dobbins	Widen Roadway	0.5	2	4	Local	0	0	38,500	38,500
2013	PHX13-186	56th St: Deer Valley - Pinnacle Peak	Design	0.0	0	0	Local	0	0	500,000	500,000
2013	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
2013	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
2013	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
2013	PHX13-101RWZ	Avendia Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	0.0	0	6	STP-MAG	7,684,116	0	3,598,878	11,282,994
2013	PHX13-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	5,344,545	0	2,502,912	7,847,457
2013	PHX12-926	Baseline Rd: 59th - 51st Ave	Right-of-Way	0.0	0	0	Local	0	0	1,210,000	1,210,000
2013	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	8,694,917	0	4,071,772	12,766,689
2013	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
2013	PHX13-153	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	100,000	100,000
2013	PHX13-175	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
2013	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
2013	PHX13-170	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
2013	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
2013	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
2013	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

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	PHX13-112	Northbound 32nd St at McDowell Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2013	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
2013	PHX13-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	11,592,560	4,968,716	16,561,276
2013	PHX13-113	Southbound Central Rd At Baseline Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2013	PHX13-158	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
2013	PHX13-936	Various	Retrofit Program	0.0	0	0	Local	0	0	500,000	500,000
2013	PHX13-935	Various	Bridge Systems Maintenance	0.0	0	0	Local	0	0	17,000	17,000
2013	PHX13-934	Various	Bridge Rehabilitation	0.0	0	0	Local	0	0	358,000	358,000
2013	PHX13-933	Various	Bridge Inspection Program	0.0	0	0	Local	0	0	250,000	250,000
2013	PHX13-930	Various	Pre-Design	0.0	0	0	Local	0	0	150,000	150,000
2013	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
2013	PHX13-107	Various Locations	Equipment Rental for bridge inspections	0.0	0	0	Local	0	0	69,185	69,185
2013	PHX13-106	Various Locations	Pontis / Virtis Software for bridge inspections	0.0	0	0	Local	0	0	94,920	94,920
2013	PHX13-132	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	1,000,000	1,000,000
2013	PHX13-164	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
2013	PHX13-127	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000
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	23,851,328	11,592,560	42,638,533	78,082,421
2014	PHX14-187	56th St: Deer Valley - Pinnacle Peak	Right-of-Way	0.0	0	0	Local	0	0	500,000	500,000
2014	PHX14-190	64th St: Utopia - Loop 101	Design	0.0	0	0	Local	0	0	700,000	700,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	PHX14-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	10,688,073	0	5,155,921	15,843,994
2014	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	8,695,578	0	4,193,925	12,889,503
2014	PHX14-154	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	100,000	100,000
2014	PHX14-176	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
2014	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
2014	PHX14-194	Greenway Pkwy at Cave Creek Wash Bridge	Construct Bridge Replacement	0.2	2	2	Local	0	0	5,900,000	5,900,000
2014	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
2014	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
2014	PHX14-171	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
2014	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
2014	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
2014	PHX14-116	Northbound Greenway Pkwy At Cave Creek Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2014	PHX14-114	Southbound 32nd St At Thomas Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2014	PHX14-159	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
2014	PHX14-110	Various Locations	Equipment Rental for bridge inspections	0.0	0	0	Local	0	0	145,160	145,160
2014	PHX14-149	Various locations	Retrofit Program	0.0	0	0	Local	0	0	500,000	500,000
2014	PHX14-147	Various locations	Pre-Design	0.0	0	0	Local	0	0	150,000	150,000
2014	PHX14-145	Various locations	Bridge systems maintenance	0.0	0	0	Local	0	0	3,933	3,933
2014	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	Fund-ing	Federal	Regional	Local	Total
2014	PHX14-141	Various locations	Bridge inspection program	0.0	0	0	Local	0	0	250,000	250,000
2014	PHX14-109	Various Locations	Pontis / Virtis Software for bridge inspections	0.0	0	0	Local	0	0	100,870	100,870
2014	PHX14-133	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	1,000,000	1,000,000
2014	PHX14-165	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
2014	PHX14-128	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000
2014	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	21,179,690	0	22,011,040	43,190,730
2015	PHX15-183	16th St at Thomas Rd	Widen intersection	0.8	4	6	Local	0	0	148,000	148,000
2015	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
2015	PHX15-189	35th Ave: Dobbins Rd - Baseline Rd	Design	0.0	0	0	Local	0	0	660,000	660,000
2015	PHX15-188	56th St: Deer Valley - Pinnacle Peak	Construction	1.0	2	4	Local	0	0	6,000,000	6,000,000
2015	PHX15-191	64th St: Utopia - Loop 101	Right-of-Way	0.0	0	0	Local	0	0	1,000,000	1,000,000
2015	PHX12-923	75th Ave: Broadway - Lower Buckeye	Design	0.0	0	0	Local	0	0	550,000	550,000
2015	PHX15-182	7th St at Camelback Rd	Widen intersection	0.3	5	6	Local	0	0	150,000	150,000
2015	PHX12-924	83rd Ave: Lower Buckeye - Buckeye	Design	0.0	0	0	Local	0	0	550,000	550,000
2015	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
2015	PHX15-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	5,345,335	0	2,655,502	8,000,837
2015	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
2015	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
2015	PHX15-155	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	Fund-ing	Federal	Regional	Local	Total
2015	PHX15-177	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
2015	PHX15-123	Eastbound Indian School Rd At 16Th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2015	PHX15-172	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
2015	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
2015	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
2015	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
2015	PHX15-119	Southbound 16th St At Bethany Home Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2015	PHX15-122	Southbound 35th Ave At Dunlap Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2015	PHX15-117	Southbound Central Ave At Dunlap Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2015	PHX15-118	Southbound Greenway Pkwy At Cave Creek Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2015	PHX15-160	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
2015	PHX15-107	Various Locations	Pontis / Virtis Software for bridge inspections	0.0	0	0	Local	0	0	102,184	102,184
2015	PHX15-148	Various locations	Pre-Design	0.0	0	0	Local	0	0	150,000	150,000
2015	PHX15-146	Various locations	Bridge systems maintenance	0.0	0	0	Local	0	0	3,933	3,933
2015	PHX15-144	Various locations	Bridge rehabilitation	0.0	0	0	Local	0	0	358,000	358,000
2015	PHX15-142	Various locations	Bridge inspection program	0.0	0	0	Local	0	0	250,000	250,000
2015	PHX15-108	Various Locations	Equipment Rental for bridge inspections	0.0	0	0	Local	0	0	69,877	69,877
2015	PHX15-150	Various locations	Retrofit Program	0.0	0	0	Local	0	0	500,000	500,000
2015	PHX15-134	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	1,000,000	1,000,000
2015	PHX15-166	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000

Agency: Phoenix

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2015	PHX15-129	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000
2015	PHX15-124	Westbound Broadway Rd At 16Th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2015	PHX15-121	Westbound Cave Creek Rd At Greenway Pkwy	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
2015	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	5,845,335	0	43,612,496	49,457,831
							Total for Phoenix	81,810,927	34,417,856	286,199,388	402,428,171

Agency: Queen Creek

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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
2011	QNC07-713	Ellsworth Rd: Rittenhouse Rd to Ellisworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
2011	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
2011	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
2011	QNC07-746	Hunt Highway: Power Rd to Ellsworth	Pave dirt shoulders	3.0	4	4	Local	0	0	409,786	409,786
2011	QNC07-722	Ocotillo Rd: 209th Way to Ellsworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	700,000	700,000
2011	QNC07-729	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	0.3	2	4	Private	0	0	500,000	500,000
2011	QNC07-728	Ocotillo Rd: Rittenhouse Rd to Crismon	Widen roadway	0.5	2	4	Local	0	0	3,000,000	3,000,000
2011	QNC07-730	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
2011	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
2011	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	490,000	0	13,409,786	13,899,786
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
2012	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
2012	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
2012	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
2012	QNC07-724	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
2012	QNC09-769	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	1.0	2	4	Private	0	0	2,000,000	2,000,000
2012	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
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

Agency: Queen Creek

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2012	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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	QNC13-903	Riggs Rd: Ellisworth Rd to Meridian Rd	Widen roadway	3.0	0	4	Local	0	0	20,000,000	20,000,000
2013	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
2013	QNC09-608	Rittenhouse Rd at Sossaman Rd	Improve railroad crossing/intersection	0.3	2	2	Local	0	0	150,000	150,000
2013	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
2013	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
2013	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
2013	QNC09-781	Sossaman Rd: Ocotillo Rd to Via Dejardian	Widen roadway	0.5	2	4	Local	0	0	1,500,000	1,500,000
2013	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	630,000	0	54,420,000	55,050,000
							Total for Queen Creek	1,374,235	0	86,005,986	87,380,221

Agency: Salt River Pima-Maricopa Indian Community

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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
2011	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
2012	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
2012	SRP12-102	SRP-MIC Pave Dirt Roads Program, Phase 4: Mesa Drive	Pave unpaved road	0.8	2	2	CMAQ	391,000	0	22,287	413,287
							Total for FY 2012	1,816,112	0	119,722	1,935,834
							Total for Salt River Pima-Maricopa Indian Community	2,589,595	0	3,906,284	6,495,879

Agency: Scottsdale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	SCT07-606	Dynamite Blvd: Pima Road to Alma School Road	Install Vertical Curb and Gutter	3.0	4	4	CMAQ	500,000	0	500,000	1,000,000
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
2011	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
2011	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Local	0	0	1,356,078	1,356,078
2011	SCT11-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Local	0	0	7,795,355	7,795,355
2011	SCT11-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1.0	2	4	RARF	0	502,251	215,250	717,501
2011	SCT11-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Local	0	0	4,091,254	4,091,254
2011	SCT11-110CWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Local	0	0	5,053,901	5,053,901
2011	SCT200-06AD	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Design roadway widening	1.0	4	6	Local	0	0	1,968,150	1,968,150
2011	SCT11-001CZ2	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	1.5	4	6	Local	0	0	13,341,644	13,341,644
2011	SCT11-001CZ	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	1.5	4	6	RARF	0	9,203,270	3,944,258	13,147,528
2011	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
2011	SCT10-617R	Scottsdale Rd: Earll Dr to Chaparral Rd	Upgrade sidewalks and add bicycle lanes	3.0	4	4	CMAQ	510,696	0	2,540,741	3,051,437
2011	SCT11-014DZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	RARF	0	1,056,253	561,893	1,618,146
2011	SCT210-10AC	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	RARF	0	3,905,525	7,804,283	11,709,808
2011	SCT08-930DX	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	Local	0	0	1,486,384	1,486,384
2011	SCT11-114RWZ	Shea at 120/124th Streets	Acquisition of right-of-way for intersection improvement	0.4	6	6	Local	0	0	43,161	43,161
2011	SCT08-930	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	Local	0	0	377,656	377,656
2011	SCT08-936	Shea Blvd - 96th St to 144th St ITS Improvements	Design ITS improvement	6.3	6	6	Local	0	0	647,409	647,409
2011	SCT10-956	Shea Blvd at Frank Lloyd Wright Blvd	Construct intersection improvement	0.3	6	6	Local	0	0	539,509	539,509

Agency: Scottsdale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	SCT11-115RWZ	Shea Blvd at Frank Lloyd Wright Blvd	Acquisition of right-of-way for intersection improvement	0.3	6	6	Local	0	0	107,902	107,902
2011	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	2,063,196	14,667,299	54,351,328	71,081,823
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
2012	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
2012	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
2012	SCT12-101	Frank Llyod Wright Blvd & Loop 101	Design adaptive traffic control	3.0	0	0	Local	0	0	8,000	8,000
2012	SCT12-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Local	0	0	8,029,216	8,029,216
2012	SCT12-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Local	0	0	4,213,991	4,213,991
2012	SCT12-113DZ	Pima Rd: Via Linda to Via De Ventura	Design roadway widening	1.3	2	4	Local	0	0	198,305	198,305
2012	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	1,792,942	1,792,942
2012	SCT12-014CZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	RARF	0	4,022,691	8,038,411	12,061,102
2012	SCT10-938	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS improvement	6.3	6	6	Local	0	0	2,222,772	2,222,772
2012	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	666,831	666,831
2012	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	4,022,691	29,674,738	35,046,483
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
2013	SCT13-902	Citywide	Last mile connections from city Fiber Network	1.0	0	0	CMAQ	350,000	0	350,000	700,000

Agency: Scottsdale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.0	0	2	Local	0	0	86,120	86,120
2013	SCT13-103DZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	6	6	Local	0	0	57,414	57,414
2013	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	RARF	0	162,304	69,559	231,863
2013	SCT13-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	0	3,152,626	2,364,469	5,517,095
2013	SCT13-114DZ	Pima Rd: Chaparral Rd to Thomas Rd	Design roadway widening	2.0	2	4	Local	0	0	959,109	959,109
2013	SCT13-113CZ	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	1.3	2	4	RARF	0	1,343,196	1,010,172	2,353,368
2013	SCT13-007CZ	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Local	0	0	15,359,568	15,359,568
2013	SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Local	0	0	5,520,536	5,520,536
2013	SCT13-104DZ	Raintree -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	4	4	RARF	0	44,054	18,880	62,934
2013	SCT13-109DZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Design roadway widening	2.0	4	6	RARF	0	1,955,250	2,928,151	4,883,401
2013	SCT13-108DZ	Thunderbird-Raintree Loop	Pre-Design/Design roadway widening	0.0	0	4	RARF	0	334,655	143,423	478,078
							Total for FY 2013	1,450,000	6,992,085	30,109,061	38,551,146
2014	SCT14-101DZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Design roadway widening	2.0	2	4	Local	0	0	1,061,162	1,061,162
2014	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	562,929	562,929
2014	SCT14-103CZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	Local	0	0	6,297,982	6,297,982
2014	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
2014	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	84,304	84,304
2014	SCT14-105RWZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Acquisition of right-of-way for roadway widening	0.4	2	4	RARF	0	5,128,516	2,197,935	7,326,451
2014	SCT14-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	0	3,237,043	2,445,565	5,682,608
2014	SCT14-104CZ	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	4	RARF	0	1,268,922	543,823	1,812,745

Agency: Scottsdale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	SCT14-107DZ	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	1.2	2	4	RARF	0	245,983	105,421	351,404
2014	SCT14-109RWZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Acquisition of right-of-way for roadway widening	2.0	4	6	Local	0	0	3,804,263	3,804,263
2014	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
2014	SCT14-108RWZ	Thunderbird-Raintree Loop	Acquisition of right-of-way for roadway widening	0.0	0	4	RARF	0	5,733,900	2,457,386	8,191,286
							Total for FY 2014	1,860,108	15,614,364	20,612,197	38,086,669
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	4,578,443	4,578,443
2015	SCT15-106CZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.0	0	2	Local	0	0	947,620	947,620
2015	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	1,013,744	1,013,744
2015	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	1,039,561	1,039,561
2015	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	7,790,033	7,790,033
2015	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	RARF	0	2,610,699	1,118,871	3,729,570
2015	SCT15-107CZ2	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Local	0	0	1,144,881	1,144,881
2015	SCT15-107CZ	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	RARF	0	1,792,883	768,378	2,561,261
2015	SCT15-109CZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	Local	0	0	34,731,282	34,731,282
2015	SCT15-108RWZ	Thunderbird-Raintree Loop	Acquisition of right-of-way for roadway widening	0.0	0	4	RARF	0	10,642,996	4,561,284	15,204,280
							Total for FY 2015	0	15,046,578	57,694,097	72,740,675
							Total for Scottsdale	6,722,358	56,343,017	192,441,421	255,506,796

Agency: Surprise

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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
2011	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
2011	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
2011	SUR11-714C	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	2.5	6	6	CMAQ	825,000	0	500,000	1,325,000
2011	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
2011	SUR11-118	Bullard Avenue between Bell Road and Paradise Lane	Construct new 2 lanes and slurry seal of existing 2 lanes withcurb, gutter, raised median wit landscaping, left turn lanes, right turn lane, and bike lane	0.5	2	4	Local	0	0	2,000,000	2,000,000
2011	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
2011	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
2011	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
2011	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
2011	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
2011	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
2011	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
2011	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
2011	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
2011	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
2011	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
2011	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

Agency: Surprise

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	SUR09-820	Rural Area West of 219th Ave between Pinnacle Peak & Deer Valley	Pave unpaved roads	3.3	2	2	CMAQ	1,602,302	0	686,700	2,289,002
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
2011	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
2011	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
2011	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	2,427,302	0	30,952,700	33,380,002
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
2012	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
2012	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
2013	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	6,596,256	0	34,153,493	40,749,749

Agency: Tempe

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	TMP10-620	Broadway Rd: Rural Rd to Mill Ave	Construct pedestrian and bicycle facilities improvements	1.0	5	5	CMAQ	2,571,780	0	2,571,780	5,143,560
2011	TMP11-107	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	367,150	367,150
2011	TMP11-108	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
2011	TMP11-104	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
2011	TMP11-105	Citywide	Intersection Reconstruction	0.0	0	0	Local	0	0	425,250	425,250
2011	TMP11-106	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	561,643	561,643
2011	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
2011	TMP11-109	Rural Road to Kiwanis Park	Design multiuse path	5.0	2	2	Local	0	0	200,000	200,000
2011	TMP10-629	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	0.0	0		CMAQ	400,000	0	120,000	520,000
2011	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
2011	TMP11-103	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	29,543	29,543
2011	TMP11-102	Various Locations	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,754,665	1,754,665
2011	TMP11-703	Various locations	Install wireless communications and CCTV monitoring at 26 intersectionsInstall wireless communications and CCTV monitoring at 26 intersections	0.0	0	0	CMAQ	218,400	0	93,600	312,000
							Total for FY 2011	4,290,180	0	11,833,711	16,123,891
2012	TMP12-804	Citywide	Design and construct fiber-optic cable installations	0.0	4	4	CMAQ	242,528	0	118,643	361,171
2012	TMP12-115	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	367,150	367,150
2012	TMP12-111	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
2012	TMP12-112	Citywide	Intersection Reconstruction	0.0	0	0	Local	0	0	464,775	464,775
2012	TMP12-116	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000

Agency: Tempe

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2012	TMP12-113	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	668,125	668,125
2012	TMP12-114	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	668,125	668,125
2012	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
2012	TMP12-101	Holdeman Neighborhood Alley Stabilization	Design alley stabilization project	4.3	2	2	Local	0	0	25,000	25,000
2012	TMP12-806	Light Rail Transit Corridor in Tempe	Install CCTV monitoring stations	6.0	4	4	CMAQ	285,456	0	139,643	425,099
2012	TMP12-102	North Tempe neighborhood alley stabilization	Design alley stabilization project	10.5	2	2	Local	0	0	45,000	45,000
2012	TMP12-110	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	29,543	29,543
2012	TMP12-117	Various locations	Install new/upgrade modular traffic signals	0.0	0	0	Local	0	0	600,000	600,000
2012	TMP12-118	Various locations	Purchase and Install Video Traffic Detection	0.0	0	0	Local	0	0	425,000	425,000
2012	TMP12-109	Various Locations	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,775,300	1,775,300
							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
2013	TMP13-127	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
2013	TMP13-126	Citywide	Design and Install Fiber Optic Communications	0.0	0	0	Local	0	0	350,000	350,000
2013	TMP13-124	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	1,069,000	1,069,000
2013	TMP13-123	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	1,069,000	1,069,000
2013	TMP13-122	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
2013	TMP13-125	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	524,500	524,500
2013	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
2013	TMP13-101	Holdeman Neighborhood Alley Stabilization	Construct alley stabilization project	4.3		0	CMAQ	531,097	0	32,103	563,200

Agency: Tempe

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	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
2013	TMP13-102	North Tempe neighborhood alley stabilization	Construct alley stabilization project	10.5		0	CMAQ	961,105	0	58,095	1,019,200
2013	TMP13-128	Various locations	Install new/upgrade modular traffic signals	0.0	0	0	Local	0	0	600,000	600,000
2013	TMP13-121	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	33,974	33,974
2013	TMP13-120	Various Locations	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,431,885	1,431,885
							Total for FY 2013	3,231,202	0	9,373,937	12,605,139
2014	TMP14-134	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	1,175,900	1,175,900
2014	TMP14-133	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
2014	TMP14-131	Citywide	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,503,579	1,503,579
2014	TMP14-136	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
2014	TMP14-135	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	524,500	524,500
2014	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
2014	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
2014	TMP14-129	Hardy Drive: Broadway Road to Southern Ave.	Street Rehabilitation	1.0	1	2	Local	0	0	620,000	620,000
2014	TMP14-101	Rural Road to Kiwanis Park	Construct multiuse path	0.0	2	2	CMAQ	1,323,000	0	367,000	1,690,000
2014	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
2014	TMP14-132	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	33,974	33,974
2014	TMP14-137	Various locations	Install new/upgrade modular traffic signals	0.0	0	0	Local	0	0	600,000	600,000
							Total for FY 2014	1,706,333	0	6,324,239	8,030,572

Agency: Tempe

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
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
2015	TMP05-227	Bonarden Lane Railroad Crossing	Construct multi-use path railroad crossing	0.3	4	4	Local	0	0	500,000	500,000
2015	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
2015	TMP15-141	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
2015	TMP15-142	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	668,125	668,125
2015	TMP15-143	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	367,150	367,150
2015	TMP15-144	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
2015	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
2015	TMP15-145	Various locations	Install new/upgrade modular traffic signals	0.0	0	0	Local	0	0	600,000	600,000
2015	TMP15-139	Various Locations	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,438,710	1,438,710
2015	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	10,949,590	0	43,717,389	54,666,979

Agency: Youngtown

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	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	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

SECTION 10 – TRANSIT PROJECTS

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.

Agency: Avondale

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
2013	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**
2015	AVN15-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN UZA	1,301,955	0	1,251,879	2,553,834
				Total for FY 2015:		**1,301,955**	**0**	**1,251,879**	**2,553,834**
				Total for Avondale		**6,144,265**	**37,264**	**5,945,131**	**12,126,660**

Agency: Buckeye

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**

Agency: Glendale

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	732,148	183,037	0	915,185
2011	GLN12-812TA	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.04	5307	174,425	43,606	0	218,031
2011	GLN11-809TB	Bell/L101	Aquire right of way regional park-and-ride (Bell/L101)		5309-FGM	778,505	194,626	0	973,131
2011	GLN12-812TC	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.01	STP-flex	1,460,900	88,305	0	1,549,205
2011	GLN10-806T	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	11.12.04	5307	70,250	17,563	0	87,813
2011	GLN10-805T	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	11.12.04	5307	140,501	35,125	0	175,626
2011	GLN11-702T	Regionwide	Preventive Maintenance	11.7A.00	5307	122,508	0	30,627	153,135
2011	GLN10-001T	Regionwide	Purchase bus: < 30 foot - 1 expand (dial-a-ride)	11.13.04	5307	70,250	17,563	0	87,813
				Total for FY 2011:		**3,549,487**	**579,825**	**30,627**	**4,159,939**
2012	GLN12-812TD	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.01	5309-FGM	4,415,105	1,103,776	0	5,518,881
2012	GLN11-001T	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	11.12.04	5307	144,715	36,197	0	180,912
2012	GLN11-701T	Regionwide	Purchase bus: < 30 foot - 6 replace (dial-a-ride)	11.12.04	5307	434,146	108,536	0	542,682
2012	GLN12-813T	Regionwide	Preventive Maintenance	11.7A.00	5307	124,960	0	31,240	156,200
				Total for FY 2012:		**5,118,926**	**1,248,509**	**31,240**	**6,398,675**
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
2013	GLN12-815T	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	11.12.04	5307	74,509	18,627	0	93,136
2013	GLN12-814T	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	11.12.04	5307	372,544	93,136	0	465,680
2013	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	GLN14-102T	Regionwide	Purchase bus: < 30 foot - 1 expand (dial-a-ride)	11.13.04	5307	76,765	19,191	0	95,956
2014	GLN13-902T	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	11.12.04	5307	153,530	38,382	0	191,912
2014	GLN14-101T	Regionwide	Preventive Maintenance	11.7A.00	5307	130,008	0	32,502	162,510
2014	GLN13-903T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	11.12.04	5307	230,294	57,574	0	287,868
				Total for FY 2014:		**590,597**	**115,147**	**32,502**	**738,246**
2015	GLN15-101T	Regionwide	Preventive Maintenance	None	5307	132,607	0	33,152	165,759
2015	GLN15-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	None	5307	237,202	59,300	0	296,502
				Total for FY 2015:		**369,809**	**59,300**	**33,152**	**462,261**

Agency: Glendale

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
				Total for Glendale		10,203,332	2,364,045	10,154,235	22,721,612

Agency: MAG

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	MAG11-101T	Regionwide	Preventive Maintenance	None	5307	11,766,118	0	2,941,530	14,707,648
				Total for FY 2011:		**11,766,118**	**0**	**2,941,530**	**14,707,648**
2013	MAG13-101T	Regionwide	Preventive Maintenance	None	5307	11,587,203	0	2,896,801	14,484,004
				Total for FY 2013:		**11,587,203**	**0**	**2,896,801**	**14,484,004**
2015	MAG15-101T	Regionwide	Preventive Maintenance	None	5307	6,382,645	0	1,595,661	7,978,306
				Total for FY 2015:		**6,382,645**	**0**	**1,595,661**	**7,978,306**
				Total for MAG		**29,735,966**	**0**	**7,433,992**	**37,169,958**

Agency: Mesa

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
2014	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**

Agency: Peoria

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
2013	PEO13-102T	Peoria	Land regional transit center (4-bay) Peoria	11.32.02	5309-FGM	626,301	156,575	0	782,876
2013	PEO13-101T	Peoria	Design regional transit center (4-bay) Peoria	11.31.02	5309-FGM	125,260	31,315	0	156,575
2013	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	PE014-101T	Peoria	Construct regional transit center (4-bay) Peoria	None	5309-FGM	1,247,604	311,901	0	1,559,505
2014	PEO14-101T	Regionwide	Preventive Maintenance	11.7A.00	5307	43,868	0	10,967	54,835
2014	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
2015	PEO15-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	None	5307	237,202	59,300	0	296,502
2015	PE015-101T	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**

Agency: Phoenix

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	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
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
2011	PHX11-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	506,000	0	126,500	632,500
2011	PHX11-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
2011	PHX11-706T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,463,344	0	1,365,836	6,829,180
2011	PHX11-708T	Regionwide	Purchase bus: standard 40 foot - 29 replace	11.12.01	5307	12,597,805	2,580,273	0	15,178,078
2011	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
2011	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
2011	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:		**21,110,228**	**3,206,042**	**219,072,336**	**243,388,606**
2012	PHX11-105T	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	11.33.04	5307	8,900,419	2,225,105	0	11,125,524
2012	PHX12-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	531,000	0	132,750	663,750
2012	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
2012	PHX12-833TB	Regionwide	Purchase bus: standard 40 foot - 3 replace	11.12.01	STP-flex	1,525,066	92,183	0	1,617,249
2012	PHX12-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
2012	PHX12-825T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,572,612	0	1,393,153	6,965,765
2012	PHX12-833TA	Regionwide	Purchase bus: standard 40 foot - 37 replace	11.12.01	5307	15,956,857	3,989,214	0	19,946,071
2012	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
2012	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
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:		**34,696,682**	**6,849,184**	**142,615,903**	**184,161,769**
2013	PHX13-106T	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	11.33.04	5309-FGM	950,139	0	237,535	1,187,674
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

Agency: Phoenix

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2013	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
2013	PHX13-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	552,000	0	138,000	690,000
2013	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
2013	PHX13-901T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,684,064	0	1,421,016	7,105,080
2013	PHX13-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
2013	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
2013	PHX13-903T	Regionwide	Purchase bus: standard 40 foot - 40 replace	11.12.01	5307	18,434,499	3,775,741	0	22,210,240
2013	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:		**34,489,842**	**7,089,380**	**1,806,551**	**43,385,773**
2014	PHX14-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	574,000	0	143,500	717,500
2014	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
2014	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
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
2014	PHX14-105T	Regionwide	Purchase bus: standard 40 foot - 20 replace	11.12.01	5307	9,493,796	1,944,504	0	11,438,300
2014	PHX14-103T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,797,744	0	1,449,436	7,247,180
2014	PHX14-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
2014	PHX14-106T	Regionwide	Purchase bus: Articulated - 20 replace	11.12.01	5307	13,635,854	2,792,886	0	16,428,740
				Total for FY 2014:		**34,124,726**	**5,883,223**	**1,602,936**	**41,610,885**
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
2015	PHX15-102T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	586,000	0	146,500	732,500
2015	PHX15-103T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
2015	PHX15-104T	Regionwide	Preventive Maintenance	None	5307	5,913,701	0	1,478,425	7,392,126
2015	PHX15-105T	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	None	5307	2,372,016	593,004	0	2,965,020
2015	PHX15-106T	Regionwide	Purchase bus: RAPID 45 foot - 30 replace	None	5307	21,067,392	4,315,008	0	25,382,400
				Total for FY 2015:		**32,930,869**	**5,645,952**	**1,634,925**	**40,211,746**
				Total for Phoenix		**157,352,347**	**28,673,781**	**366,732,651**	**552,758,779**

Agency: Scottsdale

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**

Agency: Surprise

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
2012	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
2014	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
2015	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**

Agency: Tempe

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
2015	TMP15-101T	Regionwide	Preventive Maintenance	None	5307	198,194	0	49,549	247,743
				Total for FY 2015:		**5,816,165**	**1,150,669**	**49,549**	**7,016,383**
				Total for Tempe		**6,570,835**	**1,150,669**	**238,217**	**7,959,721**

Agency: Valley Metro

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	VMT11-714T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,519,830	0	0	1,519,830
2011	VMT11-811T	Regionwide	Purchase bus: < 30 foot - 2 expand (rural)	11.13.04	5307	312,000	78,000	0	390,000
2011	VMT11-709T	Regionwide	Preventive Maintenance	11.7A.00	5307	731,118	0	182,779	913,897
2011	VMT11-705T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	210,751	52,688	0	263,439
2011	VMT11-704T	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	11.12.04	5307	843,005	210,751	0	1,053,756
2011	VMT11-102T	Regionwide	Purchase bus: standard 40 foot - 8 replace (Tempe)	11.12.01	5307	3,374,036	691,068	0	4,065,104
2011	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
2011	VMT10-805T	Regionwide	Regional Bicycle & Pedestrian Safety Education Program - Round 17-2009	30.09.01	STP-TEA	254,000	0	15,300	269,300
2011	VMT10-664T	Regionwide	Purchase bus: standard 40 foot - 7 replace	11.12.01	5307	2,952,282	604,684	0	3,556,966
2011	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:		**21,192,716**	**3,889,321**	**198,079**	**25,280,116**
2012	VMT12-813T	Regionwide	Preventive Maintenance	11.7A.00	5307	745,740	0	186,435	932,175
2012	VMT12-820T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,534,012	0	0	1,534,012
2012	VMT12-101T	Regionwide	Purchase bus: standard 40 foot - 39 replace (Tempe)	11.12.01	5307	16,941,875	4,235,469	0	21,177,344
2012	VMT12-816T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	11.12.04	5307	940,649	235,162	0	1,175,811
2012	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:		**20,379,349**	**4,524,899**	**186,435**	**25,090,683**
2013	VMT13-903T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	223,586	55,897	0	279,483
2013	VMT13-904T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	11.12.04	5307	968,874	242,219	0	1,211,093
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
2013	VMT13-102T	Regionwide	Design/construct regional dial-a-ride call center	11.43.01	Local	0	0	1,700,000	1,700,000
2013	VMT13-103T	Regionwide	Fleet maintenance software	11.42.08	Local	0	0	800,000	800,000
2013	VMT10-663T	Regionwide	Purchase bus: standard - 2 expand (Baseline)	11.13.01	5307	926,786	189,824	0	1,116,610
2013	VMT13-905T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,612,395	0	0	1,612,395
2013	VMT13-906TA	Regionwide	Purchase bus: standard - 7 replace	11.12.01	5307	3,126,508	781,627	0	3,908,135
2013	VMT13-907T	Regionwide	Purchase vanpools: 25 expand	11.13.15	STP-Flex	895,775	0	0	895,775
2013	VMT13-906TB	Regionwide	Purchase bus: standard - 1 replace	11.12.01	STP-Flex	526,482	31,823	0	558,305
2013	VMT13-902T	Regionwide	Preventive Maintenance	11.7A.00	5307	760,655	0	190,164	950,819
				Total for FY 2013:		**11,780,061**	**1,862,390**	**2,690,164**	**16,332,615**

Agency: Valley Metro

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2014	VMT14-107T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,660,770	0	0	1,660,770
2014	VMT11-812TA	Regionwide	Purchase bus: standard - 5 expand (University)	11.13.01	5307	2,386,474	488,796	0	2,875,270
2014	VMT11-812TB	Regionwide	Purchase bus: standard - 3 expand (University)	11.13.01	STP-Flex	1,626,828	98,334	0	1,725,162
2014	VMT14-106T	Regionwide	Purchase vanpools: 25 expand	11.13.15	5307	760,160	190,040	0	950,200
2014	VMT14-105T	Regionwide	Purchase bus: standard - 3 expand (Scottsdale/Rural BRT)	11.13.01	5307	1,556,384	318,778	0	1,875,162
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
2014	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
2014	VMT14-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	230,294	57,574	0	287,868
2014	VMT14-101T	Regionwide	Preventive Maintenance	11.7A.00	5307	775,868	0	193,967	969,835
2014	VMT13-913TA	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT	11.32.02	5307	15,182,058	4,351,939	0	19,533,997
				Total for FY 2014:		**27,096,993**	**6,151,712**	**193,967**	**33,442,672**
2015	VMT15-103T	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	None	5307	948,806	237,202	0	1,186,008
2015	VMT15-104T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT dial-a-ride)	None	5307	237,202	59,300	0	296,502
2015	VMT15-105T	Regionwide	Purchase bus: < 30 foot - 3 replace (rural)	None	5307	237,202	59,300	0	296,502
2015	VMT15-106T	Regionwide	Purchase vanpools: 45 replace	None	STP-Flex	1,710,585	0	0	1,710,585
2015	VMT15-107T	Regionwide	Purchase vanpools: 25 expand	None	STP-Flex	950,325	0	0	950,325
2015	VMT15-102T	Regionwide	Preventive Maintenance	None	5307	791,386	0	197,846	989,232
2015	VMT15-108T	Scottsdale Road/Rural Road corridor	Scottsdale Rural Road BRT (Phase II)	None	5307	11,206,242	11,206,242	0	22,412,484
2015	VMT13-913TB	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT	11.32.02	5307	2,225,696	556,424	0	2,782,120
				Total for FY 2015:		**18,307,444**	**12,118,468**	**197,846**	**30,623,758**
				Total for Valley Metro		**98,756,563**	**28,546,790**	**3,466,491**	**130,769,844**

Agency: Valley Metro Rail

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	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
2011	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
2011	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
2011	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
2011	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
2011	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
2011	VMR11-830T	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	N/A	PTF	0	31,532,100	-31,532,100	0
2011	VMR11-829T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Finance Cost	13.7H.00	Local	0	0	20,095,000	20,095,000
2011	VMR11-708T	Tempe	Fixed guideway corridor - Tempe South - Final Design	13.71.02	CMAQ-Flex	700,462	310,228	0	1,010,690
2011	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
				Total for FY 2011:		**17,200,462**	**37,227,128**	**-11,437,100**	**42,990,490**
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
2012	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
2012	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
2012	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
2012	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
2012	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
2012	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
2012	VMR12-101T	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	N/A	PTF	0	6,218,189	-6,218,189	0
2012	VMR12-919T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Finance Cost	13.7H.00	Local	0	0	2,856,000	2,856,000
2012	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
2012	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
2012	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

Agency: Valley Metro Rail

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
				Total for FY 2012:		**26,039,777**	**24,931,836**	**18,337,811**	**69,309,424**
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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	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
2013	VMR13-101T	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	N/A	PTF	0	10,000,000	-10,000,000	0
2013	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
2013	VMR13-104T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	360,000	90,000	0	450,000
2013	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
2013	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
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
2013	VMR13-933T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	8,500,000	4,600,000	0	13,100,000
				Total for FY 2013:		**68,407,223**	**62,052,347**	**11,000,000**	**141,459,570**
2014	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
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
2014	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

Agency: Valley Metro Rail

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2014	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
2014	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
2014	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
2014	VMR14-109T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	6,100,000	0	24,100,000
2014	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
2014	VMR14-108T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,750,000	937,500	0	4,687,500
				Total for FY 2014:		**61,950,000**	**52,787,500**	**0**	**114,737,500**
2015	VMR15-105T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	13.71.01	CMAQ-Flex	5,000,000	1,250,000	0	6,250,000
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
2015	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
2015	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
2015	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
2015	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
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
2015	VMR15-109T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	7,100,000	0	25,100,000
2015	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		**251,197,462**	**237,248,811**	**17,900,711**	**506,346,984**

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APPENDIX A – RTPFP, ALCP, and TLCP Financial Plans FY 2011 – FY 2015

REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM (RTPFP) CASH FLOW

As of 4/26/2010
RTP July FY 2010 Certification:
Incorporates 2010 Base Year

MARICOPA COUNTY REGIONAL AREA ROAD FUND
REGULAR 15%, SPECIAL 15%, RARF CONST. ACCOUNT, AND BOND FUNDS
CASH FLOW FORECAST
(Thousands)

Proceeds: HURF @ 5.75%, RARF @ 5.00%

Estimates for Fiscal Years

Cash Flow Line Item		*2011*	*2012*	*2013*	*2014*	*2015*	*Total*
	REVENUES						
1	Proceeds	300,000	275,000	100,000	400,000	675,000	1,750,000
2	Transportation Excise Tax	180,900	195,000	213,100	244,500	276,600	1,110,100
3	Highway User Revenues	61,849	63,687	66,005	74,851	79,837	346,229
4	Federal Aid - GAN Debt Service	34,100	34,100	34,100	34,100	34,100	170,500
5	Federal Aid - CMAQ	9,400	9,500	9,700	9,900	10,400	48,900
6	ARRA	59,000	0	0	0	0	59,000
7	Interest Income	8,481	6,429	6,636	5,938	4,603	32,087
8	Third Party Billing	1,500	8,400	30,520	0	0	40,420
9	Other Income	700	700	700	700	700	3,500
10	HELP Loans	0	0	0	0	0	0
11	GANS Loan	0	0	0	0	0	0
12	37% Discretionary						
13	State Discretionary	286,836	279,176	190,829	199,789	196,893	1,153,523
14	Federal Aid - Discretionary	0	0	0	0	0	0
15	Dedicated Highway	0	0	0	0	0	0
16	STAN Appropriation	0	0	0	0	0	0
17	STAN Interest	0	0	0	0	0	0
18	Miscellaneous Transfers	0	0	0	0	0	0
19	Subtotal Revenue	942,766	871,992	651,590	969,778	1,278,133	4,714,259
20	Less Discount factor	-	(15,323)	(21,645)	(55,189)	(98,069)	-190,226
21	**Total Revenues**	942,766	856,669	629,945	914,589	1,180,064	4,524,033
	EXPENDITURES						
22	***Debt Service and Fund Transfers***						
23	RARF Bond Debt Service	92,722	120,183	135,578	171,566	244,520	764,569
24	HURF Bond Debt Service	60,239	33,658	34,015	32,982	39,092	199,986
25	GAN Bond Debt Service	79,552	48,630	47,635	55,197	57,719	288,734
26	Debt Service Reserve Interest	(191)	(192)	(212)	(3,068)	(4,254)	-7,918
27	HELP Loan Repayment	0	0	0	0	0	0
28	Regional Area Transit System	8,900	9,060	9,250	9,454	9,671	46,335
29	Other costs	0	0	0	0	0	0
30	Subtotal Debt Service and Fund Transfers	241,222	211,339	226,267	266,130	346,748	1,291,705
31	***Construction Program and Related Expenses***						
32	Construction	430,619	430,599	230,460	318,870	628,836	2,039,384
33	Right of Way	295,903	198,302	150,759	244,217	180,739	1,069,919
34	P.E./Utilities	56,431	44,819	59,381	51,077	36,211	247,920
35	Maintenance	11,700	11,900	12,100	12,300	12,500	60,500
36	Mitigation	0	0	0	0	0	0
37	Miscellaneous	0	0	0	0	0	0
38	Subtotal Construction Program and Related Expenses	794,653	685,621	452,700	626,464	858,286	3,417,723
39	**Total Expenditures**	1,035,875	896,959	678,967	892,594	1,205,034	4,709,429
40	CHANGE IN BALANCE	(93,109)	(40,290)	(49,022)	21,995	(24,970)	(185,396)
41	BEGINNING BALANCE	291,214	198,105	157,814	108,792	130,788	886,712
42	ENDING BALANCE	198,105	157,814	108,792	130,788	105,818	701,316
43	Guideline	140,169	124,285	86,748	118,708	163,424	633,335
44	Guideline Variance	57,936	33,529	22,044	12,080	(57,607)	67,982

Regional Transportation Plan (RTP)
Notes to State FY 2010 Cash Flow Forecast for Certification Purposes

Cash Flow Line Item	Item	Description	Notes
Revenues			
	Revenues	Listing of revenue line items which fund the Regional Transportation Plan.	A combination of revenues which fund the Regional Transportation Plan.
1	Proceeds	Reflects issuance of bonds secured by Regional Area Road Fund (RAFR) and Highway User Revenue Fund (HURF).	Actuals are from monthly ADOT reports. Forecasted numbers are projected by ADOT based on project timing and debt capacity.
2	Transportation Excise Tax	Reflects collections from Proposition 400 (2004) extending the half cent sales tax for transportation from 1/2006 to 12/2025.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are from the RARF Official Revenue Forecast developed through the Risk Analysis Process. More info available at http://www.azdot.gov/inside_adot/fms/rarflink.asp
3	Highway User Revenues	Reflects annual funding in the form of ADOT 15% funds which are allocated to MAG from HURF.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are from the HURF Official Revenue Forecast developed through the Risk Analysis Process. More info available at http://www.azdot.gov/Inside_ADOT/fms/hurflink.asp
4	Federal Aid - GAN Debt Service	The Federal Aid forecast include the assumption an annual average of $34.1 mil in MAG federal funds will be dedicated to the RTP through 2015 and $12.7 mil in 2016.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are estimated by ADOT pending passage of a long-term, federal transportation bill.
5	Federal Aid - CMAQ	Estimated federal aid for Congestion Mitigation projects in Maricopa County for the RTP program.	Actuals are from sequel by provider by year for CMAQ providers. Forecasted numbers are based on historical assumptions.
6	ARRA	MAG's sub allocation of 2009 American Recovery and Reinvestment Act funding of $129 mil.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are based on the Act's requirement for all funds to be spent by September, 2013.
7	Interest Income	Actual and forecast interest earnings on funds deposited with the Arizona State Treasurer, based on 95% invested. Interest income depends on the prior month's average cash balance. Interest is calculated on the beginning balance times 2.5%.	Actuals are from monthly reports prepared by the State Treasurer. Forecasted numbers are based on 2.5%, held constant through 2026.
8	Third Party Billing	Represents local and private funding on programmed projects.	Actuals are from ADOT monthly receipts reports. Any forecasted numbers are based on estimated expenditures on identified projects.
9	Other Income	Includes building rent, sales of excess property and other miscellaneous income.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are based on historical receipts averaging approximately $700k annually.
10	HELP Loans	RTP loans from the Highway Expansion & Extension Program, the State's transportation infrastructure bank, capitalized with federal and state funds.	Actuals are from HELP records. Due to budget constraints, HELP is currently inactive and therefore is not currently forecast.
11	GANS Loan	Grant Anticipation Notes (GANS) are bonds issued for specific projects and to which future receipts of federal highway aid funding is pledged.	Actuals are from ADOT records. All proceeds from previous issues have been utilized and at this time, there are no issuances currently planned.
12	37% Discretionary	Pursuant to the Casa Grande Accord, 37% of ADOT's discretionary funding is programmed in the MAG region.	Actuals are derived from a monthly ADOT report. The future mix of State and Federal Aid Funding cannot be predicted. Therefore, forecasted numbers for both categories have been combined into a single annual figure on the State Discretionary Line.

Regional Transportation Plan (RTP)
Notes to State FY 2010 Cash Flow Forecast for Certification Purposes

Cash Flow Line Item	Item	Description	Notes
13	State Discretionary	Pursuant to the Casa Grande Accord, 37% ADOT's discretionary funding is programmed in the MAG region.	Actuals are derived from a monthly ADOT report. Forecasted numbers are based on 37% of projected construction and right of way expenses, and include both State and Federal Aid Funding.
14	Federal Aid - Discretionary	Federal Aid - Discretionary is federal aid other than CMAQ used to fund MAG RTP projects.	Actuals are derived from a MAG RTP projects report and advantage records.
15	Dedicated Highway	Highway funds in the form of HURF revenues used to fund the Regional Freeway System.	Actuals are from ADOT records. All funds committed to date have been utilized.
16	STAN Appropriation	Statewide Transportation Acceleration Needs funding established by the Arizona Legislature. Per statute, 60% of STAN funds are distributed to projects in Maricopa County.	Actuals are from ADOT monthly reports.
17	STAN Interest	Statewide Transportation Acceleration Needs interest	Actuals are from ADOT monthly receipts reports and statements from the State Treasurer, and currently consist of interest earnings only on project funds yet to be expended.
18	Miscellaneous Transfers	Offset for STAN interest. Included here for informational purposes only; has no impact on the cash balance.	Actuals taken from monthly receipts reports.
19	Subtotal Revenue	Sum of all revenue line items	
20	Less Discount Factor	An annual inflation factor. The discount factor is calculated on The Subtotal of Revenues minus the Subtotal of Debt Service and Fund Transfers times the calculated discount factor taken from HDR Decision Economics.	Subtotal of revenue minus subtotal expenditures times one minus the discount rate. Based on "Risk Analysis of Construction Cost Escalation Factors - Draft Report," dated October 19, 2009 and prepared for ADOT by HDR Decision Economics
21	Total Revenues	Sum of all revenue line items	
22	***Debt Service and Fund Transfers***		
23	RARF Bond Debt Service	Repayment of RARF bond principle and interest.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on debt service schedules in the Official Statement. Includes the 2007 and 2009 RARF issues.
24	HURF Bond Debt Service	Repayment of HURF bond principle and interest.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on debt service schedules in the Official Statement. Includes the 93A, 93B, 99, 01, 02A, 02B, 03, 03A, 04A, 05A, and 06 HURF issues.
25	GAN Bond Debt Service	Repayment of GAN bond principle and interest.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on debt service schedules in the Official Statement. Includes the 03, 04B, 08, and 09 GAN issues.
26	Debt Service Reserve Interest	Based on cumulative RARF and HURF balance times 1.5%.	Forecasted numbers are based on cumulative RARF and HURF annual debt service and interest payments, times 1.5%.
27	HELP Loan Repayment	Repayment of principle and interest on outstanding HELP loans.	All funds utilized.

Regional Transportation Plan (RTP)
Notes to State FY 2010 Cash Flow Forecast for Certification Purposes

Cash Flow Line Item	Item	Description	Notes
28	Regional Area Transit System	Funds allocated from RARF to RPTA/MAG based on Prop 400 (2004).	Actuals are from State Treasurer statements documenting the RPTA transfer annually in July. Forecasted numbers are based on an increase of 3% per year for inflation.
29	Other Costs	Includes a variety of costs such as personal services, fuel, and rental equipment. This line item is not forecast.	
30	Subtotal	Sum of all Debt Service and Fund Transfer line items.	
31	***Construction Program and Related Expenses***		
32	Construction	RTP Construction expenses.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.
33	Right of Way	Purchase of Right of Way required under the RTP and related expenses.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.
34	PE/Utilities	Preliminary Engineering and Utility costs associated with RTP projects and related expenses.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.
35	Maintenance	Maintenance and related expenses associated with upkeep of the RTP system.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.
36	Mitigation	Activities associated with air quality mitigation and related expenses.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.
37	Miscellaneous	Other expenses associated with construction and upkeep of the RTP system. This line item is not forecast.	
38	Subtotal Construction Program and Related Expenses	Sum of all Construction Program and Related Expenses line items.	
39	Total Expenditures	Sum of *Debt Service and Fund Transfers* and *Construction Program and Related Expenses.*	
40	Change in Balance	Net cash position at the end of the State fiscal year.	Ending Balance minus Beginning Balance.
41	Beginning Balance	Cash balance at the beginning of the State fiscal year.	Includes carry forward from the previous State fiscal year.
42	Ending Balance	Cash balance at the end of the State fiscal year.	Total Revenues minus Total Expenditures.
43	Guideline	Desired cash balance at the end of the State fiscal year.	Based on the sum of one month of RARF debt service costs and 6 months of project costs.
44	Guideline Variance	The variance between the Guideline and the Ending Balance. This "cushion" ensures ADOT can meet obligations in the short run.	Forecasted numbers are based on the sum of one month of RARF debt service plus six months of project expenses.

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM
CASHFLOW - RARF FUNDS

REF #	Category	$ Base	2010	2011	2012	2013	2014	2015	Total
	Revenues								
A	Sales Tax	Cur $	33.1	33.8	36.4	39.8	45.7	51.7	207.4
B	Sales Tax Interest	Cur $	0.4	-	-	-	-	-	-
C	Other	Cur $	-	-	-	-	-	-	-
	Total Revenue	Cur $	33.5	33.8	36.4	39.8	45.7	51.7	207.4
D	Bonding	Cur $	-	-	25.8	21.2	21.9	45.0	113.8
	Total Resources	Cur $	33.5	33.8	62.2	61.0	67.5	96.7	321.2
	Expenses								
E	Debt Service	Cur $	-	-	2.5	4.7	7.1	12.4	26.7
F	Other Expenses	Cur $	-	-	-	-	-	-	-
	Total Expenses	Cur $	-	-	2.5	4.7	7.1	12.4	26.7
G	Net Resources Available	Cur $	33.5	33.8	59.7	56.3	60.4	84.3	294.5
H	Inflation Discount		-	-	(1.7)	(3.2)	(5.1)	(9.4)	(19.5)
I	Net Resources Available	2010$	33.5	33.8	57.9	53.1	55.3	74.9	275.0
J	**Project Expenditures**								
	Total	2010$	34.341	76.915	59.631	54.275	55.491	74.167	320.5
	Cash Balance								
K	Beginning Balance	2010$	47.8	47.0	3.9	2.2	1.0	0.8	
L	Total Resources	2010$	33.5	33.8	57.9	53.1	55.3	74.9	
M	Expenditures	2010$	34.3	76.9	59.6	54.3	55.5	74.2	
N	Net Change	2010$	(0.8)	(43.1)	(1.7)	(1.2)	(0.2)	0.7	
O	Ending balance	2010$	47.0	3.9	2.2	1.0	0.8	1.5	1.5
P	Cash Balance Guideline	5%	1.7	3.8	3.0	2.7	2.8	3.7	
Q	Guideline Variance		45.3	0.0	(0.8)	(1.7)	(2.0)	(2.2)	
R	RARF Bonding	2010$			25.0	20.0	20.0	40.0	105.0
S	Coverage		-	-	14.46	8.45	6.43	4.17	
T	Inflation Index		1.0000	1.0000	1.0300	1.0609	1.0927	1.1255	
U	Debt Service	2010$	-	-	2.45	4.44	6.50	11.00	24.393

LEGEND

REF #	ITEM	DESCRIPTION
A	Sales Tax	Regional Area Road Fund (RARF) revenues from Proposition 400.
B	Sales Tax Interest	Interest on RARF revenues collected
C	Other	Other revenue sources (non-federal) used
D	Bonding	Amount of bonds issued and secured by RARF revenues in Current Year$
E	Debt Service (Current $)	Payment for a loan based on constant payments and a constant inflation rate
F	Other Expenses	Other expenses (non-project expenditures)
G	Net Resources Available	Total Resources minus Total Expenses in Current Year$
H	Inflation Discount	Difference between Net Resources Available in Current Year$ and 2010$
I	Net Resources Available	Total Resources minus Total Expenses in 2010$
J	Project Expenditures	Programmed reimbursements (expenses)
K	Beginning Cash Balance	Available cash at the beginning of the fiscal year

L	Total Resources	Sales Tax, Sales Tax Interest, Other revenues, and Bonding Revenues available
M	Expenditures	Programmed reimbursements (expenses)
N	Net Change	Beginning balance minus cash balance
O	Ending Balance	Available cash at the end of the fiscal year
P	Cash Balance Guideline	A cushion of 5% applied to Project Expenditures
Q	Guideline Variance	Ending Balance minus Cash Balance Guideline
R	RARF Bonding	Amount of bonds issued and secured by RARF revenues in 2010$
S	Coverage	Sales Tax divided by Debt Service
T	Inflation Index	Inflation Factor for 2010$ to Current Year $
U	Debt Service (2010$)	Debt Service in 2010$

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM
CASHFLOW - STP-MAG FUNDS

REF #	Category	$ Base	2010	2011	2012	2013	2014	2015	Total
	Revenues								
A	STP	Cur $	53.2	20.0	20.8	21.7	22.6	24.9	110.0
B	Other	Cur $	-	-	-	-	-	-	-
	Total Revenue	Cur $	53.2	20.0	20.8	21.7	22.6	24.9	110.0
C	Net Resources Available	Cur $	53.2	20.0	20.8	21.7	22.6	24.9	110.0
D	Inflation Discount		-	-	(0.6)	(1.2)	(1.9)	(2.8)	(6.5)
	Net Resources Available	2010$	53.2	20.0	20.2	20.5	20.7	22.1	103.5
E	**Project Expenditures**								
	Total	2010$	21.594	14.547	31.937	39.881	19.905	23.947	130.2
	Cash Balance								
F	Beginning Balance	2010$	2	33	39	27	7	8	
G	Total Resources	2010$	53.2	20.0	20.2	20.5	20.7	22.1	
H	Expenditures	2010$	21.6	14.5	31.9	39.9	19.9	23.9	
I	Net Change	2010$	31.6	5.5	(11.7)	(19.4)	0.8	(1.8)	
J	Ending balance	2010$	33.2	38.7	26.9	7.5	8.3	6.4	6.4
K	Cash Balance Guideline	0	1.1	0.7	1.6	2.0	1.0	1.2	
L	Guideline Variance		32.1	37.9	25.3	5.5	7.3	5.3	
M	Inflation Index		1.0000	1.0000	1.0300	1.0609	1.0927	1.1255	
N	STP	2010$	53.200	20.000	20.194	20.454	20.682	22.123	103.454

LEGEND

REF #	ITEM	DESCRIPTION
A	STP	Actual and estimated STP funds available in Current Year$
B	Other	Other federal (non-STP) revenues available
C	Net Resources Available	Total revenues available in Current Year$
D	Inflation Discount	Difference between Net Resources Available in Current Year$ and 2010$
E	Net Resources Available	Total Resources minus Total Expenses in 2010$
F	Project Expenditures	Programmed reimbursements (expenses)
G	Beginning Cash Balance	Available cash at the beginning of the fiscal year
H	Total Resources	Sales Tax, Interest, Other revenues, and Bonding Revenues available
I	Expenditures	Programmed reimbursements (expenses)
J	Net Change	Beginning balance minus cash balance
K	Ending Balance	Available cash at the end of the fiscal year
L	Cash Balance Guideline	A cushion of 5% applied to Project Expenditures
M	Guideline Variance	Ending Balance minus Cash Balance Guideline
N	Inflation Index	Inflation Factor for 2010$ to Current Year$
O	STP	Actual and estimated STP funds available in 2010$

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM
CASHFLOW - CMAQ FUNDS

REF #	Category	$ Base	2010	2011	2012	2013	2014	2015	Total
	Revenues								
A	CMAQ	Cur $	6.5	6.6	6.7	6.8	6.9	7.3	34.3
B	Other	Cur $	-	-	-	-	-	-	-
	Total Revenue	Cur $	6.5	6.6	6.7	6.8	6.9	7.3	34.3
C	Net Resources Available	Cur $	6.5	6.6	6.7	6.8	6.9	7.3	34.3
D	Inflation Discount		-	-	(0.2)	(0.4)	(0.6)	(0.8)	(2.0)
E	Net Resources Available	2010$	6.5	6.6	6.5	6.4	6.3	6.5	32.3
F	**Project Expenditures**								
	Total Resources	2010$	6.461	6.565	6.670	6.778	6.887	7.760	34.7
	Cash Balance								
G	Beginning Balance	2010$	2	3	3	2	2	1	
H	Total Resources	2010$	6.5	6.6	6.5	6.4	6.3	6.5	
I	Expenditures	2010$	6.5	6.6	6.7	6.8	6.9	7.8	
J	Net Change	2010$	0.0	0.0	(0.2)	(0.4)	(0.6)	(1.3)	
K	Ending balance	2010$	2.5	2.6	2.4	2.0	1.5	0.2	0.2
L	Cash Balance Guideline	5%	0.3	0.3	0.3	0.3	0.3	0.4	
M	Guideline Variance		2.2	2.2	2.1	1.7	1.1	(0.2)	
N	Inflation Index		1.0000	1.0000	1.0300	1.0609	1.0927	1.1255	
O	CMAQ	2010$	6.500	6.600	6.505	6.410	6.314	6.486	32.315

LEGEND

REF #	ITEM	DESCRIPTION
A	CMAQ	Actual and estimated CMAQ funds available in Current Year$
B	Other	Other federal (non-STP) revenues available
C	Net Resources Available	Total revenues available in Current Year$
D	Inflation Discount	Difference between Net Resources Available in Current Year$ and 2010$
E	Net Resources Available	Total Resources minus Total Expenses in 2010$
F	Project Expenditures	Programmed reimbursements (expenses)
G	Beginning Cash Balance	Available cash at the beginning of the fiscal year
H	Total Resources	Sales Tax, Interest, Other revenues, and Bonding Revenues available
I	Expenditures	Programmed reimbursements (expenses)
J	Net Change	Beginning balance minus cash balance
K	Ending Balance	Available cash at the end of the fiscal year
L	Cash Balance Guideline	A cushion of 5% applied to Project Expenditures
M	Guideline Variance	Ending Balance minus Cash Balance Guideline
N	Inflation Index	Inflation Factor for 2010$ to Current Year$
O	CMAQ	Actual and estimated CMAQ funds available in 2010$

TRANSIT LIFE CYCLE PROGRAM - BUS CAPITAL CASH FLOW - May 20, 2010

Cash Flow ($ in thousands) nominal

	2011	2012	2013	2014	2015	5-Year TOTAL
Bus Capital Program Revenues						
Sources of Funds						
Federal 5309 Bus	36,222,971	18,710,517	20,007,782	4,959,438	12,691,111	92,591,819
Federal 5307	36,156,104	36,698,445	37,248,922	37,807,656	38,374,771	186,285,898
STP	0	0	0	0	0	0
CMAQ	0	0	0	0	0	0
Federal ARRA	0	0	0	0	0	0
Local Funds	0	0	8,530,625	0	0	8,530,625
Transfer of PTF Funds from Operations to Capital	4,214,129	3,227,372	1,005,423	6,784,881	11,391,573	26,623,379
Annual Interest Earned on 12% Operating Reserve	289,114	314,528	348,697	381,739	410,534	1,744,611
Total Sources of Funds	76,882,318	58,950,862	67,141,449	49,933,714	62,867,988	315,776,332
Bus Expenditures						
Uses of Funds - Capital Fund						0
Local/SuperGrid - 40-ft and minibus - Replace	56,989,709	46,870,587	26,629,731	39,117,204	25,376,210	194,983,441
Local/SuperGrid - 40-ft and minibus - Expand	2,567,104	-	5,962,484	1,116,611	7,475,708	17,121,907
Local/SuperGrid - 60-ft- Replace	12,104,592	-	-	-	-	12,104,592
Local/SuperGrid - 60-ft- Expand	-	-	-	-	-	0
BRT/Express - 40-ft. Replace	-	-	-	-	-	0
BRT/Express - 40-ft. Expand	-	1,052,513	-	1,674,916	1,725,163	4,452,592
BRT/Express - 45 and 60-ft. Replace	-	-	-	-	-	0
BRT/Express - 45 and 60-ft. Expand	-	1,459,671	-	2,322,848	2,392,534	6,175,053
Fixed Route Vehicle Mid-Life Rehabilitation	-	-	-	-	-	0
Paratransit - Replace	1,970,439	4,127,214	4,884,163	4,937,527	5,565,431	21,484,774
Paratransit - Expand	-	-	-	-	-	0
Rural - Replace	514,028	-	-	-	-	514,028
Rural - Expand	-	351,252	-	-	-	351,252
Vanpool - Replace	823,762	1,519,841	1,565,437	1,612,400	1,660,772	7,182,212
Vanpool - Expand	-	-	-	895,778	922,651	1,818,429
Vehicle Upgrades includes ITS/VMS, Fareboxes, Eng Rebuild	3,500,000	7,000,000	8,500,000	0	0	19,000,000
Capital Contingency on Vehicles	1,499,393	1,107,622	780,836	1,033,546	902,369	5,323,766
Regional Office Center						0
Park & Ride Facilities - New	3,491,641	7,467,910	33,323,508	122,129	2,370,705	46,775,893
Passenger Facilities						0
Transit Centers	71,106	1,328,284	2,102,364	1,017,739	3,010,957	7,530,451
Bus Stop Improvements	0	0	0	0	0	0
O&M Facilities	0	0	0	0	0	0
Dedicated BRT ROW	12,444,592	0	0	0	21,759,693	34,204,286
Capital Contingency on Facilities	800,367	439,810	1,771,294	56,993	1,357,068	4,425,532

Total Uses of Funds, Bus Capital Program		96,776,734	72,724,705	85,519,817	53,907,690	74,519,262	383,448,207
Net Yearly Surplus/Deficit Prior to Bonding		(19,894,416)	(13,773,843)	(18,378,368)	(3,973,975)	(11,651,274)	-67,671,876
							0
Bond Proceeds					14,000,000		14,000,000
							0
Debt Service Subtotal		(3,575,234)	(4,874,546)	(4,875,307)	(5,549,845)	(6,225,215)	-25,100,147
							0
Net Yearly Capital Surplus/Deficit *with* Bonding		(23,469,649)	(18,648,389)	(23,253,675)	4,476,180	(17,876,489)	-78,772,022
							0
Annual Interest on Cash Balance after Bonding	0.04	997,247	669,466	250,077	337,844	12,151	2,266,785
Ending Cumulative Cash Balance, Bus Capital Program *with* Bonding and interest on Cumulative Cash Balance		$54,699,317	$36,720,394	$13,716,795	$18,530,819	$666,481	124,333,806

Source: HDR/SRBA amd TTI based on data from RPTA , 2007

TRANSIT LIFE CYCLE PROGRAM - BUS OPERATING CASH FLOW - May 20, 2010

Cash Flow ($ in thousands) nominal	2011	2012	2013	2014	2015	5-Year TOTAL
Revenues for Operating						
Total Sources of Operating Funds						
PTF Funds Available for Bus	$60,846,720	$65,614,560	$71,631,120	$82,245,240	$93,029,640	$373,367,280
RARF Revenues	$4,340,492	$4,449,004	$4,582,474	$4,719,948	$4,861,547	$22,953,465
Federal 5311						
Federal JARC (3037)						
Federal Planning (5303)						
Fare Revenues	$6,847,888	$7,856,444	$8,417,919	$9,279,327	$9,819,362	$42,220,940
Local Agency Sources						
Total Sources of Operating Funds	$72,035,100	$77,920,008	$84,631,513	$96,244,515	$107,710,549	$438,541,685
Expenditures for Operating						
Uses of Funds - Operating Gross Costs						$0
Existing Express	$4,887,905	$5,107,855	$4,977,539	$5,126,864	$5,112,205	$25,212,368
Existing Local	$4,946,538	$4,404,077	$4,536,206	$3,909,744	$3,466,402	$21,262,967
Existing (Interim) RAPID	$0	$0	$0	$0	$0	$0
Interim Rural	$921,395	$949,036	$977,506	$1,006,831	$1,037,042	$4,891,810
BRT/Express/RAPID	$6,114,301	$6,389,434	$7,024,288	$7,235,034	$8,306,454	$35,069,511
Rural	$0	$0	$0	$0	$0	$0
Supergrid	$22,401,360	$26,568,170	$29,085,935	$33,385,235	$35,676,644	$147,117,344
Safety and Security	$589,074	$651,279	$699,022	$759,957	$803,980	$3,503,312
Contingency	$981,787	$0	$0	$0	$0	$981,787
ADA	$14,773,903	$17,905,902	$23,011,972	$24,666,084	$28,096,232	$108,454,092
SCAT (County)	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
RPTA Planning and Administration	$4,174,025	$4,278,376	$4,406,727	$4,538,929	$4,675,097	$22,073,154
Regional Services	$7,259,578	$7,441,067	$7,664,299	$7,894,228	$8,131,055	$38,390,227
Total Uses of Operating Funds for Operations	$67,249,866	$73,895,196	$82,583,494	$88,722,905	$95,505,112	$407,956,572
Operating Reserve target 12%	$8,069,984	$8,867,424	$9,910,019	$10,646,749	$11,460,613	$48,954,789
Actual Operating Reserve Fund Balance (minimum 12%)	$8,069,984	$8,867,424	$9,910,019	$10,646,749	$11,460,613	$48,954,789
Annual Contribution to Operating Reserve	$571,105	$797,440	$1,042,596	$736,729	$813,865	$3,961,734
Total Uses, Including Contribution to Reserve	$67,820,970	$74,692,636	$83,626,090	$89,459,634	$96,318,976	$411,918,306
Operating Fund Balance						
Net Annual Surplus/(Deficit) without operating reserve	$4,785,234	$4,024,812	$2,048,019	$7,521,611	$12,205,437	$30,585,113
Year End Operating Surplus/Deficit - Transferred to Fund Capital Program	$4,214,129	$3,227,372	$1,005,423	$6,784,881	$11,391,573	$26,623,379
Annual Interest Earned on 12 % Operating Reserve	$289,114	$314,528	$348,697	$381,739	$410,534	$1,744,611

Source: HDR/SRBA amd TTI based on data from RPTA, 2007

MAG 2011-2015 Transportation Improvement Program
Identification of Transit Revenues and Costs

Funding Source	Description	Estimated Transit Revenues					
		FY 2010 (July 1, 2009-June 30, 2010)	FY 2011 (July 1, 2010-June 30, 2011)	FY 2012 (July 1, 2011-June 30, 2012)	FY 2013 (July 1, 2012-June 30, 2013)	FY 2014 (July 1, 2013-June 30, 2014)	FY 2015 (July 1, 20014-June 30, 2015)
FTA 5309	Section 5309 New Starts	126,882	61,250	22,800	38,500	45,000	60,400
CMAQ Flex	Congestion Mitigation Air Quality Capital Grants	5,978	16,700	16,447	16,700	16,950	17,200
ARRA	American Recovery Reinvestment Act - Phoenix Park and Ride Improvements	1,639	2,261				
ARRA	American Recovery Reinvestment Act - RPTA Arizona Avenue BRT	250	-				
Other Federal	Early Action Street Project NW Ext Funding Source TBD with MAG			29,139	35,427		
Other Federal	Early Action Bus Ramp Project Phoenix West Ext -Funding Source TBD with MAG			18,479			
PTF Capital	Public Transportation Funds (PTF) Rail Portion Maricopa County Transportation Excise Tax, includes Rail Bond Proceeds From RPTA PTF Revenue Bond issues	66,168	57,279	53,274	54,304	89,208	63,651
Phoenix - Capital	City of Phoenix T2000 and WSD Funds in support of Rail Capital, Negative amounts denote reimbursements received by Phoenix from Federal and Regional proceeds related to the CPEV 20 mile LRT Project	(73,994)	(49,968)	9,558	11,438	(12,186)	-
Tempe - Capital	City of Tempe Transit Funds in support of Rail Capital, Negative amounts denote reimbursements received by Tempe from Federal and Regional proceeds related to the CPEV 20 mile LRT Project	(31,488)	(30,627)	(1,398)	-	-	-
Mesa - Capital	City of Mesa General Funds in support of Rail Capital, Negative amounts denote reimbursements received by Mesa from Federal and Regional proceeds related to the CPEV 20 mile LRT Project	(10,579)	(3,506)	(224)	-	-	-
Other - Capital	All Other Sources of Capital Funding, includes ASU for Optic Fiber CNPA related to the CPEV 20 mile LRT						
Fares		8,985	9,098	9,544	9,831	10,126	10,429
Phoenix Operating		16,723	16,706	17,593	18,018	17,790	18,085
Tempe Operating		7,676	7,617	8,135	8,379	8,909	9,380
Mesa Operating		1,489	1,102	1,182	1,218	1,744	1,832
Glendale Opprating		38	31	31	32	33	34

MAG 2011-2015 Transportation Improvement Program
Identification of Transit Revenues and Costs

Funding Source	Description	Estimated Transit Revenues					
		FY 2010 (July 1, 2009-June 30, 2010)	**FY 2011** (July 1, 2010-June 30, 2011)	**FY 2012** (July 1, 2011-June 30, 2012)	**FY 2013** (July 1, 2012-June 30, 2013)	**FY 2014** (July 1, 2013-June 30, 2014)	**FY 2015** (July 1, 20014-June 30, 2015)
CHandler Operating		50	121	31	32	33	34
Peoria Operating		93	86	31	32	33	34
Scottsdale Operating		50					
PTF Operating		9,617	6,170	5,076	4,673	4,116	2,200
MAG Operating		500	500	500	500	500	500
RPTA Operating		500	500	500	500	500	500
Fed 5339 Operating		950	1,400	400	0	0	0
Fed CMAQ Proj Dev.		1,000	750	0	0	0	0
	TOTAL REVENUES	132,529	97,467	191,099	199,584	182,757	184,281
		Estimated Transit Expenditures					
	Bus Capital						
	Bus Operating						
	Bus Subtotal	0	0	0	0	0	0
	Rail Capital	84,857	53,388	148,074	156,369	138,972	141,251
	Rail Operating	47,671	44,079	43,025	43,215	43,784	43,029
	Rail Subtotal	132,529	97,467	191,099	199,584	182,757	184,280
	TOTAL EXPENDITURES	132,529	97,467	191,099	199,584	182,757	184,280

Agenda Item #7

RESOLUTION SUPPORTING THE EXPANSION OF AMTRAK PASSENGER SERVICE INTO THE METROPOLITAN PHOENIX REGION AS PART OF THE NATIONAL INTERCITY RAIL NETWORK

WHEREAS, the Maricopa Association of Governments (MAG) is a Council of Governments and metropolitan planning organization composed of twenty-five cities and towns within Maricopa County and the contiguous urbanized area, the County of Maricopa, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, Arizona Department of Transportation, and Citizens Transportation Oversight Committee; and

WHEREAS, Amtrak service was discontinued into the metropolitan Phoenix region in June 1996, significantly limiting the effectiveness of the service on both a statewide and a national basis; and

WHEREAS, the Phoenix metropolitan area, representing more than four million in population is the 12th largest metropolitan area in the United States and the City of Phoenix is the 5th largest city in the United States, is not served by Amtrak; and

WHEREAS, Amtrak service is a logical first step toward future high speed rail service to the greater Los Angeles area and MAG is a charter member of the Western High Speed Rail Alliance that is promoting passenger rail service to California; and

WHEREAS, the economic, environmental and recreational benefits of rail travel have been well established; and

WHEREAS, passenger rail provides a fuel-efficient transportation alternative thereby establishing cleaner transportation options and helping to reduce our nation's, as well as Arizona's, dependence on foreign oil; and

WHEREAS, the development and expansion of alternative forms of transportation are critical to the future economic vitality of our cities and towns and essential if Arizona's communities and state intend to compete in the national and global marketplace; and

WHEREAS, the Maricopa Association of Governments recognizes that a national rail network is a key component of a statewide and regional multimodal transportation system and can serve to provide current and future capacity for increasingly overburdened roadways; and

WHEREAS, the Maricopa Association of Governments and the State of Arizona values its connections with freight railroad partners and supports the expansion of passenger service that works together with freight rail expansions and improvements; and

WHEREAS, improving and expanding Amtrak passenger service in Arizona builds the foundation for a future intercity passenger rail network throughout the state, connecting major metropolitan regions and supporting the development and expansion of interconnected, livable communities; and

WHEREAS, Amtrak passenger service brings tourists to our state thereby boosting one of Arizona's core economic engines and expanding Arizona's accessibility to the rest of the nation; and

WHEREAS, re-establishing AMTRAK service into the metropolitan Phoenix region would provide an important mobility choice as part of a seamless state, regional, and national transportation system that includes airports, highways, transit, passenger and freight rail; and

WHEREAS, connecting Pima, Pinal, Yuma, Cochise and Maricopa Counties through Amtrak service creates economic opportunities for multiple Arizona regions, and enhancing this service takes these economic opportunities to another level.

NOW THEREFORE, BE IT RESOLVED THAT THE MARICOPA ASSOCIATION OF GOVERNMENTS REGIONAL COUNCIL supports the proposed Sunset Limited/Texas Eagle improvements, which increases Amtrak service from three-days-per-week to daily service and changes Amtrak's current arrival and departure schedules within Arizona to more convenient times of day, and the REGIONAL COUNCIL encourages the Union Pacific Railroad, the Arizona Department of Transportation, and Amtrak to work together for the timely restoration of the Wellton Branch in order to expedite the return of daily Amtrak passenger rail service to Phoenix and the MAG Region.

PASSED AND ADOPTED BY THE REGIONAL COUNCIL OF THE MARICOPA ASSOCIATION OF GOVERNMENTS THIS TWENTY-EIGHTH DAY OF JULY 2010.

_____
Thomas Schoaf, Chair
MAG Regional Council

ATTEST: _____
Dennis Smith
Executive Director

Agenda Item #9

ADEQ Arizona Department of Environmental Quality News Release

1110 West Washington Street • Phoenix, Arizona 85007 • azdeq.gov

DATE: July 6, 2010
CONTACT: Mark Shaffer, Director of Communications, (602) 771-2215 (o); (480) 433-9551 (cell)

EPA Failed to Adequately Consider ADEQ's Scientific Research in Aftermath of Dust-Storm Air-Quality Exceedances

PHOENIX (July 6, 2010) – The U.S. Environmental Protection Agency failed to adequately consider the Arizona Department of Environmental Quality's scientific research in concluding that dust storms were not to blame for four air-pollution exceedances during 2008 at a monitoring station near 43rd Avenue and Broadway Road.

In a letter from ADEQ Director Benjamin H. Grumbles to EPA Region 9 Administrator Jared Blumenfeld, the state's environmental regulatory agency also noted that the EPA is not consistent with its own rules for determining whether air quality violations are caused by man or nature and is also not consistent in its analysis of Arizona's data and earlier analyses done within the San Joaquin Valley of California.

EPA in May denied ADEQ's request to classify several Maricopa County air quality violations related to dust as being the result of uncontrollable natural events. EPA's denial could lead to the disapproval of an air quality plan designed to reduce dust emissions in Maricopa County until EPA standards are achieved. A final disapproval of the air quality plan could result in sanctions, potentially putting billions of dollars of federal highway funding at risk in Arizona.

"The EPA analysis was incomplete and gave short shrift to our scientific research," Director Grumbles said. "EPA's analysis also was not shared with ADEQ or other local authorities prior to the announcement of its decision. ADEQ is seeking an opportunity to find common ground with EPA on the scientific and technical differences."

Grumbles noted in his letter that the EPA's preamble for its exceptional events rule indicated that the federal agency will work cooperatively with states, tribes and local agencies, a process that was not followed in Arizona's case.

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-30-

WESTERN STATES AIR RESOURCES COUNCIL

WESTAR

July 6, 2010

Ms. Gina McCarthy, Assistant Administrator
Office of Air and Radiation
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue N.W.
Washington, DC 20760

Dear Ms. McCarthy,

On September 11, 2009, the Western States Air Resources (WESTAR) Council, an association of 15 western state air quality managers, offered a number of recommendations to EPA on ways to streamline the implementation of the rules governing the treatment of data influenced by exceptional events (attached). EPA responded to WESTAR's recommendations on March 8, 2010, indicating that over the coming six months, the agency would work with WESTAR to explore how the implementation of the exceptional events rule could be improved. As of this date, this collaborative effort between EPA and WESTAR has not yet begun.

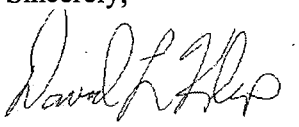
The issues we raised in 2009 related to implementation of the exceptional events rule are still with us today. In fact, solving these issues is more critical than ever. EPA continues to increase the stringency of standards for several pollutants and, as a result, states must determine attainment status, classifications, and non-attainment area boundaries, all of which are driven by what data are and are not included in the monitoring data sets. Meanwhile, state and local agencies continue to collect monitoring data influenced by exceptional and natural events; continue to flag data they believe should be excluded for establishing attainment status; continue to respond to seemingly endless requests for further analyses to justify exceptional events requests; and continue to wait for decisions from EPA on requests that, in some cases, are several years old. Further, EPA has recently issued decisions not to concur with California and Arizona requests for several exceptional events where both states are highly confident that these exceedances do, in fact, meet all the criteria in the Rule for qualifying as exceptional events.

As we noted in our earlier recommendations, revisions to the exceptional events rule are needed, revisions that will solve many of the implementation issues we have encountered over the past three years. While our earlier recommendations include alternatives that could be implemented without changes to the rule, fixing the rule would be more efficient, in part because actions taken based on clear regulatory language are less likely to be challenged than

actions taken based on guidance that, in effect, works around the core issues in the underlying regulation. WESTAR believes that EPA should begin rulemaking immediately.

Our scarce air quality management resources need to focus on problems we can solve, not on problems over which we have little or no control. Simple revisions to the exceptional events rule, and guidance that will result in expedited decisions on exceptional events requests, are urgently needed. We look forward to EPA following through on its commitment to work with WESTAR on this important issue in the coming weeks. If you have any questions, or wish to discuss this further, please contact Dan Johnson, WESTAR's Executive Director, at 206-254-9145.

Sincerely,



Dave Klemp, President
Western States Air Resources Council

CC: Bill Harnett, EPA/OAQPS
Bill Becker, NACAA
Dr. Alfredo "Al" Armendariz, EPA/Region 6
Callie Videtich, EPA/Region 8
Deborah Jordan, EPA/Region 9
Rick Albright, EPA/Region 10

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

1110 West Washington Street • Phoenix, Arizona 85007
(602) 771-2300 • www.azdeq.gov

Janice K. Brewer
Governor

Benjamin H. Grumbles
Director

July 2, 2010

Mr. Jared Blumenfeld, Administrator
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105

Dear Mr. ~~Blumenfeld~~ Jared:

This letter transmit comments prepared by the Maricopa Association of Governments (MAG) regarding the West 43rd Avenue PM10 monitoring site and the Exceptional Events Rule (EER), 40 C.F.R. § 50.14. ADEQ has reviewed these comments and concluded that they raise valid concerns, which we hope you will consider along with the work submitted by ADEQ on July 1.

We remain hopeful that, working together, we can develop a mutual agreement on ways to address Exceptional Events more effectively.

If you have questions or need to discuss this further, please contact Nancy Wrona, who can be reached at (602) 771-2311, or Lindy Bauer, Environmental Programs Director at MAG, who can be reached at (602) 254-6300.

Sincerely,

Benjamin H. Grumbles
Director

Enclosure

cc: Lindy Bauer (with enclosure)
Deborah Jordan (with enclosure)
Colleen McKaughan (with enclosure)

MAG Responses to EPA's Review of Exceptional Event Request,
Maricopa County, AZ, May 12, 2010

General MAG Responses:

EPA Comments, section 4.2, page 7; section 4.3, page 7; section 4.4, page 9; section 5.0, page 9:
EPA asserts in several sections of the document that ADEQ analysis of surrounding anthropogenic sources is limited and prohibits EPA from determining the role of human activity in contributing to the exceedance.

MAG Response:
The responses in this document primarily address EPA comments regarding anthropogenic sources in sections that evaluate the causal role of high winds on the event day and that demonstrate no exceedance would have occurred "but for" the high winds. However, as an initial response to EPA's concern, it is noted that even if human activity is ultimately shown to contribute to the exceedance, it does not prohibit the event from being flagged as exceptional. EPA's exceptional event rule clearly states,

> "Also, EPA recognized, in recently acting to retain PM_{10} as a measure of coarse particulate, that in some instances exceedances of this NAAQS 'may be caused in whole or in part, by exceptional events, including natural events such as windstorms * * * (and that) an exceedance may be treated as an exceptional event even though anthropogenic sources such as agricultural and mining emissions contribute to the exceedance.'"[1]

It is known to local air and planning agencies, as well as EPA, that there are significant PM-10 emission sources near the West 43rd Avenue monitor. This fact suggests that these sources may lead to a higher average PM-10 reading than other monitors, but it does not presume that these sources become the tipping point in the creation of an exceedance on a high wind day. On the exceedance days in question, there is no evidence that the anthropogenic sources near the West 43rd Avenue monitor were not reasonably controlled.

What is most germane to the exceptional event determination is whether there is any evidence that supports a causal relationship between human activity and the exceedance. EPA has provided no evidence that human activity on the day of the exceedance was not in line with historical norms. All available evidence points to general source compliance in the area around the monitor, except for the two instances noted by ADEQ in their assessment. EPA does not establish a causal link between source noncompliance and exceedances at the monitor on high wind days.[2]

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[1] 72 FR 13564

[2] On November 16, 2009, the Five Percent Plan Technical Committee, including EPA staff, received a spreadsheet from Maricopa County that identified the 2009 calendar year permit violations within two miles of the monitor. This spreadsheet showed several days when violations occurred, but no exceedances were recorded at the monitor.

EPA Comment, section 4.3, pages 7 and 8: EPA's discussion that elevated wind speeds associated with the event days do not constitute a "natural event".

MAG Response: In particular, EPA challenges the assertion that the elevated winds occurring on the event days were "unusual" for the time of year the events occurred, thus the event days were not natural events.[3] EPA argues that only seasonal (March-June) wind speed data should be used, and that the data should show how the event day relates to hourly historical wind speeds.

In response, hourly event day maximum wind speed (gusts) was compared against hourly historical gusts from four years (2005-2008) during the months of March through June at the West 43rd Avenue Monitor.[4] Table 1 and Figures 1 through 4 show the relationship between the hourly, seasonal historical wind gusts and the event days challenged by EPA.

It is clear in both the table and the figures that all four event days had a significant number of hours that were in the 95th and even the 99th percentile for the season in question. The 95th percentile represents approximately the 23 uppermost gusts out of 457 historical hours; while the 99th percentile represents approximately the 5 uppermost gusts out of 457. The gusts observed during these uppermost hours certainly are not usual and appropriately should be considered statistical outliers in the case of the 99th percentile hours.

On the event days in question, these 95th and 99th percentile gusts largely occur as consecutive hours, not independent of each other, compounding their statistical rarity. Specifically, March 14th recorded 6 total hours in the 95th percentile (all consecutive) with 2 of those hours in the 99th percentile. Hour 12 on March 14th also is the highest wind gust ever recorded in the four year period. April 30th recorded 6 hours in the 95th percentile (all consecutive) with 1 hour in the 99th percentile. May 21st recorded a staggering 13 hours in the 95th percentile (9 consecutive) with 6 hours in the 99th percentile. And lastly, June 4th recorded 11 hours in the 95th percentile (all consecutive) and 1 hour in the 99th percentile.[5] The shear amount and extended duration of these high winds definitively classifies these event days as "unusual" under any standard statistical measure.

---

[3] It should be noted that "unusual" should not be equated with the rarity of the event. EPA states in the preamble to its rule regarding exceptional events data that, "It is important to note that natural events, which are one form of exceptional events according to this definition, may recur, sometimes frequently" (72 FR 13563).

[4] Maximum hourly wind speed (gusts) were not recorded until April 2005 at the West 43rd Avenue monitor, thus March 2005 is excluded from the data set.

[5] The above wind speed analysis used March – June in order to match the seasonal period cited in the EPA comment. Sierra Research used the period February – June for their analyses of unusual winds based on an historical analysis of high winds conducted by Peter Hyde, Arizona State University, for the Five Percent Plan Technical Committee.

Table 1. Event day max hourly wind speed (mph) vs. historical (2005-2008, March-June) max hourly wind speed (mph) at the West 43rd Avenue monitor.

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Hours in 95th	Hours in 99th
Mean	8.4	8.2	7.7	7.5	7.1	6.8	6.9	7.9	9.2	10.6	11.7	13.4	14.7	16.1	17.3	17.8	17.6	16.7	15.0	11.8	9.9	9.5	9.2	8.8	NA	NA
95th Percentile	18.4	18.1	17.1	16.5	14.4	13.1	13.7	16.6	18.7	20.1	21.0	23.3	25.2	27.0	29.2	30.1	30.8	28.7	28.1	24.1	22.0	23.4	21.3	20.2	NA	NA
99th Percentile	24.9	23.6	23.2	25.1	20.4	20.7	19.6	22.1	26.5	26.8	27.5	31.4	30.0	34.7	34.2	37.0	39.3	38.9	34.8	32.0	31.2	30.7	27.5	27.1	NA	NA
Max	30.1[6]	29.6	29.2	27.5	27.1	30.8	30.2	29.5	37.9	33.8	35.6	41.2	36.1	37.8	42.0	43.1	53.3[7]	44.6	48.0	44.4	41.9	42.4	50.8	54.3	NA	NA
3/14/2008	8.8	10.4	7.5	7.2	8.6	7.9	10.8	6.1	4.8	22.7	23.9	31.2	36.1	35.6	30.6	25.5	23.9	19.7	13.7	15.1	21.8	21.6	10.8	10.6	6	2
4/30/2008	12.8	9.0	5.7	8.5	12.8	6.8	6.7	7.9	7.2	20.2	23.6	33.0	28.0	27.4	30.5	26.6	27.8	24.7	22.6	11.9	18.7	20.5	13.9	9.5	6	1
5/21/2008	21.2	18.6	11.5	7.1	14.2	8.9	9.3	20.8	28.8	31.5	29.5	29.3	33.8	34.8	34.4	30.3	30.5	31.7	30.6	22.4	19.9	16.6	21.1	15.7	13	6
6/4/2008	7.0	8.3	7.6	7.9	6.7	5.6	6.6	9.1	8.4	9.3	15.8	18.6	23.8	27.0	29.6	35.5	31.3	35.1	31.1	30.1	27.0	30.4	27.2	28.7	11	1

Note: Orange shading represents the 95th percentile; red shading represents the 99th percentile

[6] Max recorded speed of 96.3 mph removed as data outlier.
[7] Max recorded speed of 72.8 mph removed as data outlier.

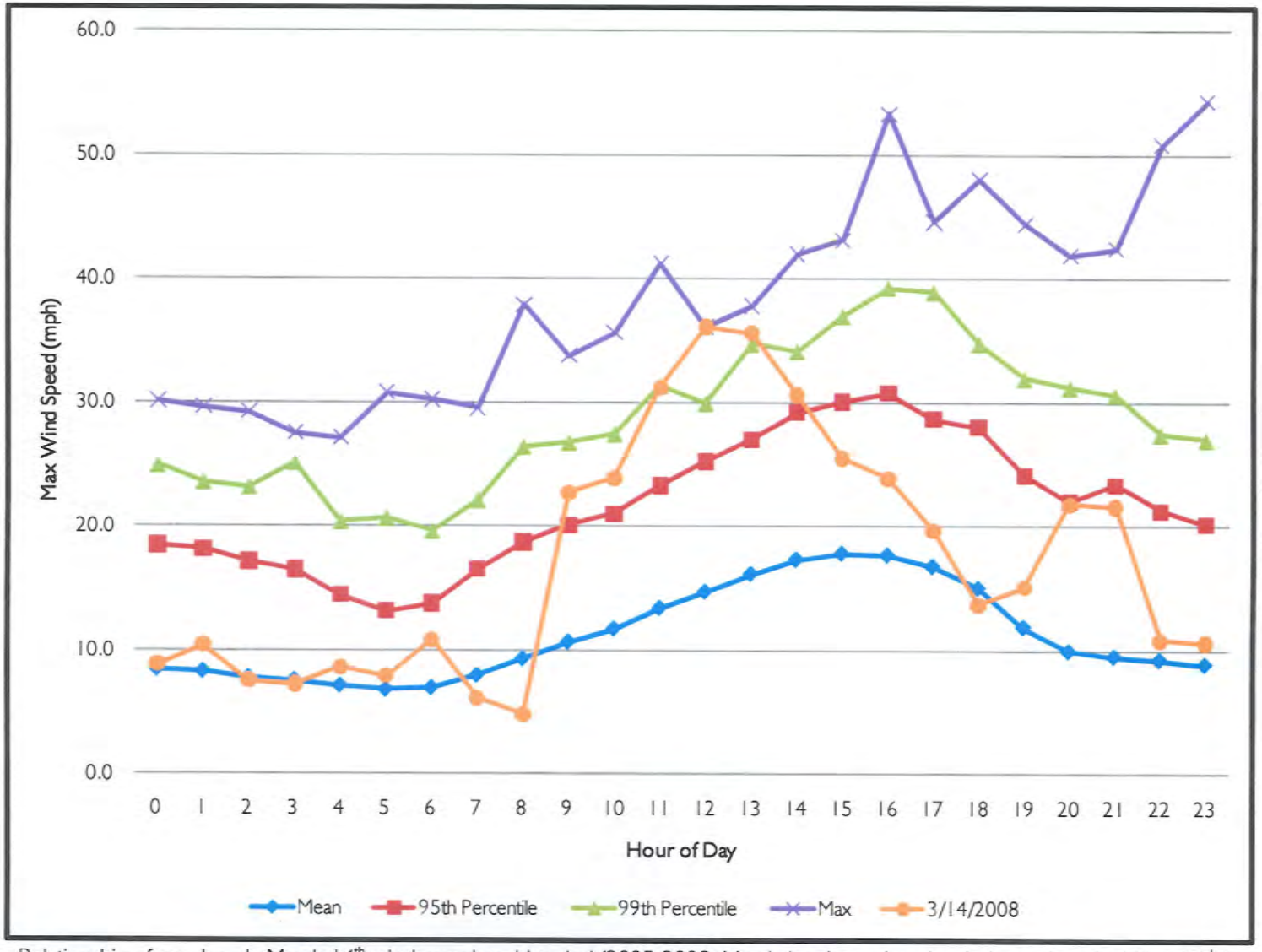

Figure 1. Relationship of max hourly March 14th wind speeds to historical (2005-2008, March-June) max hourly wind speeds at the West 43rd Avenue monitor.

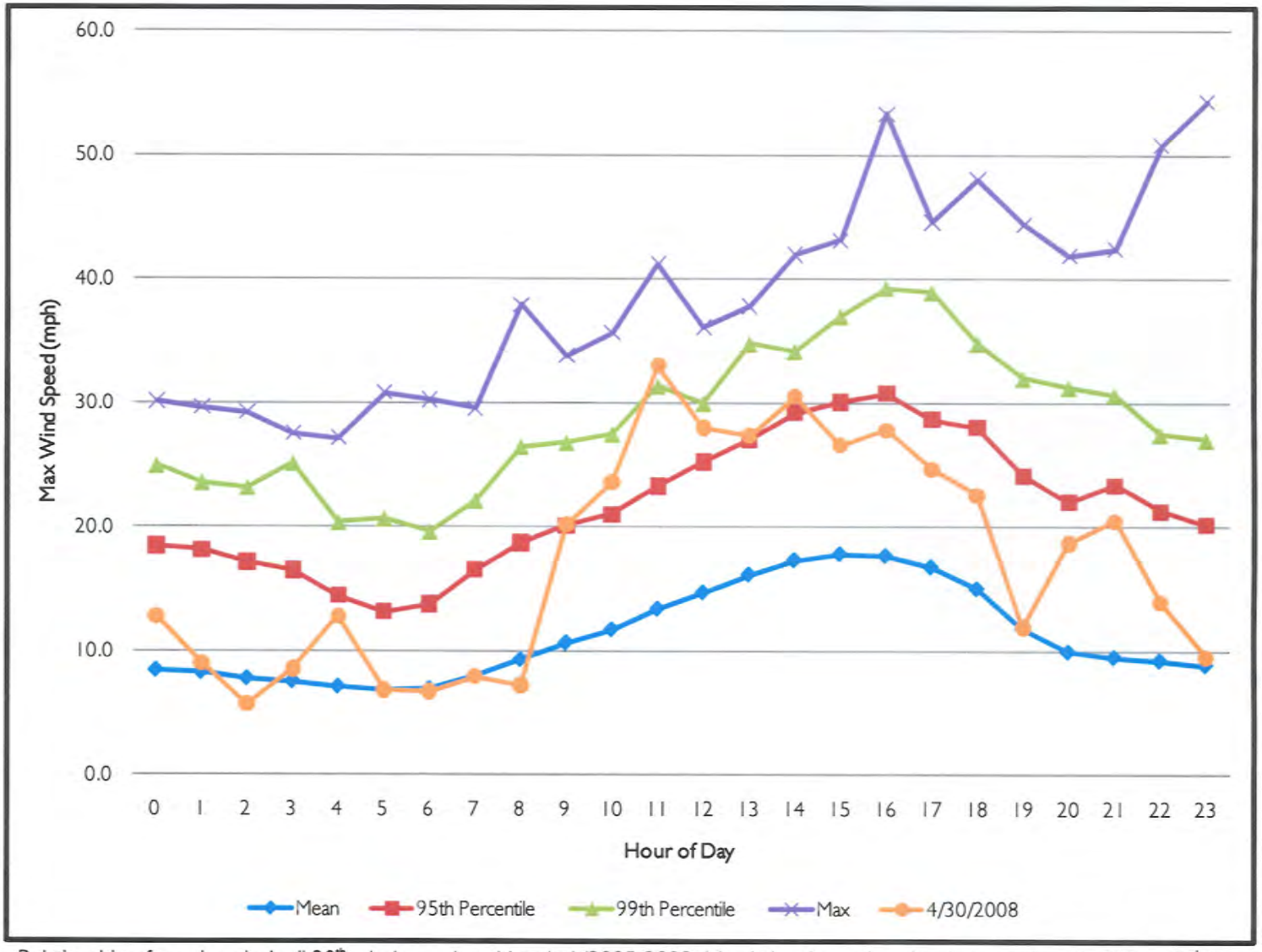

Figure 2. Relationship of max hourly April 30th wind speeds to historical (2005-2008, March-June) max hourly wind speeds at the West 43rd Avenue monitor.

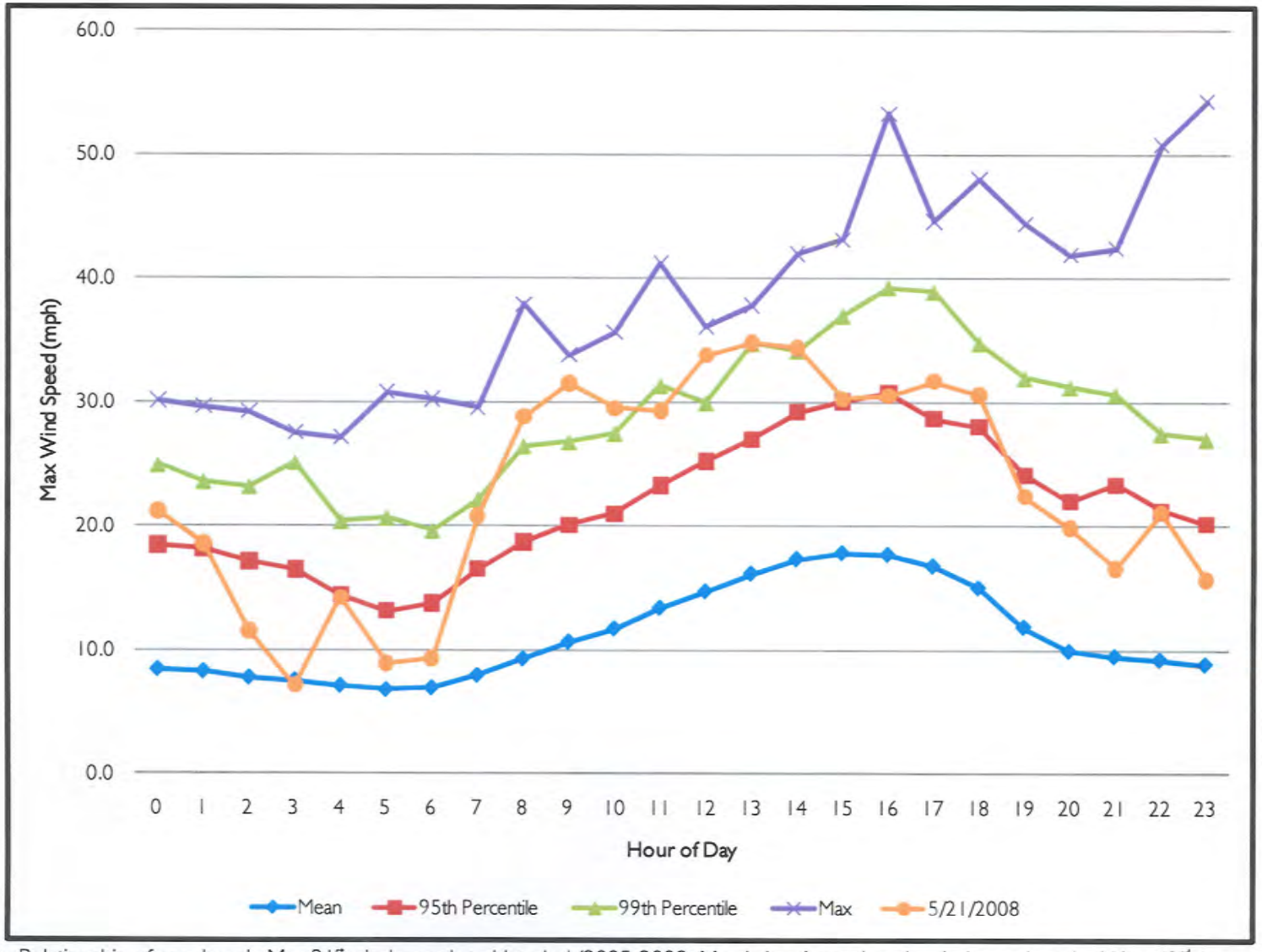

Figure 3. Relationship of max hourly May 21st wind speeds to historical (2005-2008, March-June) max hourly wind speeds at the West 43rd Avenue monitor.

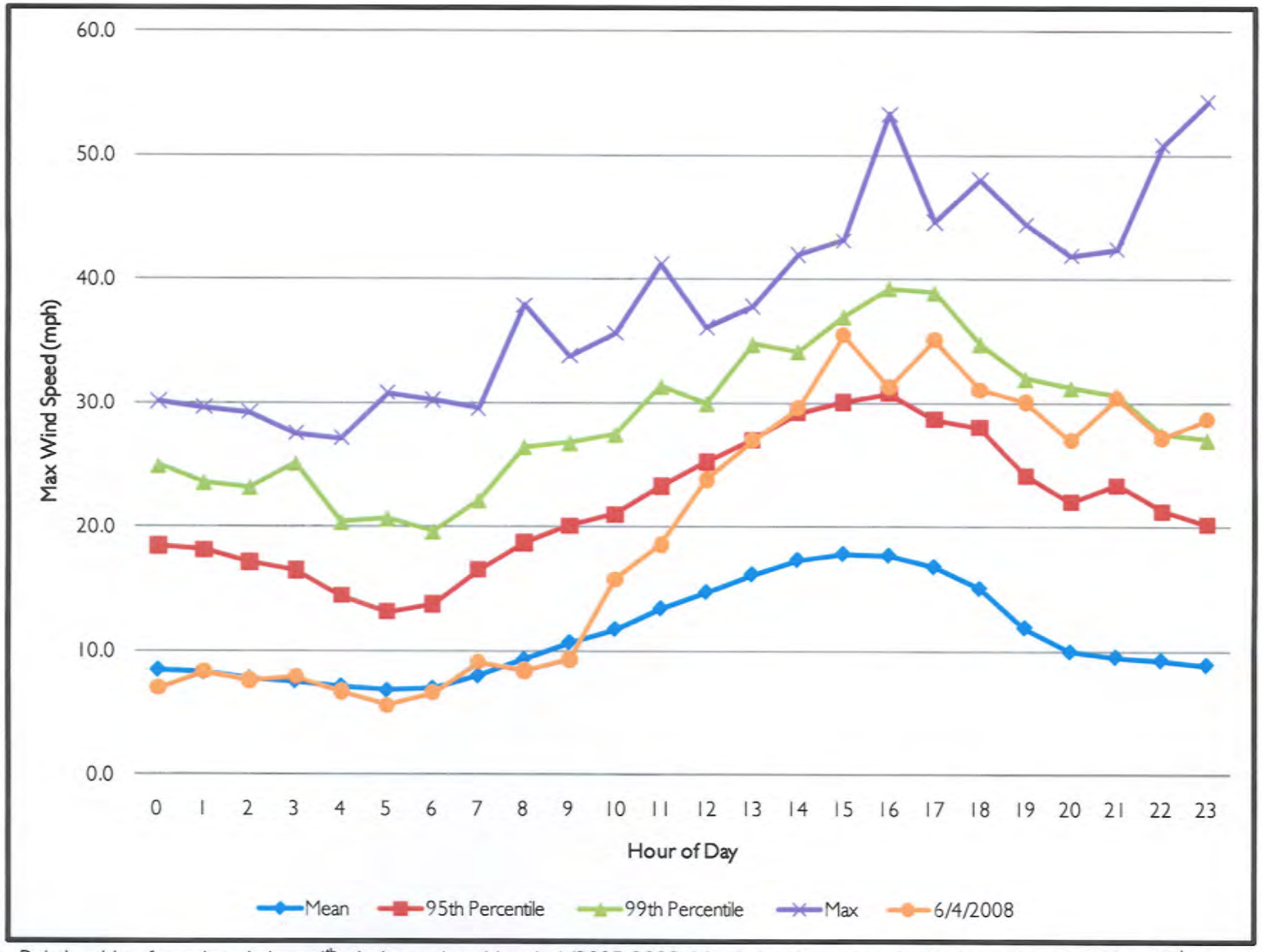

Figure 4. Relationship of max hourly June 4th wind speeds to historical (2005-2008, March-June) max hourly wind speeds at the West 43rd Avenue monitor.

EPA Comment, section 5.0, pages 16, 21, 26, 32: EPA asserts that the weight of evidence does not support a clear causal relationship between the observed elevated winds and the exceedance.

MAG Response: The correlation between increases in wind speed and PM-10 concentrations on event days at the West 43rd Avenue monitor is well presented in ADEQ's assessment and need not be repeated here. Indeed, EPA concurs with this established correlation at the West 43rd Avenue monitor in all four event days. In sections 5.1.1, 5.2.1, 5.3.1, and 5.4.1 EPA repeatedly makes statements to the fact that the observed PM-10 concentrations increase significantly with increased winds speeds.

EPA does not argue against the specific facts of the correlation observed at the West 43rd Avenue monitor, but rather points to the observation that other area monitors do not show the same level of correlation,

> "...there is not a similar correlation between PM_{10} and maximum wind speed at other monitoring sites in the area. These facts suggest that the elevated PM_{10} concentrations at West 43rd may have been caused by local upwind sources and were not regional in nature."[8]

EPA's exceptional event rule repeatedly talks about exceedances at the monitor in question; there is no mention of a requirement that multiple monitors in an area exceed in order for the event to be classified as exceptional. With particular regard to high winds, EPA takes pains to point out that evaluation and weight of evidence should focus on the exceeding monitor since high winds vary across a region and have different regional effects depending on geologic and meteorological conditions.

> "Since the conditions that cause or contribute to high wind events vary from area to area with soil type, precipitation, and the speed of wind gusts, States should provide appropriate documentation which indicates what types of circumstances contributed to the exceedances or violations ***at the monitoring site in question*** (emphasis added)."[9]

The quote above from the exceptional event rule again makes no mention that high winds need to be "regional"[10] in nature in order to be classified as a natural event; only that the weight of evidence supports the fact that high winds were the causal agent in the exceedance.[11] The fact that the West 43rd Avenue monitor may be more susceptible to increases in PM-10 concentrations associated with high winds only serves to add to the strength of the causal relationship.

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[8] Section 5.2.1, pg. 17

[9] 72 FR 13577

[10] Even if EPA had attempted such a requirement a definition of regional would need to be in place in order to classify the high winds in question.

[11] Footnote 11 of 72 FR 13566 states, "Therefore, in instances where the level of the wind speed results in exceedances or violations of particulate matter, for data affected by these events to be considered for exclusion under the weight of evidence approach, a clear causal relationship must be demonstrated between the exceedances measured at the ***air quality monitoring site*** (emphasis added) and the high wind event in question."

In addition to the data provided by ADEQ in their assessment, the following figures add to the weight of evidence that a clear causal relationship exists between high winds and increased PM-10 concentrations on the event days at the West 43rd Avenue monitor. All historical data in the following figures are from a four year period (2005-2008) where concurrent maximum hourly wind speed and PM-10 concentration data were recorded for the high wind season months of March through June.[12]

Figure 5 visibly shows the relationship between max wind speed and PM-10 concentration at the West 43rd Avenue monitor. The trend line of the figure is a classic fit for a second order polynomial, as referenced by the high R^2 value of 0.939. The trend line demonstrates that there are two distinct patterns with regards to max wind speed and PM-10 concentrations. First, when gusts stay below 15 mph, PM-10 concentrations actually decrease slightly with increasing wind speeds. However, as gusts rise past 15 mph, wind speeds have an exponential effect on PM-10 concentrations. This pattern is clearly born out on the event days in question, establishing a strong correlation between rising wind gusts and PM-10 concentrations.

Figure 6 compares the hourly mean PM-10 concentrations at the West 43rd Avenue monitor alongside hourly mean max wind speeds. A couple of plain relationships emerge in the figure: (1) the bulk of anthropogenic emissions occur in the hours between 0400 and 0800, when wind speeds are lowest and, (2) moderate afternoon (1100-1900) wind gusts (12-18 mph) actually help to disperse PM-10 concentrations and reduce the readings at the monitor. This graph further helps to show that elevated afternoon PM-10 concentrations (as occurred in all 4 event days) are not typical and would not historically be associated with anthropogenic sources.

Figure 7 strengthens this assumption by showing hourly mean PM-10 concentrations when wind gusts are at their lowest (5th percentile). It is important to state again that the data included in this figure does not include the winter months when inversion forces are at work, but is limited to March-June as requested by EPA[13]. Clearly, in terms of anthropogenic emissions, the highest levels of PM-10 concentrations are seen when the wind gusts are at their lowest.

This relationship dramatically changes when comparing mean PM-10 concentrations when gusts are at their highest. Figure 8 displays hourly mean PM-10 concentrations when maximum wind speeds are in the 95th percentile (highest 5% of observed wind speeds). No other conclusion can be drawn from this figure other than that when wind gusts reach these upper thresholds, PM-10 concentrations consistently and predictably rise, especially in the afternoon hours when the heat of the day has reduced the surface moisture of the affected soils. As mentioned above, elevated afternoon PM-10 concentrations are the rarity, not the norm, and can only reasonably be caused by high winds.

Figure 9 serves to strengthen this relationship shown in Figure 8 by comparing hourly mean PM-10 concentrations when wind gusts are in the 99th percentile (top 5 recorded wind speeds). The wind

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[12] March 2005 is excluded from the data set as max wind speeds were not recorded at the West 43rd Avenue monitor until April 2005.

[13] The above wind speed analysis used March – June in order to match the seasonal period cited in the EPA comment. Sierra Research used February – June for their analyses of unusual winds based on a historical analysis of high winds conducted by Peter Hyde, Arizona State University, for the Five Percent Plan Technical Committee.

gust and PM-10 concentration lines again show highest observed PM-10 concentrations in the afternoon hours, when wind gusts are at their greatest, almost maximum levels. All four event days in question had at least 1 hour that was in the 99th percentile of wind gusts.

Based on the seasonal data shown in the figures above, the only reasonable conclusion is that a clear causal relationship exists between elevated PM-10 concentrations and high winds at the West 43rd Avenue monitor. Given the historical pattern of highest anthropogenic emissions seen in the early morning hours, there is no evidence to suggest that anything but the high winds caused the exceedances on the event days in question.

Lastly, in direct address of EPA's concern that neighboring monitors did not exceed on the days that the West 43rd Avenue monitor exceeded, EPA itself compellingly disputes against the presumption of this concern. In a recently published finding[14] affirming the flagging of exceptional event days related to construction activity, EPA argues that activities that caused an exceedance one day, may not lead to an exceedance on another similar day. In the quote below, EPA is responding to comments from "Earthjustice" arguing that EPA did not establish a causal relationship between the event (construction activities) and the exceedance,

> "Earthjustice argues that because exceedances did not occur on other days when construction activities were occurring, this indicates that construction did not cause the exceedances in September and October 2006. But this argument is misleading. Generally, varying degrees, types and locations of the construction activity, and changing meteorological conditions lead to varying impacts on the monitor. The fact that construction activities did not cause exceedances on some days does not mean that they were not responsible for the exceedances that occurred on other days."[15]

This same judgment applies well to the event days in question, when only the West 43rd Avenue monitor exceeded and other area monitors did not. In fact, simply modifying the quote above by replacing the words "Earthjustice" with "EPA" and "construction activities" with "high winds", establishes a strong defense for flagging the event days in question:

> "*EPA* argues that because exceedances did not occur on other days when *high winds* were occurring, this indicates that *high winds* did not cause the exceedances in September and October 2006. But this argument is misleading. Generally, varying degrees, types and locations of the *high winds*, and changing meteorological conditions lead to varying impacts on the monitor. The fact that *high winds* did not cause exceedances on some days does not mean that they were not responsible for the exceedances that occurred on other days." (italicized sections changed from original EPA quote).

The logic of this argument is sound, and EPA should apply it to the high wind days in question here, as it did in affirming the exceptional events caused by construction activities in the San Joaquin Valley.

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[14] *Approval and Promulgation of Implementation Plans; Designation of Areas for Air Quality Planning Purposes; State of California; PM-10; Affirmation of Determination of Attainment for the San Joaquin Valley Nonattainment Area*, 73 FR 14687.

[15] 73 FR 14690

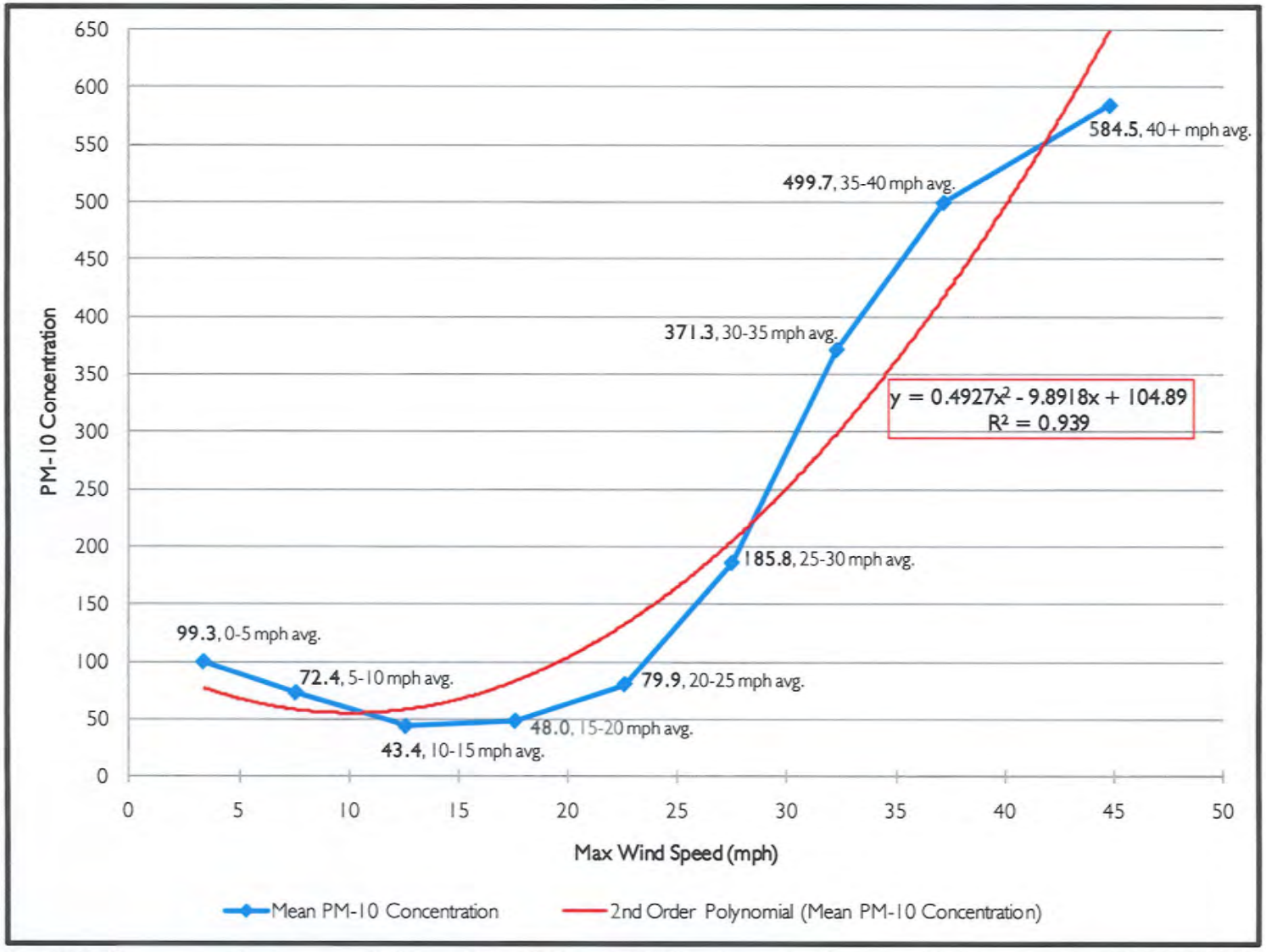

Figure 5. Mean PM-10 concentration by max wind speed bins (0-5 mph, 5-10 mph, etc.) at the West 43rd Ave. monitor (2005-2008, March-June).

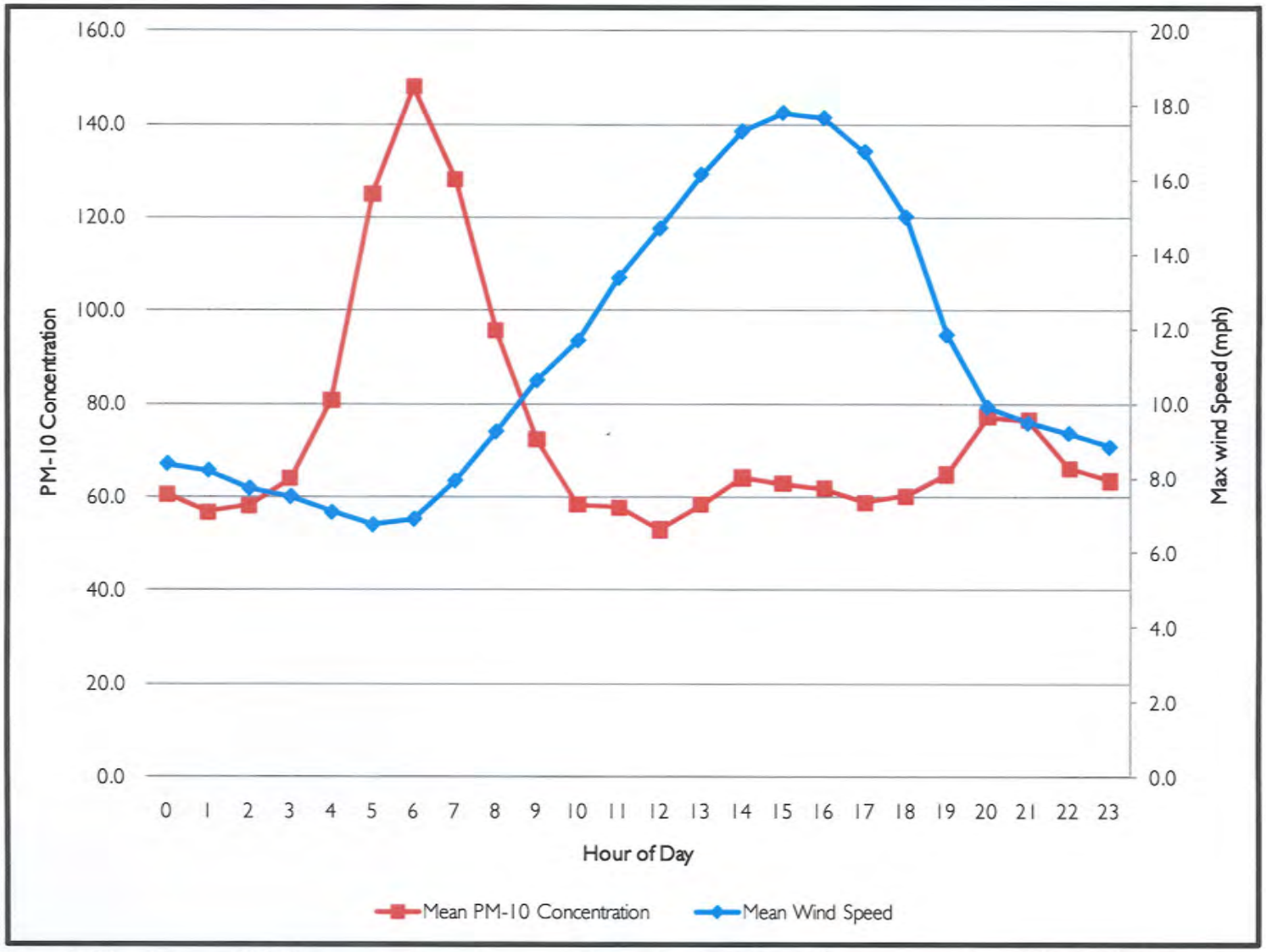

Figure 6. Hourly mean PM-10 concentration and max wind speed at the West 43rd Avenue monitor (2005-2008, March-June).

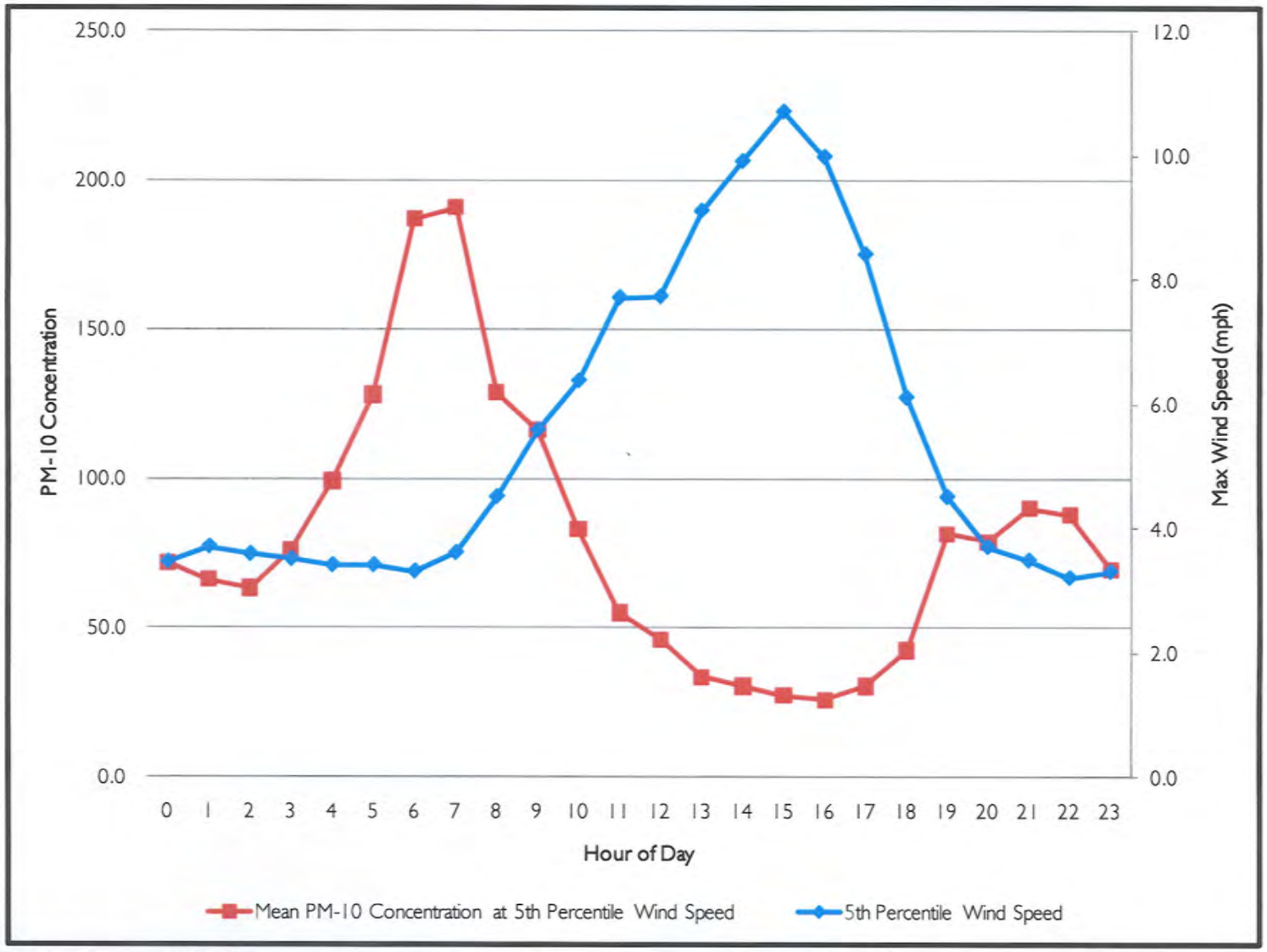

Figure 7. Hourly mean PM-10 concentration at 5th percentile max wind speed at the West 43rd Avenue monitor (2005-2008, March-June).

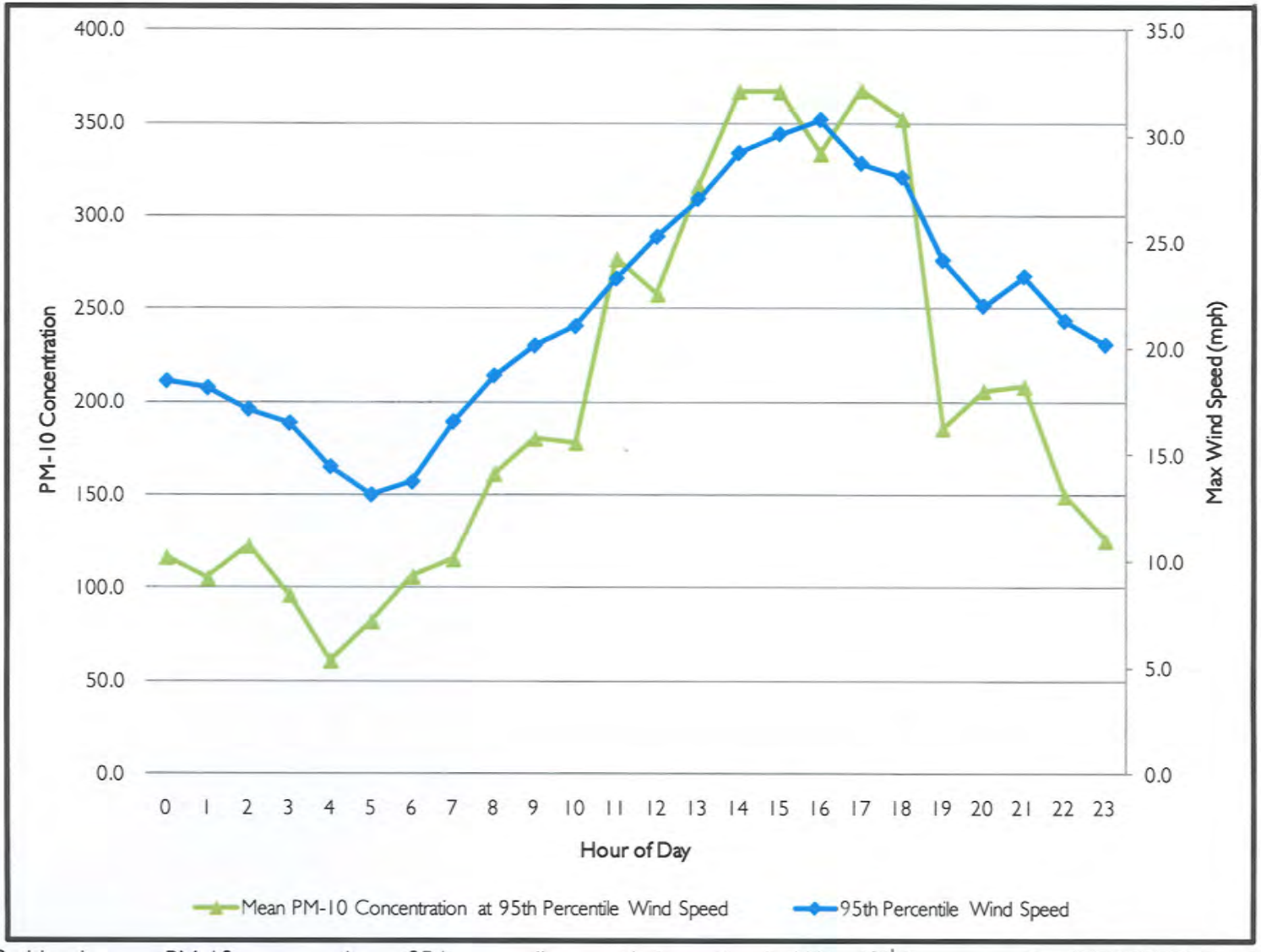

Figure 8. Hourly mean PM-10 concentration at 95th percentile max wind speed at the West 43rd Avenue monitor (2005-2008, March-June).

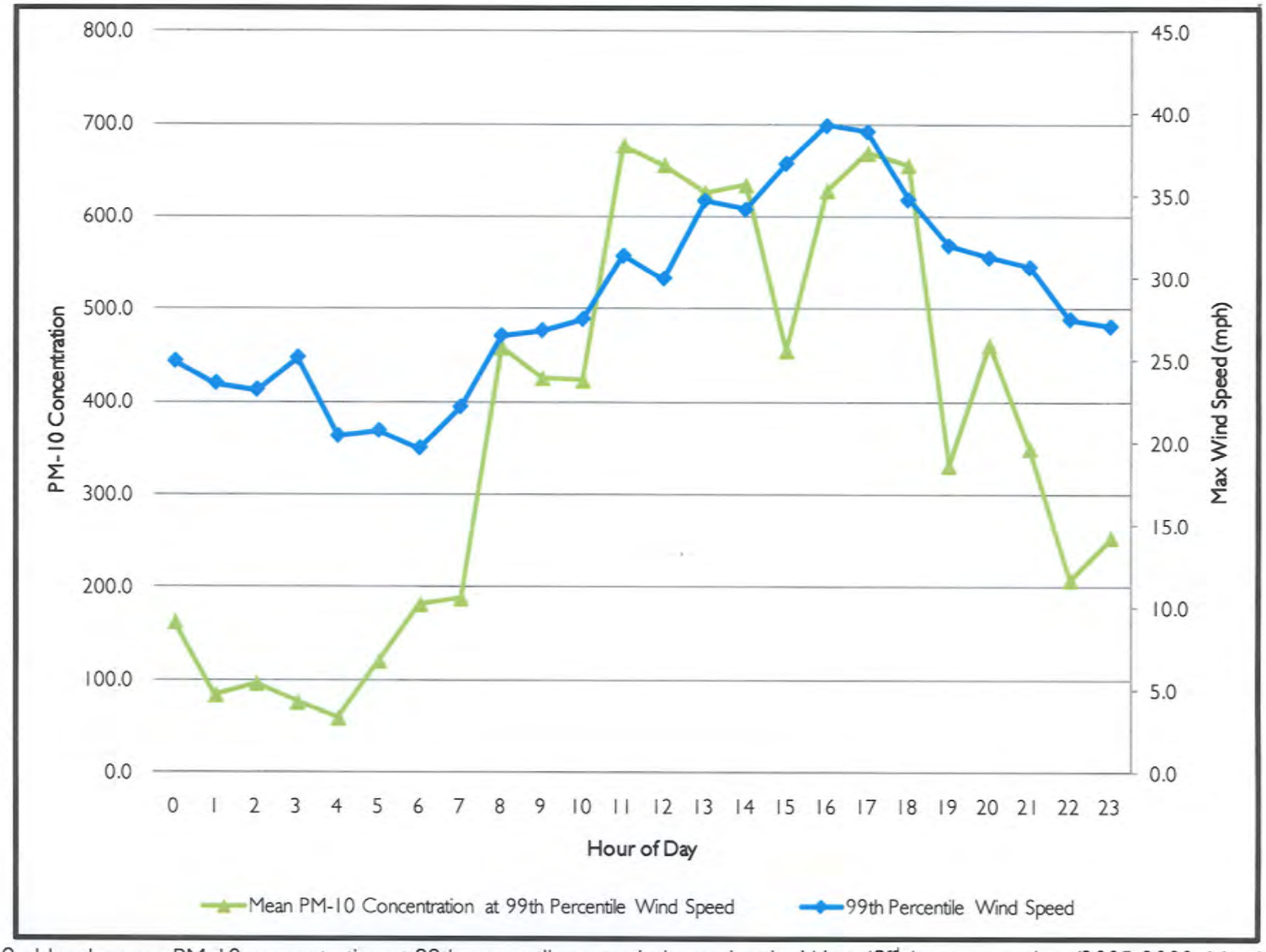

Figure 9. Hourly mean PM-10 concentration at 99th percentile max wind speed at the West 43rd Avenue monitor (2005-2008, March-June).

EPA Comment, section 7.0, page 33: EPA states ADEQ's method of excluding the PM-10 concentrations associated with the high wind hours to demonstrate that the monitor would not have exceeded but for the event,

> "...it was determined that the hours that have been chosen for exclusion are replaced by the average PM_{10} concentration calculated with remaining hours of the day."

EPA additionally comments that,

> "This is equivalent to assuming there is no normal increase during those hours. If there is a typical rise during this period, than the average used may not be representative of typical conditions."

MAG Response: As shown in the earlier discussion of the causal relationship between elevated wind speeds and elevated PM-10 concentrations at the West 43rd Avenue monitor, on average the bulk of anthropogenic emissions seen at the monitor occur in the morning hours.[16] So, typical emissions for the excluded hours (afternoon hours) would actually be **lower** than the estimates provided by ADEQ and is further proof that the exceedance on the event days is primarily linked to high winds.

As additional proof, the data in the tables and figures presented below show that even assuming worst case anthropogenic conditions during the excluded hours, the event days would not have exceeded the standard. Table 2 shows the breakout of 4-year (2005-2008), seasonal (March-June)[17], summed hourly PM-10 concentrations and their association with low (<20 mph) and high (>20 mph) hourly maximum wind speeds. Figure 10 graphs the PM-10 concentration amounts as presented in Table 2.

Table 3 and Figure 11 replicate the data presented in the preceding table and figure, but limit the observations to PM-10 concentrations recorded at or above the 95th percentile. This table and graph dramatically shows that high afternoon PM-10 concentrations are overwhelmingly linked to wind gusts greater than 20 mph. In fact, for 6 consecutive hours (1300-1800) PM-10 concentrations at or above the 95th percentile are exclusively linked to wind gusts above 20 mph.[18] When high winds are absent, the evidence overwhelmingly points to anthropogenic PM-10 emissions that are consistently lower in the afternoon.

Lastly, Table 4 provides a second ultra-conservative substitution method for event day windy hours. It shows that even when PM-10 concentrations during the 95th percentile windy hours (on the event days) are substituted with 95th percentile PM-10 concentrations from the historical period, an exceedance is not achieved. This worst case scenario provides ample evidence that but for the high winds on the event days, the monitors would not have exceeded the 24 hour PM-10 standard. It should be stated that both the method shown in Table 4 (replacement of windy hours with 95th percentile concentrations) and ADEQ's original method (replacement of windy hours with day-specific average concentrations) are conservative estimates that do not exceed the standard, as typical PM-10 concentrations are historically lowest in the afternoon hours.

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[16] See figures 6 and 7.

[17] As mentioned earlier, March 2005 data was excluded due to lack of maximum wind speed values.

[18] Hour 16 additionally has no 95th percentile concentrations linked to wind gusts below 25 mph, with hours 15, 17 and 18 only recording one observation of 95th percentile concentrations linked to gusts below 25 mph.

Table 2. Relationship of hourly PM-10 concentrations to low (<20 mph) and high (>20 mph) wind gust categories at the West 43rd Avenue monitor (2005-2008, March-June).

Hour	Total Period PM-10 Concentration ($\mu g/m^3$)	PM-10 Concentration Associated with Wind Gusts Below 20 mph ($\mu g/m^3$)	PM-10 Concentration Associated with Wind Gusts Above 20 mph ($\mu g/m^3$)	% PM-10 Concentration Associated with Wind Gusts Below 20 mph	% PM-10 Concentration Associated with Wind Gusts Above 20 mph
0	27,316.4	25,675.9	1,640.5	94%	6%
1	25,778.0	24,057.9	1,720.1	93%	7%
2	26,472.0	25,539.7	932.3	96%	4%
3	28,955.5	27,280.6	1,674.9	94%	6%
4	36,859.7	36,563.2	296.5	99%	1%
5	57,041.5	56,286.2	755.3	99%	1%
6	67,346.2	66,669.6	676.6	99%	1%
7	58,434.8	56,586.3	1,848.5	97%	3%
8	43,741.6	40,384.5	3,357.1	92%	8%
9	32,894.6	28,561.8	4,332.8	87%	13%
10	26,013.4	21,312.8	4,700.6	82%	18%
11	25,218.8	16,992.7	8,226.1	67%	33%
12	22,924.8	13,855.7	9,069.1	60%	40%
13	25,619.3	12,867.6	12,751.7	50%	50%
14	28,825.8	11,935.8	16,890.0	41%	59%
15	28,495.0	10,529.0	17,966.0	37%	63%
16	28,076.5	9,775.4	18,301.1	35%	65%
17	26,763.1	10,224.7	16,538.4	38%	62%
18	27,369.5	13,951.9	13,417.6	51%	49%
19	29,600.5	22,458.0	7,142.5	76%	24%
20	35,036.6	28,934.3	6,102.3	83%	17%
21	34,876.0	29,263.1	5,612.9	84%	16%
22	30,030.0	26,373.2	3,656.8	88%	12%
23	28,710.2	25,819.2	2,891.0	90%	10%

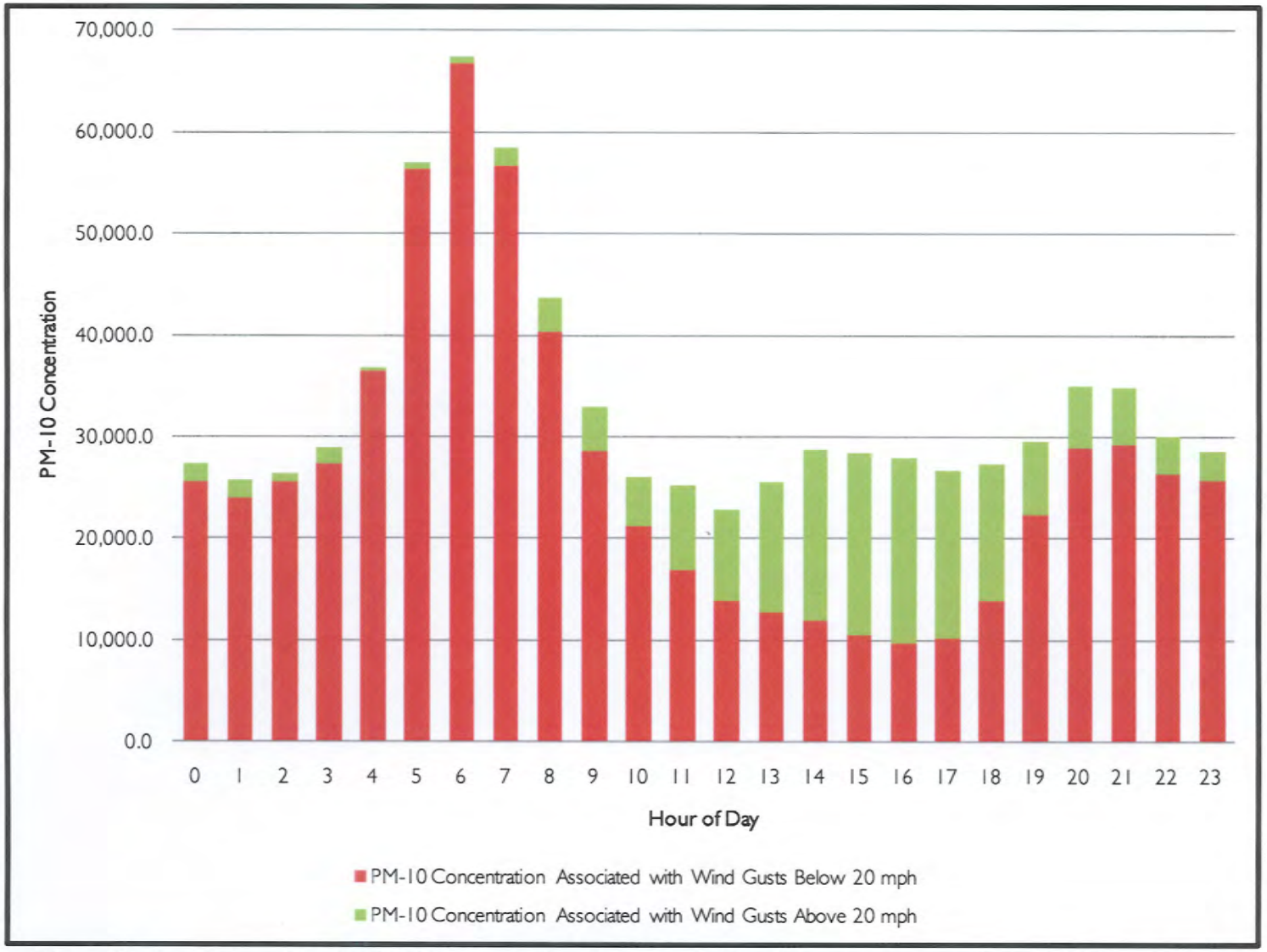

Figure 10. Association of hourly PM-10 concentrations by low and high wind gust categories (2005-2008, March-June).

Table 3. Relationship of hourly 95th percentile PM-10 concentrations to low (<20 mph) and high (>20 mph) wind gust categories at the West 43rd Avenue monitor (2005-2008, March-June).

Hour	95th Percentile Concentration ($\mu g/m^3$)	Total Period PM-10 Concentration ($\mu g/m^3$)	PM-10 Concentration Associated with Wind Gusts Below 20 mph ($\mu g/m^3$)	PM-10 Concentration Associated with Wind Gusts Above 20 mph ($\mu g/m^3$)	% PM-10 Concentration Associated with Wind Gusts Below 20 mph	% PM-10 Concentration Associated with Wind Gusts Above 20 mph
0	129.8	4,849.8	4,011.1	838.7	83%	17%
1	112.3	4,102.8	2,991.2	1,111.6	73%	27%
2	119.0	4,698.9	4,361.8	337.1	93%	7%
3	129.9	4,565.4	3,365.9	1,199.5	74%	26%
4	186.6	5,335.3	5,335.3	0.0	100%	0%
5	292.3	7,840.5	7,522.5	318.0	96%	4%
6	313.5	8,164.2	8,164.2	0.0	100%	0%
7	278.1	7,707.2	7,372.5	334.7	96%	4%
8	198.3	7,265.7	4,890.9	2,374.8	67%	33%
9	149.5	6,198.1	3,100.7	3,097.4	50%	50%
10	118.0	5,425.2	1,681.8	3,743.4	31%	69%
11	102.5	7,126.0	824.2	6,301.8	12%	88%
12	128.4	6,707.3	194.1	6,513.2	3%	97%
13	163.6	8,392.1	0.0	8,392.1	0%	100%
14	196.6	9,790.2	0.0	9,790.2	0%	100%
15	218.7	9,891.0	0.0	9,891.0	0%	100%
16	210.4	9,647.9	0.0	9,647.9	0%	100%
17	188.7	9,650.6	0.0	9,650.6	0%	100%
18	192.8	9,416.0	0.0	9,416.0	0%	100%
19	160.4	5,676.6	1,293.3	4,383.3	23%	77%
20	153.6	6,272.7	2,111.1	4,161.6	34%	66%
21	162.8	6,075.3	2,434.6	3,640.7	40%	60%
22	145.5	5,483.7	3,271.9	2,211.8	60%	40%
23	141.6	5,404.1	3,580.8	1,823.3	66%	34%

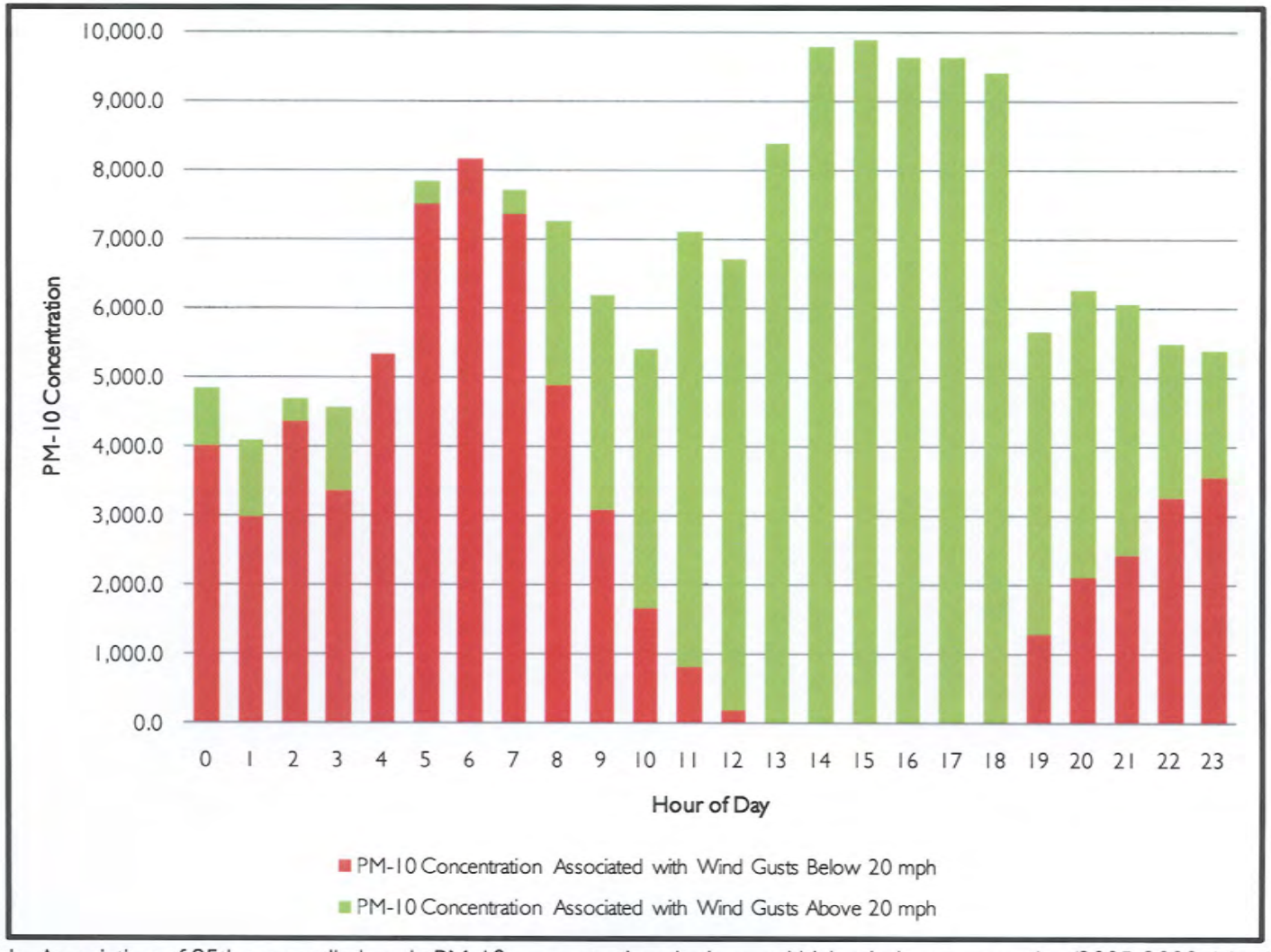

Figure 11. Association of 95th percentile hourly PM-10 concentrations by low and high wind gust categories (2005-2008, March-June).

Table 4. 24-Hour event day PM-10 concentrations after substituting actual 95th percentile windy hour PM-10 concentrations with historical (2005-2008, March-June) 95th percentile hourly PM-10 concentrations.

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 HR PM-10 CONC.
95th Perc.	**129.8**	**112.3**	**119.0**	**129.9**	**186.6**	**292.3**	**313.5**	**278.1**	**198.3**	**149.5**	**118.0**	**102.5**	**128.5**	**163.6**	**196.6**	**218.7**	**210.4**	**188.7**	**192.8**	**160.4**	**153.6**	**162.8**	**145.5**	**141.6**	**174.7**
3/14/2008	26.1	28.9	22.2	28.4	64.6	154.6	145.5	133.8	187.7	328.9	118.0	102.5	128.5	163.6	196.6	87.0	57.1	23.6	37.1	40.8	86.4	93.1	73.4	72.9	92.6
4/30/2008	36.6	30.5	32.8	35.0	51.4	112.0	109.1	119.9	75.3	85.0	118.0	102.5	128.5	163.6	196.6	365.6	236.4	212.4	133.9	77.4	62.5	46.8	28.5	30.6	108.0
5/21/2008	87.1	46.7	40.2	28.7	32.0	60.3	54.9	135.2	198.3	149.5	118.0	102.5	128.5	163.6	196.6	218.7	224.8	188.7	192.8	104.9	76.7	69.2	58.1	69.9	114.4
6/4/2008	51.5	33.9	34.5	71.2	65.0	141.6	199.4	89.7	85.0	67.2	39.6	64.3	165.2	163.6	196.6	218.7	210.4	188.7	192.8	160.4	94.7	84.3	145.5	141.6	121.1

NOTE: Highlighted (yellow and green cells) values represent hours when max wind speeds were in the 95th percentile. Yellow highlighted cells were substituted with seasonal, historic 95th percentile PM-10 concentrations; green highlighted cells were not substituted because they represent actual PM-10 event day concentrations values below the 95th percentile. Clear cells are not subject to substitution as those hours did not have wind gusts at or above the 95th percentile.

EPA Comment, 1st paragraph, page 16 and at end of pages 20, 25, and 31: EPA reviewed all four events (March 14, 2008, April 30, 2008, May 21, 2008, and June 4, 2008). In the Clear Causal Relationship section of Chapter 5 of EPA's report, EPA recognized that "...the magnitude of PM-10 concentrations measured at the West 43rd Avenue site seem to be associated with factors in addition to wind speed."

MAG Response - Additional information detailing the unique susceptibility of the West 43rd Avenue monitor to high wind events: Even though it is not necessary to do so under EPA's current exceptional event rule, the following table is provided to help explain why the West 43rd Avenue monitor exceeded on the event days and the closest neighboring monitors did not. In addition to the work detailing the effects of surface roughness, Table 5 shows the amount of upwind acreage (NW-SW, degrees of 225-315[19]) capable of producing windblown dust emissions within two miles of the West 43rd Avenue, Durango Complex and South Phoenix monitors. The table shows that the West 43rd Avenue monitor contains 69% more acres that are subject to windblown dust emissions than South Phoenix, and 254% more acres than the Durango Complex monitor. The acreage below includes both disturbed and undisturbed soils. It is important to note that under high wind conditions, local soils produce dust with or without anthropogenic disturbance, although the threshold friction velocities are higher when the soils are undisturbed.

Table 5. Upwind (225-315 degrees) acreage capable of producing windblown dust.

Land Use	West 43rd (acres)	Durango Complex (acres)	South Phoenix (acres)
Agriculture	187.2	22.8	37.8
Developing Other	5.0	19.9	14.6
Developing Residential	20.4	0.0	17.4
Landfill/Sand & Gravel	601.0	28.1	383.1
Riverbed	577.5	315.9	121.4
Vacant	110.3	204.8	313.4
Grand Total	**1501.4**	**591.5**	**887.6**

EPA Comment, end of 2nd paragraph, page 34; and 2nd paragraph of page 35: "...the Assessments did not adequately establish a clear source-receptor relationship or make a convincing demonstration that the events in question should be considered natural events under the EER"; [and] "The June 4 DSR did not provide sufficient technical analysis to support a clear source receptor relationship or provide new evidence to support the notion that the June 4 event should be considered a natural event under the EER."

MAG Response: EPA has far exceeded the technical scope of the exceptional events rule (EER) by suggesting that source-receptor relationships need to be established in order to prove the causal relationship between the exceptional event and the exceedance. The EER clearly states the opposite in the following excerpt:

[19] This range also is in line with earlier land use analysis based upon back trajectories developed by Sierra Research and presented to EPA by MAG during the Five Percent Plan Technical Committee Meetings.

> "The EPA will maintain the proposed "but-for" requirement that air quality data may not be excluded except where States, Tribes, or local agencies show that exceedances or violations of applicable standards would not have occurred "but for" the influence of exceptional events. Through analyses, it is possible to demonstrate that an exceedance or violation would not have occurred but for the event [See sample "but-for" analysis in memo to docket, Husar *et al.* 2006 (*http://www.regulations.gov*, EPA–HQ–OAR– 2003–0061–0733 thru 0733.5)]. ***This analysis does not require a precise estimate of the estimated air quality impact from the event.*** The weight of evidence demonstration can present a range of possible concentrations which is not as technically demanding as justifying a specific adjustment to a measured value (emphasis added)."[20]

By including source-receptor relationships as a prerequisite to establishing cause between the event and the exceedance, EPA is in effect requiring that a modeling exercise of the event day be performed. In a recent federal notice affirming the State of California's exceptional events related to construction activity, the EPA rejected the idea that modeling was necessary to support an exceptional event determination,

> "Earthjustice seems to be suggesting that in order to meet the criterion "affects air quality" the State should have used an air quality model such as AERMOD or CalPuff to show the behavior of fugitive dust. In other words, Earthjustice is asking for a modeling demonstration that would show, quantitatively, that a given amount (either in the form of an emission rate or initial ambient concentrations at the source regions) can produce a particular concentration at a receptor point (e.g., monitoring site location). This type of modeling, at the scale Earthjustice is suggesting, is not an appropriate tool for use in this type of application because it cannot be performed with any degree of accuracy."[21]

The exceptional events rule, however flawed, should be applied equitably. EPA's own defense clearly shows that establishment of a source-receptor relationship is outside the bounds of the exceptional events rule, and thus should not be arbitrarily and capriciously applied to the events submitted here.

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[20] 72 FR 13570

[21] 73 FR 14702-3

Detailed MAG Responses:

1.0 EMISSION SOURCES

1.1 Natural Emission Sources

EPA Comment, end of 2nd paragraph, page 32: While ADEQ has concluded that the exceedance at West 43rd was caused by emissions originating in the Salt and Gila River channels, there little technical justification supporting this conclusion and there is no discussion explaining how emissions from these sources are not reasonably controllable or preventable.

MAG Response: On February 24, March 10, and April 7, 2010, MAG distributed a threshold friction velocity map to the Five Percent Plan Technical Committee, including EPA, which shows soils from the natural river terrain upwind of the West 43rd Avenue monitor (i.e., the Salt, Gila and Agua Fria riverbeds) become airborne at wind speeds exceeding 13 mph. Graphs prepared by Sierra Research and distributed to the Committee indicate that five-minute wind speeds frequently exceeded 13 mph on the four days of concern; therefore, the contribution of these upwind natural sources to exceedances at the West 43rd Avenue monitor is likely to be significant.

1.2 Upwind Sources & Control Measures

EPA Comment, end of 1st paragraph, page 34: The majority of the data concerning these relationships are presented in tables and a small number of graphs with no explanation of the interpretation of the information that has been presented.

EPA Comment, end of 2nd paragraph, page 34: With little discussion of the meteorological conditions on the event days combined with a very limited discussion on possible sources, the Assessments did not adequately establish a clear source-receptor relationship or make a convincing demonstration that the events in question should be considered natural events under the EER.

MAG Response: The maps, graphs and supporting text that MAG distributed to the Five Percent Plan Technical Committee, including EPA, in January through May 2010, provide extensive supplemental information on the meteorological conditions that occurred on March 14, April 16[22], April 30 and June 4, 2008. In addition, the threshold friction velocity maps that MAG distributed on February 24, March

[22]On December 2, 2009, Michael Flagg of EPA made a presentation to the Five Percent Plan Technical Committee that identified four exceptional event days of concern to EPA: March 14, April 16, April 30 and June 4, 2008. In EPA's May 12, 2010 technical support document that discusses nonconcurrence with four exceptional events in 2008, April 16 is missing and May 21 has been added. While participating in numerous meetings of the Five Percent Plan Technical Committee between January and May 2008, EPA staff never revealed that a different date than the four identified by Michael Flagg was of concern. The Committee spent considerable effort performing analyses on the four original dates provided by Michael Flagg. If May 21, 2008 had been identified as an exceptional event day of concern at any time over the last six months, the anthropogenic contribution and natural conditions on that date would also have been analyzed and distributed to EPA and other members of the Five Percent Plan Technical Committee.

10, and April 7, 2010 identify the potential sources located upwind of the West 43rd Avenue monitor based on the latest (2009) MAG land use data. MAG also distributed preliminary tables to the Five Percent Plan Technical Committee that showed the percent contribution of anthropogenic sources along the upwind back trajectories from the West 43rd Avenue monitor for each of the four event days. This supplemental data, which EPA received as a participant in the Five Percent Plan Technical Committee meetings, makes a compelling case that the four exceedances at the West 43rd Avenue monitor were exceptional events. Now that EPA has indicated that May 21, 2008 is also of concern, the same information is being prepared for this exceptional event day.

As a participant in the Five Percent Plan Technical Committee meetings, EPA also received the following information regarding ongoing and planned data collection for sources upwind and in the vicinity of the West 43rd Avenue monitor:

1. February 3, March 24, April 21, and May 19, 2010 meetings – MAG, MCAQD, and ADEQ staff will collect soil samples from areas that have potential for high wind erodiblity: areas with severe soil texture, areas with soil grain size conducive to wind erosion, and alluvial deposits. These soil samples will be analyzed by Arizona State University researchers for PM-10 emissions potential using dust resuspension chambers and standard sieving analysis. MAG is providing $21,500 to ADEQ to fund the analyses of the soil samples by Arizona State University.

2. March 24, 2010 meeting - Sierra Research is collecting activity data for rock product facilities upwind of the West 43rd Avenue monitor and control measures in place in 2008.

3. April 7, April 21, and May 19, 2010 meetings – ADEQ and MAG are collecting data on the types and distribution of crops grown in 2008, and drafting a crop calendar of different field activities and stages of crop growth with assistance from the Arizona Farm Bureau, Maricopa County Farm Bureau, Arizona Cotton Growers, Arizona Cotton Research and Protection Council, and the University of Arizona Cooperative Extension. ADEQ is contacting farmers for field activity data for the days of interest in 2008 and for the Agricultural Best Management Practices they had in place in 2008.

2.0 SURFACE ROUGHNESS & THRESHOLD FRICTION VELOCITY

EPA Comment, 3rd paragraph, page 10 (on March 14 date; similar statements are included for the three other dates): ADEQ also provided four graphs that show the potential correlation between maximum wind speeds and PM-10 concentrations at the West 43rd, Durango Complex, Greenwood, and South Phoenix monitoring sites. The graphs show that hourly PM-10 concentrations increase with an increase in maximum recorded wind speed at the West 43rd site, but not at the other three monitoring sites. In fact, the graphs show that the maximum wind speeds at the Durango Complex site were higher than those measured at the West 43rd site, but the Durango Complex site experienced significantly lower PM-10 values during periods of elevated wind speed. These data suggest that the elevated PM-10 concentrations at the West 43rd site may have been caused by local upwind sources and were not due to a high wind event that was regional in nature.

EPA Comment, 2nd paragraph, page 19: Given that the Durango Complex, South Phoenix, Greenwood, and West Phoenix sites are located within approximately five miles of the West 43rd site, one would expect to see greater consistency in the concentrations if a regional high wind event was occurring. The data suggest that the West 43rd site was most likely significantly influenced by local upwind sources and the claimed exceptional event was not regional in nature.

MAG Response: At the Five Percent Plan Technical Committee meetings on March 10 and April 7, 2010, MAG provided maps and a technical paper that explain the impact of surface roughness on the PM-10 concentrations at the West 43rdAvenue, Durango Complex, and South Phoenix monitors during the high westerly winds on March 14, April 16 and 30, and June 4, 2008. The technical paper demonstrates that a 400% increase in measured surface roughness levels between West 43rd Avenue and the Durango and South Phoenix monitors reduces PM-10 concentrations at the two downwind monitors. At the same meeting, MAG distributed a threshold friction velocity map that shows soils from the natural river terrain upwind of the West 43rd Avenue monitor (i.e., the Salt, Gila and Agua Fria riverbeds) become airborne at wind speeds exceeding 13 mph. Graphs prepared by Sierra Research and distributed to the Committee indicate that five-minute wind speeds frequently exceeded 13 mph on the four days of concern; therefore, the contribution of these upwind natural sources to exceedances at the West 43rd Avenue monitor is likely to be significant.

EPA Comment, 3rd paragraph, page 10: In fact, the graphs show that the maximum wind speeds at the Durango Complex site were higher than those measured at the West 43rd site, but the Durango Complex site experienced significantly lower PM-10 values during periods of elevated wind speed. These data suggest that the elevated PM_{10} concentrations at the West 43rd site may have been caused by local upwind sources and were not due to a high wind event that was regional in nature.

MAG Response: In the above statement, the EPA indicated that the elevated PM-10 concentrations at the West 43rd site may have been caused by local upwind sources. However, temporal variation of local PM-10 concentrations may be governed by other important local parameters and processes, including soil type, turbulent diffusion, dry deposition, and wind. Emissions from local upwind sources are only one of the possible causes of the elevated PM-10 concentrations at the West 43rd Avenue site.

If roughness of the land surface increases suddenly along with the air mass motion, the dry deposition rate will significantly increase due to the intensive turbulent exchange caused by high values of the gradient of surface roughness. This results in more windblown dust being deposited on the ground surface in this surface roughness transition zone. This is the case for the West 43rd Avenue monitoring site, which is located in an area where the surface roughness transitions from low surface roughness to high surface roughness, and will, as a result, have higher PM-10 emissions than the Durango Complex and South Phoenix monitoring sites. These two downwind monitors are located in a more urbanized area with uniformly higher surface roughness values. Hence, it is not appropriate to

characterize the elevated PM-10 concentrations at the West 43rdAvenue site as being due to only local upwind sources[23].

3.0 METEOROLOGY

3.1 Unusual Winds

EPA Comment, 1st paragraph, page 10: EPA also notes that Arizona provided a different set of meteorological data for each event. Considering the four events discussed in this document are very similar in nature, it is unclear why ADEQ did not provide the same data for each event. In some instances the most relevant meteorological data, (those data from the closest or upwind locations) are not included in the supporting documentation.

MAG Response: On April 7 and April 21, 2010, supplemental graphs and documentation prepared by Sierra Research were distributed to the Five Percent Plan Technical Committee, including EPA, for the exceptional events occurring on March 14, April 16, April 30, and June 4, 2008. These graphs were developed on the basis of consistent data for each event; meteorological and PM-10 concentration data recorded at the West 43rd Avenue monitor were used to prepare the graphs.

3.2 Similar Meteorological Conditions

EPA Comment, 2nd and 3rd paragraphs, page 14: The following analysis compares hourly PM_{10} data, wind speed, and wind gusts recorded at Goodyear Airport on March 14 with the same data for three days in March with similar meteorological conditions. And On March 14, the West 43rd monitor measured elevated PM_{10} concentrations of 1051 µg/m3 and 1270 µg/m3 at 1100 and 1200 hrs, respectively. Wind speeds at Goodyear Airport during this period were from the west (260°) at 14 and 18 mph with gusts of 29 and 34 mph. On March 2, the Goodyear station measured wind speeds and gusts of equal or higher magnitude: 23 mph with 34 mph gusts from the NW (310°- 320°) for two consecutive hours.

MAG Response: The wind direction on March 14th was from the west (260°), while the wind direction on March 2nd was from the northwest (310-320°). Since the wind directions on these two days differed by 50° to 60°, it is not appropriate to state that these two days had similar meteorological conditions. In addition, there was precipitation as high as 6 mm in the region on February 15, 20, and 22. The precipitation on these three days could significantly affect soil moisture content on March 2. Hence, it is not appropriate to directly compare the PM-10 concentrations on March 2nd and March 14th based on wind speed alone.

EPA Comment, 1st paragraph, page 15: Similarly, on March 29, wind speeds of 16 to 17 mph with wind gusts of 29 to 32 mph from the SSW (200°) and the WSW (240°) were recorded at Goodyear Airport for a period of three hours.

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[23] *High PM-10 Associated with High Wind Events in the Salt River Basin of Phoenix*, Feng Liu, Maricopa Association of Governments (see Met_High_PM10_final_030210.docx in MAG folder on ADEQ's ftp site)

MAG Response: The wind speed and wind gusts on March 29th are lower than those on March 14th. Wind tunnel experiments have shown that windblown dust emissions are proportional to the cube of wind speed and/or wind gust[24]. Hence, it is not appropriate that wind speed and wind gusts on March 14th were compared with those on March 29th, since the cube of the peak wind speed on March 14th is about 2.8 times the cube of the peak wind speed on March 29th.

EPA Comment, 1st and 2nd paragraphs, page 25: The following analysis compares the hourly PM_{10} data, wind speed, and wind gusts on May 21 with the same data from a similar day in May. Similarly, on May 12, the Goodyear station measured wind speeds and gusts of equal magnitude; 21 mph wind speeds and 30 mph gusts from the SW (230°). These elevated wind speeds, however, only correspond to moderate hourly PM_{10} values at the West 43rd site.

MAG Response: Similar to the response to EPA's previous comment on wind speeds for March 29th, the cube of the peak wind gust speed between 1200 to 1400 hour on May 12th is less than half (0.45) of the cube of the peak wind speed gust of wind between 0800 to 1000 hour on May 21. Hence, the meteorological conditions on these two days are not similar.

4.0 PM-10 CONCENTRATIONS ANALYSES

4.1 PM-10 and Wind Analyses

EPA Comment, Figures 4 - 6, 10, 14, and 18: These figures in the EPA report relate the temporal variation of PM-10 concentrations at the West 43rd Avenue site with wind speeds and wind gusts at the Goodyear Airport site.

MAG Response: EPA's report did not compare the wind gust data between the West 43rd Avenue site and Goodyear Airport site or indicate how different these two wind gust data sets were. However, the figures in EPA's report indicate that PM-10 concentrations at the West 43rd Avenue site were better correlated with wind *gusts* than wind *speeds* at the Goodyear Airport site. This implies that PM-10 concentrations at the West 43rd Avenue site are also more highly correlated with wind gusts than wind speeds. EPA did not take into account the impact of wind gusts on PM-10 concentrations at the West 43rd Avenue site.

4.2 Dust Storms

EPA Comment, Appendix B, page 40: Earlier research suggests that reduced visibility less than 7 miles constitutes dust storm classification (Orgill, Sehmel, 1976).

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[24] Bowker G., et.al, 2007. *Sand Flux Simulations at a Small Scale over a Heterogeneous Mesquite Area of the Northern Chihuahuan Desert.* Journal of Applied Meteorology and Applied Climatology; Park Y. and Park S., 2010. *Development of a New Wind-Blown-Dust Emission Module Using Comparative Assessment of Existing Dust Models.* Particle Science and Technology; Jickells T.D., et. al, 2005. *Global Iron Connections Between Desert Dust, Ocean Biogeochemistry, and Climate.* Science.

MAG Response: Appendix B in EPA's report discusses the relationship between dust storm and visibility and refers to two cutpoints for dust storm classification from two separate research papers as examples of definitions of dust storms. Then EPA's report compared the visibility recorded at the Goodyear Airport during the event days in question to this dust storm definition in Table 1 of Appendix B. The above dust storm/visibility reference used a reduced visibility of 7 miles or less as a cutpoint for dust storm classification. Using this criterion for dust storms, two event days (April 30 and May 21) could be characterized as having dust storms that resulted in elevated PM-10 concentrations.

4.3 Natural Events

EPA Comment, 1st paragraph, page 9: In summary, considering the limited analysis on the elevated wind speeds associated with the event combined with little analysis of possible contributing sources located directly upwind of the West 43rd site, EPA has determined that ADEQ's documentation did not provide sufficient evidence to support that the events in question should be considered "natural events" as required under the EER.

MAG Response: Graphs and accompanying documentation, prepared by Sierra Research, were distributed to the Five Percent Plan Technical Committee, including EPA staff, on April 7 and April 21, 2010. This material shows the five-minute wind speeds and their relationship to the 95th percentile on March 14, April 16, April 30, and June 4, 2008. The Sierra Research analysis indicates that wind speeds during the high wind event on each of these days were in the 98th percentile or higher.

5.0 Appendix A

EPA Comment, Appendix A, page 39: Appendix A in EPA's report provided pollution roses based on the percent total PM-10 mass for all four of the events in question.

MAG Response: These pollution roses do not provide any clear causal relationship between the potential local sources and the events in question. Also, there was no description about the pollution roses in the EPA report.

6.0 Summary

EPA Comment, end of 3rd paragraph, page 34: Although it is very clear that there is something unique about the measured exceedances at the West 43rd site, the assessments did not explain these differences in PM_{10} concentrations and how they are inconsistent with a regional high wind event.

MAG Response: The maps, graphs and supporting text that MAG distributed to the Five Percent Plan Technical Committee, including EPA, in January through May 2010, provide extensive documentation of the unique meteorology, geography and natural sources that contributed to exceedances of the PM-10 standard at the West 43rd Avenue monitor on March 14, April 16, April 30 and June 4, 2008.

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

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Janice K. Brewer
Governor

Benjamin H. Grumbles
Director

June 30, 2010

Mr. Jared Blumenfeld
Regional Administrator
U.S. Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

Dear Mr. ~~Blumenfeld~~ Jared:

This letter responds to concerns raised in your May 21, 2010, letter and at our May 25, 2010, meeting regarding the West 43rd Avenue PM10 monitoring site and the Exceptional Events Rule (EER), 40 C.F.R. § 50.14. I am hopeful that, prior to EPA's publication of a final determination, ADEQ and EPA will find common ground on the information ADEQ should provide to EPA to satisfy the EER.

ADEQ has three principal concerns about EPA's review of our demonstrations under the EER. ADEQ has preliminarily determined that EPA's review:

- Is not always consistent with the EER and the preamble for the final rule.
- Failed to take into account some of ADEQ's supporting data and analysis.
- Is not always consistent with EPA's August 27, 2007, concurrence with California's request to exclude data from the determination of the attainment status for the San Joaquin Valley (SJV).

ADEQ recognizes EPA's review identifies some changes that we could make to strengthen our request. ADEQ therefore intends to develop and submit supplemental requests. The enclosure to this letter provides a comprehensive section-by-section response to the review. It addresses both the difficulties with EPA's review and areas that ADEQ intends to address in its supplemental documentation. ADEQ intends to submit supplemental information regarding the June 4, 2008, event by July 22, 2010, and for the other three events within a few weeks thereafter.

I. PROCESS ISSUES

The preamble for the EER emphasizes that the EPA regional offices should work cooperatively with states, tribes and local agencies:

The EPA regional offices will work with the States, Tribes, and local agencies to ensure that proper documentation is submitted to justify data exclusion.

The EPA does not believe that an appellate process is necessary because we anticipate that the States and Regional Offices will be working closely through the data and documentation submission process.
The process leading up to EPA's decision was not always in keeping with the spirit of cooperation envisioned by the preamble.

ADEQ first submitted requests for exceptional events exclusions pursuant to the EER on September 16, 2008. These requests addressed exceptional events that occurred in calendar year 2007. EPA did not respond to this request until May 22, 2009, and then only in the form of a draft letter. ADEQ, as discussed below, has attempted to address the issues raised in that correspondence.

ADEQ submitted preliminary assessments for the 2008 events in June 2009 to insure that it met the deadlines established in 40 C.F.R. § 50.14(c)(3)(i) and with the intention of addressing the issues raised in the May 22, 2009, letter in subsequent submissions. In July through September, 2009, ADEQ reformatted the submittals to address the concerns raised in the draft letter and added citations to the EER. ADEQ opened the 30-day public comment period for this submittal on October 15, 2009. EPA submitted no comments.

On November 17, 2009, ADEQ submitted final documentation for the twelve Maricopa County exceptional events that occurred in 2008, including the four that are the subject of EPA's non-concurrence.

At a December 2, 2009, meeting of the Five Percent Plan Technical Committee for the Phoenix Serious PM10 Nonattainment Area, EPA provided an in-person PowerPoint presentation on exceptional events. EPA representatives participated in numerous other Technical Committee meetings discussing the exceptional events.

In response to these discussions, ADEQ prepared a draft supplemental package for the June 4, 2008, event as a model for correcting prior and drafting future submittals of demonstrations under the EER as discussed with EPA. ADEQ submitted this package on March 17, 2010, and sought EPA feedback. Rather than providing the anticipated feedback, EPA proceeded to issue its non-concurrence with ADEQ's requests.

If EPA had instead raised the issues included in the non-concurrence in comments earlier in the process or in response to the March 17, 2010, draft supplemental package, ADEQ could have brought the issues identified below to EPA's attention. ADEQ and EPA could have likely resolved these issues prior to the May 21, 2010, correspondence. ADEQ is hopeful that EPA review of the supplemental information will lead to a mutual understanding of the nature and cause of these events.

II. EPA's SUBSTANTIVE REVIEW

Under 40 C.F.R. § 50.14(c)(3)(iii), a demonstration to justify the exclusion of data as being due to an exceptional event must provide evidence that:

(A) The event satisfies the criteria set forth in 40 CFR 50.1(j);
(B) There is a clear causal relationship between the measurement under consideration and the event that is claimed to have affected the air quality in the area;
(C) The event is associated with a measured concentration in excess of normal historical fluctuations, including background; and
(D) There would have been no exceedance or violation but for the event.

Each of these elements is addressed below.

A. CRITERIA SET FORTH IN 40 C.F.R. § 50.1(J)

Section 50.1(j), defines an exceptional event as one that:

[1] affects air quality,
[2] is not reasonably controllable or preventable,
[3] is an event caused by human activity that is unlikely to recur at a particular location or a natural event,
[4] is determined by the Administrator in accordance with 40 CFR 50.14 to be an exceptional event[, and]
[5] does not include stagnation of air masses or meteorological inversions, a meteorological event involving high temperatures or lack of precipitation, or air pollution relating to source noncompliance.

(Emphasis and formatting added.)

The first criterion is satisfied by showing that two other elements of the overall test—a clear causal connection and a measured concentration in excess of normal historical fluctuations—are satisfied. These elements are addressed in sections 0 and 0 below. ADEQ does not claim that the events were caused by human activity that is unlikely to recur. Our discussion of the third criterion, therefore, will focus on whether they qualified as "natural events." Whether the fourth criterion should be satisfied is of course the subject of this document. With regard to the fifth criterion, there appears to be no question that the events subject to ADEQ's request did not "include stagnation of air masses or meteorological inversions, a meteorological event involving high temperatures or lack of precipitation." We will therefore limit our discussion of that criterion to the important question of whether events included "air pollution relating to source noncompliance."

A central objection raised by EPA in its review of both the second and third criteria—the event is not reasonably controllable or preventable and is a natural event—is that ADEQ failed to identify

the specific anthropogenic sources that may have contributed to the measured concentrations. In section 4.2 of its review, EPA states that:
Without addressing the types, and locations of sources in the area, however, it is not possible to evaluate whether sources in the area were reasonably controlled.

In section 4.2, EPA contends that:

The lack of analysis regarding anthropogenic contribution upwind of the West 43rd site makes it difficult to determine the contributing role of human activity to the exceedances at the West 43rd site, particularly where it is known that commercial activities such as agriculture, sand and gravel mining and construction are known to take place.

These objections are inconsistent with the EER and past Region 9 practice.

According to the EER preamble:

The EPA's final rule concerning high wind events states that ambient particulate matter concentrations due to dust being raised by unusually high winds will be treated as due to uncontrollable natural events where ... the dust originated from anthropogenic sources within the State, that are determined to have been reasonably well-controlled at the time that the event occurred ...

73 Fed. Reg. at 13576. Thus, the rule does not require identification of specific anthropogenic sources that contributed to particulate matter concentrations. It states that even if wind-blown dust originated from anthropogenic sources, it will be treated as part of a natural event as long as those sources are "reasonably well-controlled."

ADEQ's request demonstrated that this requirement was met in two ways.

First, it referred to the comprehensive control strategy that has been developed and implemented for the Phoenix Serious PM10 nonattainment area. Because of the intractability of the PM10 nonattainment problem in Maricopa County, anthropogenic sources of PM10 in this area have likely received more scrutiny from the State, the public and EPA than any other sources in the country. The control strategy and compliance program developed for the area meet the most stringent planning requirements of the Clean Air Act, including the Best Available Control Measures (BACM) requirement of section 189(b)(1)(B) and the most stringent measures requirement of section. [ADD FR CITES] The control strategy had to include a comprehensive inventory of sources, so any suggestion that there are unknown, uncontrolled sources that could be identified from satellite images (see Review § 4.3 at 7) is unwarranted.

Second, the demonstration included a comprehensive review of all available compliance data for the 72-hour periods leading up to and including the events. Except for two minor violations identified by Maricopa County inspectors on June 4, 2008, no unusual dust-producing activities

were identified. There is no basis for concluding that anthropogenic emissions varied significantly before, during or after the event.

That this type of demonstration satisfies the EER is shown by EPA's concurrence in a September 22, 2006, exceptional event request for the SJV:

Section 50.1(j) of the Exceptional Events Rule requires that for an event to qualify as an exceptional event, whether natural or anthropogenic, a state must show that the event was not reasonably preventable or controllable. Here this requirement is met by demonstrating that despite reasonable and appropriate measures in place, the September 22, 2006, wind event caused the exceedances. During this event there were no other unusual dust-producing activities occurring in the SJV and anthropogenic emissions were approximately constant before, during and after the event. In addition, the State shows that reasonable and appropriate measures were in place, including Regulation VIII (the District's general fugitive dust rules) and Rule 4550 which limits fugitive dust emissions specifically from agricultural operations through Conservation Management Practices. Moreover, EPA has approved the District's best available control measure (BACM) demonstration for all significant sources of PM-10 in the SJV as meeting CAA section 189(b)(1)(B).

72 Fed. Reg. 49046, 49051 (Aug. 27, 2007). EPA's rejection of ADEQ's substantially identical demonstration warrants further dialogue between the agencies.

Other discrepancies in EPA's analysis of the § 50.1(j) criteria are discussed in the enclosure.

B. CLEAR CAUSAL RELATIONSHIP

Of the objections EPA raises to ADEQ's showing of a clear causal relationship, the one that deserves by far the greatest attention is EPA's claim that there is no geographical correlation between high winds and high PM10 concentrations on any of the four dates in question.

The first subsection of each causal relationship discussion emphasizes that there was supposedly no correlation between wind speed and PM10 concentrations across a wider geographic area:

The graphs show that hourly PM10 concentrations increase with an increase in maximum recorded wind speed at the West 43rd site, but not at the other three monitoring sites. [§ 5.1.1]

While the hourly PM10 concentrations increase with an increase in maximum recorded wind speeds at the West 43rd site, there is not a similar correlation between PM10 and maximum wind speed at the other monitoring sites in the area. [§§ 5.2.1 and 5.3.1]

The graphs show that, at the West 43rd site, the hourly PM10 concentrations increase with an increase in maximum recorded wind speeds at the West 43rd site; however, there does not seem to be a similar correlation between PM10 and maximum wind speed for the other monitoring sites in the area until later in the evening. [§ 5.4.1]

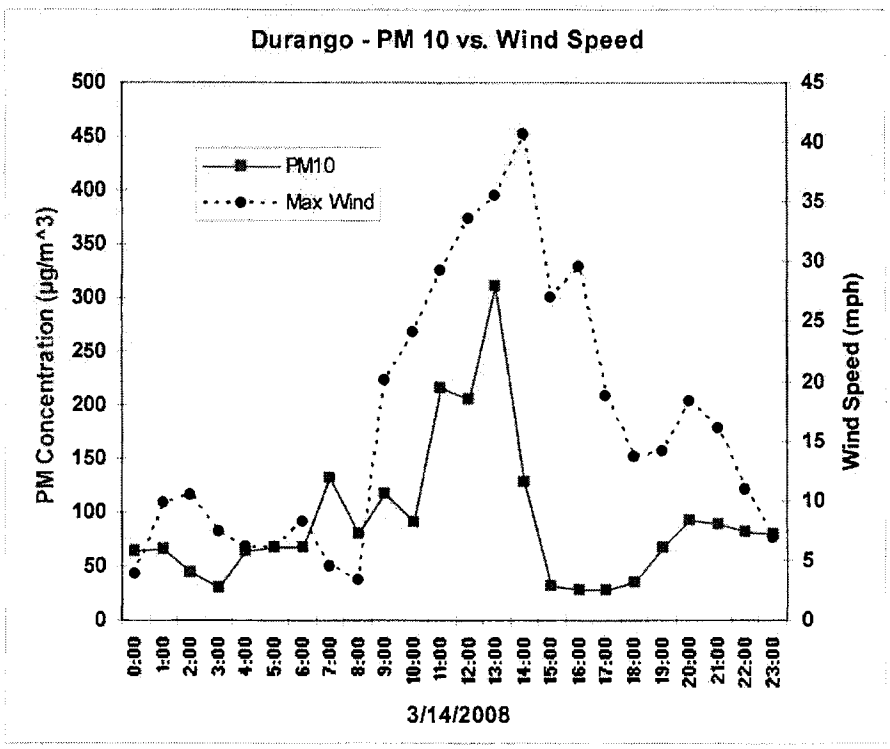
After each of these statements, the same EPA conclusion follows:

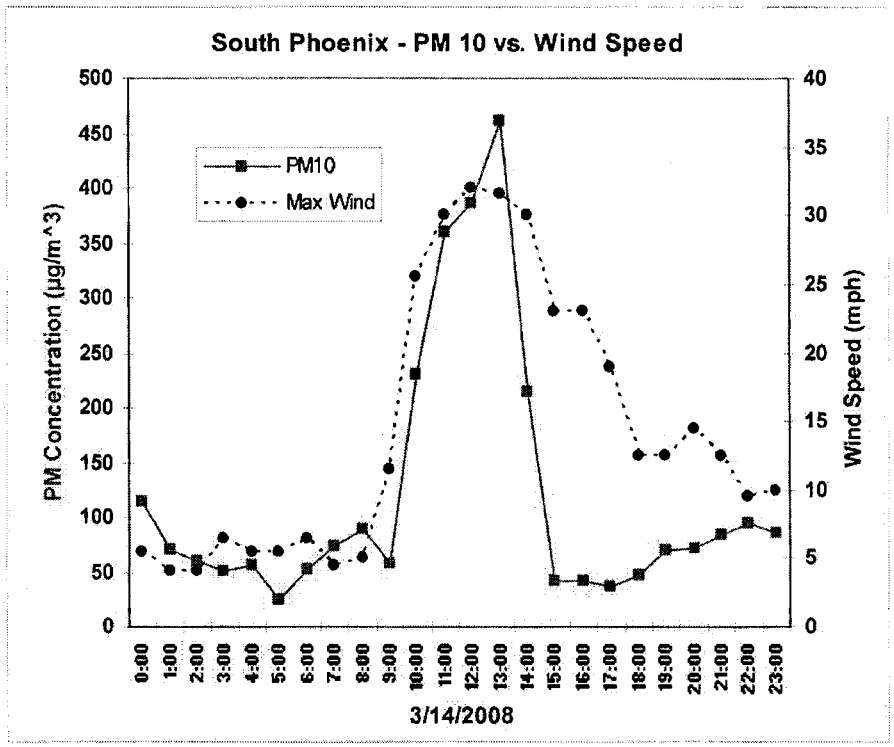
These facts suggest that the elevated PM10 concentrations at West 43rd may have been caused by local upwind sources and were not regional in nature. [§5.1.1, 5.2.1, 5.3.1; cf. § 5.4.1]

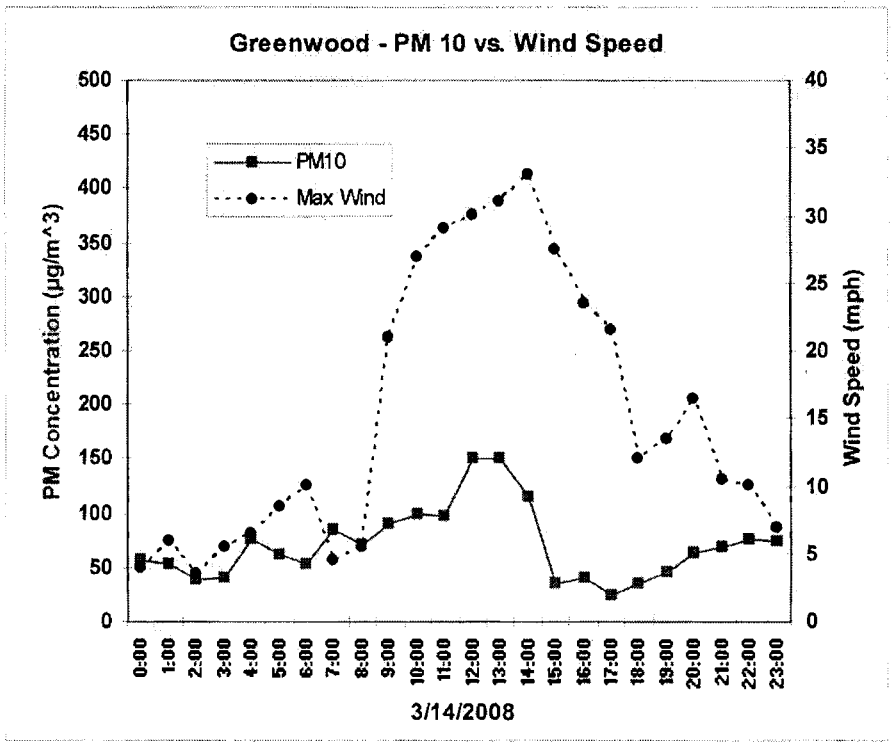
This point is emphasized again in EPA's conclusion for each causation section:
The data show that the spatial extent of PM10 during this day was isolated and not regional in nature. The data also show differences in the measured PM10 concentrations at the West 43rd site and the remaining sites in the Phoenix area. [§§ 5.1.7, 5.2.7, 5.3.7]

The data show that the spatial extent of PM10 during the early portion of the day was isolated and not regional in nature. [§ 5.4.9]

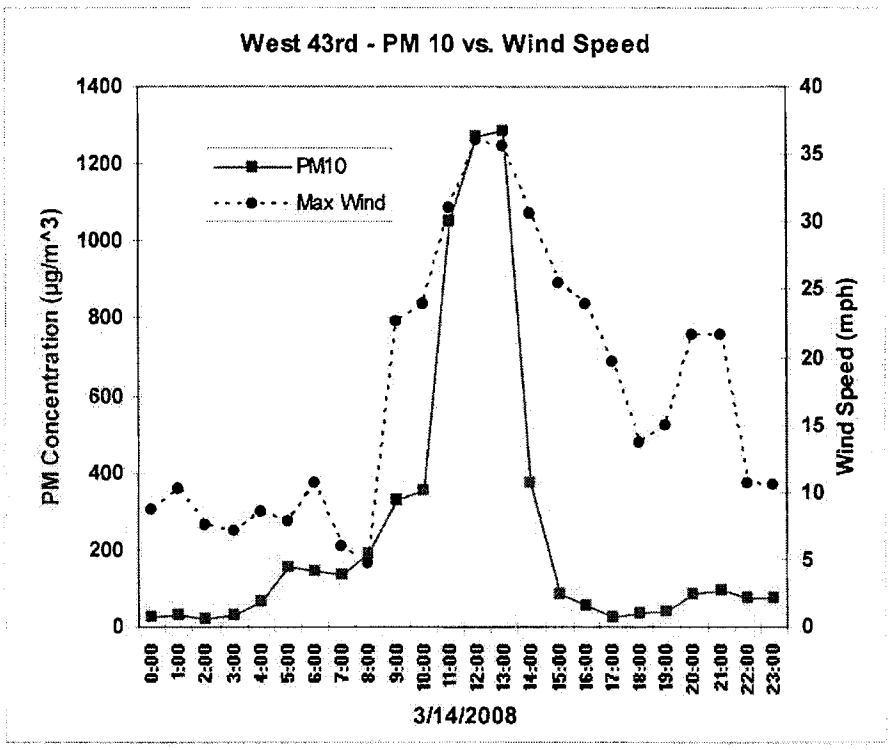
This objection is simply not true. Both the data and graphs included in ADEQ's request and the graphs in EPA's own review show that high wind speeds were, in fact, correlated with higher PM10 concentrations at all four monitoring locations. Although the correlation is evident in the original graphs, it is easier to see when the scale is adjusted to reflect the generally lower concentrations at the other three sites, as in the following adjusted graphs for the March 14, 2008, event:




South Phoenix - PM 10 vs. Wind Speed
PM10
Max Wind
PM Concentration (µg/m^3)
Wind Speed (mph)
3/14/2008


Greenwood - PM 10 vs. Wind Speed
PM10
Max Wind
PM Concentration (µg/m^3)
Wind Speed (mph)
3/14/2008

For the purpose of comparison, this is the original chart for the West 43rd Avenue site:



Thus, EPA's statement that the "graphs show that hourly PM10 concentrations increase with recorded wind speed at the West 43rd site, but not at the other three monitoring sites" is not supported by the facts. The concentrations did increase with an increase in wind speed, and in many cases the hourly measurements exceeded the 24-hour NAAQS by a substantial margin. The only difference between the West 43rd Avenue monitor and the others is that the 24-hour concentrations recorded at the other three did not exceed the NAAQS.

The source of the discrepancy between the magnitude of the concentration increases at the monitors is evident from ADEQ's submissions. Because of its location, the West 43rd monitor is especially susceptible to dust generated by high winds traveling from a west or southwest direction along the Gila and Salt River channels and at their confluence.

EPA's conclusion that the concentrations at the West 43rd Avenue monitor "may have been caused by local upwind sources and were not regional in nature" is not substantiated by the facts. In any case, this conclusion, even if justified, would not legally support EPA's determination that there was not a clear causal connection between the winds and the concentrations. As already noted, local, anthropogenic sources may be considered part of an exceptional high wind event, so long as they are reasonably controlled. As discussed above, there

is ample basis for concluding that the sources in the vicinity of the West 43rd Avenue monitor satisfied this requirement.

A section-by-section response to all of EPA's statements relating to causation is included in the enclosure.

C. A MEASURED CONCENTRATION IN EXCESS OF NORMAL HISTORICAL FLUCTUATIONS

In section 6.0 its review, EPA acknowledges that all of the measurements ADEQ seeks to exclude were well above the 95th percentile values for the West 43rd Avenue monitor.

EPA then states:

There is no specific threshold test for this requirement, but concentrations in the high percentiles can provide supporting evidence and informs EPA's weight of evidence analysis of the exceptional events in question.

The rule, however, calls for a determination of whether concentrations are in excess of normal fluctuations as a distinct element of the exceptional event requirements. Concentrations in the high percentiles are not simply data points to be considered in determining whether other elements, such as causation, are satisfied. They are direct evidence that this specific element is satisfied.

D. NO EXCEEDANCE BUT FOR THE EVENT

A critique of EPA's analysis of the "but-for" test is included in the enclosure. As demonstrated in the enclosure, EPA's conclusion that ADEQ failed to establish this element is not supported by the facts.

Thank you for your consideration of this information. If your staff has questions or would like to discuss this further, please have them contact Nancy Wrona, who can be reached at (602) 771-2311.

Sincerely,

Benjamin H. Grumbles
Director

Enclosure

cc: Deborah Jordan (with Enclosure)
Colleen McKaughan (with Enclosure)

Enclosure

SECTION BY SECTION RESPONSE TO

Review of Exceptional Events Request
Maricopa County AZ
24-Hour PM_{10}

- March 14, 2008
- April 30, 2008
- May 21, 2008
- June 4, 2008

U.S. Environmental Protection Agency
Region 9

May 12, 2010

PREPARED BY

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION
AIR ASSESSMENT SECTION

June 30, 2010

This document contains a section by section presentation of and response to the Technical Support Document (TSD) developed by the U.S. Environmental Protection Agency (EPA) in response to the Exceptional Events demonstrations submitted to EPA by the Arizona Department of Environmental Quality (ADEQ).

Review of Exceptional Event Request

Maricopa County, AZ

24-Hour PM_{10}

- March 14, 2008
- April 30, 2008
- May 21, 2008
- June 4, 2008

U.S. Environmental Protection Agency
Region 9

May 12, 2010

ADEQ COMMENTS

1. ADEQ Submitted the 2007 Exceptional Events Rule (EER) Demonstrations on September 16, 2008.

2. ADEQ received an un-official, unsigned response from EPA in May 2009 in response. There was no resolution, clarification or finalization of information content or need.

3. ADEQ Submitted preliminary assessments for the 2008 events in June 2009 followed by the final submittals in November 2009 that included ADEQ's "Unusual Winds" and the "Control Measures" White Papers.

4. ADEQ prepared a supplemental package for the June 4, 2008 event as a model for future submittals and sought EPA feedback on the submittal. Only the June 4, 2008, event has had a supplement added to the original "complete" reports that were submitted in November 2009. ADEQ is still waiting for a response.

5. EPA's response does not address the earlier 2007 and other 2008 submittals.

6. EPA's co-mingling of issues between events makes it difficult to develop a clear picture of EPA's vision for the expected contents of an "acceptable" EER demonstration.

7. EPA should respond completely to the June 4, 2008 event which corresponds to the event that ADEQ generated substantially more information in the supplemental submittal to determine what if any additional information may be needed.

RELEVENT FEDERAL REGISTER CITATIONS:

72 FR 13573
To obtain concurrence, EPA must determine that the demonstration is complete and provides a reasonable technical demonstration.

Because of the variability in the nature of exceptional events and the resulting demonstration requirements, States should consult with the appropriate EPA Regional Office early in the process of preparing their demonstrations. We are not specifying what will be required as a minimum level of documentation in all cases because facts and circumstances will vary significantly based on, among other things, geography, meteorology and the relative complexity of source contributions to measured concentrations in any particular location. We believe, however, that at a minimum, the elements of such a demonstration should include a showing that an event occurred at a time when meteorological conditions were conducive to transporting emissions from the event downwind to the monitor recording a high concentration of one or more criteria pollutants. Acceptable documentation will be determined through consultation with the EPA regional offices. However, certain minimum requirements (e.g., ''but for'' test) will be necessary as discussed in the earlier sections of this rule.

72 FR 13574
Comment: One commenter stated that EPA must provide a reasonable explanation and documentation for their decision to deny any request for the flagging of data. *Response:* The EPA regional offices will work with the States, Tribes, and local agencies to ensure that proper documentation is submitted to justify data exclusion. The EPA will make the response and associated explanation publicly available. *Comment:* One commenter stated that EPA must establish a technically-based appellate process for States to follow when Regional Offices do not concur with a data flag. *Response: t*he EPA does not believe that an appellate process is necessary because we anticipate that the States and Regional Offices will be working closely through the data and documentation submission process.

72 FR 13581
§50.14(c)
(3) *Submission of demonstrations.*
(i) A State that has flagged data as being due to an exceptional event and is requesting exclusion of the affected measurement data shall, after notice and opportunity for public comment, submit a demonstration to justify data exclusion to EPA not later than the lesser of, 3 years following the end of the calendar quarter in which the flagged concentration was recorded or, 12 months prior to the date that a regulatory decision must be made by EPA. A State must submit the public comments it received along with its demonstration to EPA.

Contents

1.0 Introduction 4
2.0 Summary of the Events 5
3.0 Requirements of the Exceptional Events Rule 5
4.0 Criteria Set Forth in 40 CFR §50.1(j) 6
4.1 Affect Air Quality 6
4.2 Reasonably Controllable or Preventable 7
4.3 Human Activity/Natural Event 7
4.4 Stagnation of Air Masses/Inversions/High Temperature/Lack of Precipitation/Source Noncompliance 9
5.0 Clear Causal Relationship 9
5.1 March 14, 2008 10
5.1.1 Correlation between Wind Speed and PM_{10} 10
5.1.2 Visibility 10
5.1.3 Review of 24-Hour PM_{10} Data 11
5.1.4 Review of Hourly PM_{10} and Meteorological Data 12
5.1.5 Review of 5-Min PM_{10} and Wind Speed Data 13
5.1.6 Days with Similar Meteorological Conditions 14
5.2 April 30, 2008 16
5.2.1 Correlation between Wind Speed and PM_{10} 16
5.2.2 Visibility 17
5.2.3 Review of 24-hour PM_{10} Data 17
5.2.4 Review of Hourly PM_{10} and Meteorological Data 19
5.2.5 Review of 5-Min PM_{10} and Wind Speed Data 19
5.2.6 EPA Review of Days with Similar Meteorological Conditions 20
5.2.7 Summary of Clear Causal Relationship for April 30, 2008 21
5.3 May 21, 2008 21
5.3.1 Correlation between Wind Speed and PM_{10} 21
5.3.2 Visibility 22
5.3.3 Review of 24-Hour PM_{10} Data 22
5.3.4 Review of Hourly PM_{10} and Meteorological Data 23
5.2.5 Review of 5-Min PM_{10} and Wind Speed Data 24
5.3.6 EPA Review of Days with Similar Meteorological Conditions 25
5.3.7 Summary of Clear Causal Relationship for May 21, 2008 26
5.4 June 4, 2008 Event 26
5.4.1 Correlation between Wind Speed and PM_{10} 26
5.4.2 High Winds 26
5.4.3 Visibility 27
5.4.4 Review of 24-Hour PM_{10} Data 27
5.4.5 Review of Hourly PM_{10} and Meteorological Data 28
5.4.6 Review of 5-Min PM_{10} and Wind Speed Data 30
5.4.7 Review of Days with Similar Meteorological Conditions 31
5.4.8 Summary of Clear Causal Relationship for June 4, 2008 32
6.0 Concentration in Excess of Normal Historical Fluctuations 32
7.0 No Exceedances But For the Event 33

ADEQ COMMENTS

EPA's general interpretation of "unusual winds" (see Sections 4.3 and 9.0)

ADEQ has reviewed EPA's concerns about ADEQ's treatment of "unusual winds." ADEQ has also reviewed EPA's actions regarding exceptional events submitted by other jurisdictions. As a result, ADEQ has concluded that EPA's treatment of ADEQ's demonstrations differs significantly from similar actions for other jurisdictions. Therefore, it is difficult for ADEQ, in revising past and preparing future demonstrations to understand the nature and type of analyses that would lead to EPA concurrence.

For example, in the San Joaquin Valley (SJV) EER demonstration for the exceptional event that occurred on October 25, 2006, on which EPA concurred (72 FR 49055), EPA acknowledged that, "... The documentation also states that wind speeds of these intensities are relatively rare in the southwestern part of the SJV and occur less than 5% of the time, based on long-term monitoring records." EPA thus concurred that winds exceeding the 95th percentile are unusual. ADEQ used the same basis in developing the "Unusual Winds" White Paper. Nowhere in the SJV EER demonstration were these wind speeds analyzed or presented by season. Although the preamble does acknowledge that states should show the winds were unusual for the time of year, in the case of SJV no such requirement was imposed by EPA. The EPA concurrence flag was applied without this demonstration. For EPA to be calling for ADEQ to provide a seasonal breakdown, while the SJV was not required to do so, creates an inconsistency, which ADEQ would like to understand and resolve.

Further, EPA's focus on the 5% observation for hourly-average wind speeds ignores the remainder of the submittal in the Unusual Winds White Paper. The literature is clear that winds in the 15 mph range can create blowing dust, and that the wind speeds in question during the events were substantially higher than this minimum, generally with gusts at or above 28 mph that occur less than 1.5 percent of the time. Also, the data presented in the White Paper shows the same general pattern of wind speed to PM concentration occurs from the Buckeye monitor in the West Valley, through Phoenix (West 43rd & Durango), to the Higley monitor in the East Valley.

The wind-gust frequency table for the West 43rd Avenue in the White Paper is presented below:

WEST 43RD AVE																
PM10 Category	< 1	1 mph	2 mph	3 mph	4 mph	5-6	7 mph	8-10	11-13	14-16	17-21	22-27	28-34	35-43	44+	TOTAL
1996-3161 ug/m3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1258-1994 ug/m3	-	-	-	-	-	-	-	-	-	-	2	-	-	7	-	9
794-1257 ug/m3	-	-	1	-	-	3	1	-	1	-	3	1	12	14	5	41
501-793 ug/m3	-	1	2	6	8	5	1	-	1	2	6	6	33	27	6	103
316-500 ug/m3	-	1	1	26	74	94	11	19	4	2	5	26	69	25	6	351
199-315 ug/m3	-	4	9	93	252	468	89	91	14	9	25	82	86	16	1	1,239
125-198 ug/m3	1	4	31	214	562	1,054	242	358	90	42	70	181	103	13	1	2,966
79-124 ug/m3	-	15	60	399	912	1,738	528	758	320	159	275	263	60	8	-	5,495
50-78 ug/m3	-	29	63	383	951	1,897	721	1,399	732	470	654	276	47	3	1	7,635
31-49 ug/m3	-	21	68	277	656	1,840	715	1,912	1,414	992	976	235	17	5	2	8,930
19-30 ug/m3	-	20	27	138	287	780	461	1,511	1,443	1,006	714	117	13	3	1	6,521
12-18 ug/m3	-	10	16	59	127	340	186	679	647	450	286	57	12	-	-	2,868
7-11 ug/m3	-	8	5	16	34	129	97	276	228	169	117	34	3	1	-	1,116
5-6 ug/m3	-	1	1	7	10	24	19	57	50	28	21	9	-	-	-	227
3-4 ug/m3	-	-	1	1	7	14	9	36	35	25	23	7	-	-	-	157
1-2 ug/m3	-	1	-	-	3	12	2	10	22	10	11	2	-	-	-	73
<1 ug/m3	-	-	-	-	1	7	3	9	7	7	10	2	-	-	-	46
TOTAL	1	115	285	1,626	3,884	8,205	3,084	7,114	5,008	3,371	3,198	1,296	445	122	23	37,777

Of the 37, 777 hours of data that were examined, only 590 hours (445+122+23) had wind gusts at or above 28 mph. This represents only 1.5 % of the hours. Even if all of these hours occurred in the same season, which is not the case, it would represent 6 % of the hours, a small deviation from the 5% threshold that was the basis for EPA's concurrence with the SJV demonstration. Instead of acquiring and processing other data in the TSD to make the argument against concurring with ADEQ's demonstration, EPA's time would have been better spent reviewing the data submitted by ADEQ. EPA should focus on the wind-gust data presented in the demonstrations. EPA's focus on average wind speeds is misplaced, because elevated PM10 concentrations during the events are driven by peak winds.

8.0 Procedural Requirements 33
9.0 Conclusion 34
Appendix A 36
Appendix B 40
References 46

Tables

Table 1: Table 1: West 43rd 2008 PM_{10} Exceedances
Table 2: March 14, 2008 24-Hour PM_{10}
Table 3: April 30, 2008 24-Hour PM_{10}
Table 4: May 21, 2008 24 Hour PM_{10}
Table 5: June 4, 2008 24-Hour PM_{10}
Table 6: Table 6: ADEQ Historical Distribution

Figures

Figure 1: March 14, 2008 24-Hour PM_{10}
Figure 2: March 14, 2008 Hourly PM_{10}
Figure 3: March 14, 2008 5-Min PM_{10} and Wind Speed
Figure 4: Non-Exceedance Day Comparison
Figure 5: Non-Exceedance Day Comparison
Figure 6: Non-Exceedance Day Comparison
Figure 7: April 30, 2008 24-Hour PM_{10}
Figure 8: April 30, 2008 Hourly PM_{10}
Figure 9: April 30, 2008 5-Min PM_{10} and Wind Speed
Figure 10: Non-Exceedance Day Comparison
Figure 11: May 21, 2008 24-Hour PM_{10}
Figure 12: May 21, 2008 Maricopa County Hourly PM_{10}
Figure 13: May 21, 2008 5-Min PM_{10} and Wind Speed
Figure 14: Non-Exceedance Day Comparison
Figure 15: June 4, 2008 24-Hour PM_{10}
Figure 16: June 4 & 5, 2008 Hourly PM_{10}
Figure 17: June 4 & 5, 2008 5-Min PM_{10} and Wind Speed
Figure 18: Non-Exceedance Day Comparison

ADEQ COMMENTS

EPA's reliance on newly-created data is not consistent with the principle of public awareness and review established in 40 CFR 50.14(c)(3)(i).

ADEQ assembled and analyzed quality-assured and validated data, organized in an easy to understand fashion, to allow the general public to understand the nature of the event and the basis for ADEQ's assertion that it qualified as an exceptional event. These data were presented at stakeholder meetings, and were subjected to a 30-day comment period (with the exception of the draft supplement for June 4th which was submitted for the purpose of discussion with EPA). ADEQ stakeholders reviewed the data and offered no comments related to concerns or questions related to the data.

Throughout the TSD EPA relied upon data that was not submitted by ADEQ, and as such, is not traceable to a quality-assured source. Specifically, the data contained in Appendix A, Appendix B, Tables 1-6, and Figures 1-18 were not based on data submitted by ADEQ. Although some portions of the data submitted by ADEQ may be part of these tables and figures, the majority is not. EPA's creation of data, and use of that data in arguments without affording the opportunity for public review is contrary to principles established in 40 CFR 50.14(c)(3)(i).

If EPA concludes that the data submitted by ADEQ does not enable them to concur, in the spirit of collaboration discussed in the preamble to the EER, EPA should identify the areas where ADEQ should improve the quality of the demonstration. Reliance on newly-created data which the public has not been given an opportunity to review should be avoided, in favor of providing ADEQ with timely feedback.

The general tone of the concerns raised by EPA could have been easily articulated by EPA sending a letter informing ADEQ that the information that was submitted was not sufficient for EPA to concur with the demonstration. EPA could have identified areas for improvement and suggesting that ADEQ:

- Add a seasonal breakdown component to the Unusual Wind White Paper, and better explain the issue of what constitutes "unusual winds" for the purpose of the EER.
- Include all particulate matter data in the demonstration.
- Include all available meteorological data in the demonstration.
- Identify the location of any NOVs issued to sources on the days in questions to determine whether or not the emissions were significant contributors.
- Demonstrate why the emissions from the alluvial plain west of the West 43rd monitor are not reasonably controllable.

1.0 Introduction

On March 22, 2007, EPA adopted the *Treatment of Data Influenced by Exceptional Events,*[1] also known as the Exceptional Events Rule (EER), to govern the review and handling of certain air quality monitoring data for which the normal planning and regulatory processes are not appropriate. Under the terms of the EER, a state may request EPA to exclude data showing exceedances or violations of the National Ambient Air Quality Standard (NAAQS) that are directly due to an exceptional event from use in determinations by demonstrating to EPA's satisfaction that such event caused a specific air pollution concentration at a particular air quality monitoring location.[2] Before EPA will exclude data from these regulatory determinations, the state must flag the data in EPA's AQS database and, after notice and an opportunity for public comment, submit a demonstration to justify the exclusion. After considering the weight of evidence provided, EPA will determine if the demonstration satisfies all the requirements of the EER and either concur or nonconcur with the state's request.

On June 30, 2009, the Arizona Department of Environmental Quality (ADEQ) submitted to EPA a preliminary demonstration for exceedances that occurred at various monitoring locations throughout Arizona on 27 separate days in 2008, including five at the West 43rd monitoring site located in southwestern Phoenix. On November 17, 2009 ADEQ submitted final demonstrations for twelve of these exceedances, including five at the West 43rd site.[3]

This document sets forth the legal and factual basis for EPA's decision regarding four exceedances of the 24-hour PM_{10} NAAQS in 2008 at the West 43rd monitoring site on March 14, April 30, May 21, and June 4, 2008 that ADEQ has flagged as "high wind" exceptional events.[4] EPA has not yet completed its analysis of the remaining dates and is not making a concurrence or non-concurrence determination for them at this time.

The documentation submitted by ADEQ and considered by EPA in support of the exceptional events claims includes the following:

- Assessment of Qualification for Treatment under the Arizona Natural and Exceptional Events Policy for the High Particulate (PM_{10}) Concentration Events in the Phoenix Area on March 14, 2008 (March 14 Assessment);
- Assessment of Qualification for Treatment under the Arizona Natural and Exceptional Events Policy for the High Particulate (PM_{10}) Concentration Events in the Phoenix Area on April 30, 2008 (April 30 Assessment);

[1] 72 FR 13560-13581, March 22, 2007.
[2] 40 CFR §50.14 (a).
[3] On March 17, 2010 EPA received a draft-supplemental report titled "Assessment of Qualification for Treatment Under the Federal Exceptional Events Rule: High Particulate (PM_{10}) Concentration Events in the Phoenix and Yuma Areas on June 4th, 2008." Information presented in this document will be considered in EPA's concurrence/non-concurrence decision for the claimed event that occurred on June 4, 2008. EPA has not received additional information concerning the other three events we are reviewing in this document.
[4] The West 43rd monitor also measured a fifth exceedance on November 9, 2008; EPA is not reviewing this event at this time.

ADEQ COMMENTS

- Assessment of Qualification for Treatment under the Arizona Natural and Exceptional Events Policy for the High Particulate (PM_{10}) Concentration Events in the Phoenix Area on May 21, 2008 (May 21 Assessment);
- Assessment of Qualification for Treatment under the Arizona Natural and Exceptional Events Policy for the High Particulate (PM_{10}) Concentration Events in the Phoenix Area on June 4, 2008 (June 4 Assessment);
- The Impact of Exceptional Events "Unusual Winds" on PM_{10} Concentrations in Arizona (Unusual Winds White Paper);
- High Wind Exceptional Events and Control Measures for PM_{10} Areas (Controls White Paper); and
- DRAFT – Supplemental Report: Assessment of Qualification for Treatment under the Federal Exceptional Events Rule: High Particulate (PM_{10}) Concentration Events in the Phoenix and Yuma Areas on June 4, 2008 (June 4 DSR).

2.0 Summary of the Events

In 2008, there were seventeen PM_{10} monitoring sites operating in Maricopa County, ten of which use continuous PM_{10} analyzers that produce hourly data. During 2008, the West 43rd monitoring site, which measures PM_{10} with a continuous analyzer,[5] measured five exceedances of the 24-hour PM_{10} NAAQS, four of which are reviewed in this document.[6] ADEQ has claimed that the exceedances at the West 43rd site resulted from the transport of dust from soils by high winds, the high wind event was a regional phenomenon that affected the entire Phoenix area, and the events were the result of the transport of dust and soils from high winds that suspended natural soils and soils from areas where BACM was in place.[7]

Table 1: West 43rd 2008 PM_{10} Exceedances

Date	PM_{10} (ug/m^3)	Weather Condition	Wind Direction
March 14	251	Low Pressure Trough	W
April 30	173	Frontal System Passage	WSW
May 21	279	Frontal System Passage	W
June 4	194	Frontal System Passage	WSW

3.0 Requirements of the Exceptional Events Rule

Pursuant to 40 CFR §50.14(c)(3)(iii) a request for EPA's concurrence on an exceptional event flag must be accompanied by a demonstration that:

(A) The event satisfies the criteria set forth in 40 CFR §50.1(j) that it:
1. affects air quality;
2. is not reasonably controllable or preventable;

[5] All of the continuous analyzers in Maricopa County, including the analyzer at West 43rd, are Thermo Scientific TEOM 1400AB analyzers with EPA FEM designation number EQPM-1090-079.
[6] EPA is not analyzing the exceedance on November 9, 2008 at this time.
[7] March 14, April 30, May 21, and June 4 Assessments at p.4.

ADEQ COMMENTS

1. The "Unusual Winds White Paper" and "Control Measures White Paper" were two developments submitted in November 2009 as an enhancement to earlier submittals. EPA never reviewed and provided feedback to ADEQ on these two important work products until the publication of the TSD. Earlier feedback would have allowed ADEQ to respond to, for example, the need to provide a seasonal breakdown of unusual winds.

2. The Supplemental Report developed for the June 4, 2008, event was anticipated to be a model for a re-engineered structure for all demonstrations. EPA never provided feedback on how the proposed restructuring improved the reviewability of the submittals.

3. In 2007 there were 35 events that caused 67 monitor measurements that were flagged by ADEQ. Documentation of these events was submitted to EPA on a timely basis. EPA has still not responded to these submittals.

4. The "Summary of Events" fails to acknowledge that the June 4 event also resulted in exceedances of the PM_{10} NAAQS at the Buckeye and Coyote Lakes monitors in Maricopa County and the Yuma monitor, which were flagged "RJ" for high winds, along with 5 monitors in California and one in Nevada that were also flagged "RJ" (see below). Thus, in total the regional high wind frontal system passage on June 4th contributed to a total of 10 exceedances that a variety of agencies have requested concurrence for "high wind" flags from EPA.

JUNE 4, 2008 MONITOR READING FLAGGED

The following are all the monitors in the AQS database that were flagged "RJ" (for high-wind) that have been requested for EPA concurrence which were caused by the regional high wind event that occurred on June 4th (See Attached AQS Report run on 3/15/2010):

1. AZ – 04-013-4009 – West 43rd Ave (1pm/10p)
2. AZ – 04-013-4011 – Buckeye (4pm/10p)
3. AZ – 04-013-4014 – Coyote Lakes (6pm/11p)
4. AZ – 04-027-0004 – Yuma (3pm/7pm)
5. CA – 06-065-1999 – Riverside Co (1pm/8pm)
6. CA – 06-065-2002 – Riverside Co (11am/6pm)
7. CA – 06-065-5001 – Riverside Co (11pm/7pm)
8. CA - 06-071-0306 – San Bernardino Co (3pm)
9. CA – 06-071-1234 – San Bernardino Co (12noon)
10. NV – 32-023-0014 – Nye Co (3pm)

5. The table in Section 2.0 includes a "Wind Direction." A corresponding entry can not be found in the data submitted by ADEQ. What is the source of the value? EPA's response should either rely on data provided by the submitting agency, or EPA should provide a reference to the data.

6. EPA contends that the regional event must be based on regional blowing dust. ADEQ refers to the elevated winds as the regional event. Whether dust is generated from a particular area is dependent on soil type, soil moisture, threshold friction velocity, wind direction and wind speed. In all the cases reviewed for West 43rd, natural soils from the alluvial plain were the source.

3. is caused by human activity that is unlikely to recur at a particular location, or is a natural event;
4. does not include stagnation of air masses or meteorological inversions, a meteorological event involving high temperatures or lack of precipitation, or pollution relating to source noncompliance;

(B) There is a clear causal relationship between the measurement under consideration and the event that is claimed to have affected the air quality in the area;

(C) The event is associated with a measured concentration in excess of normal historical fluctuations, including background; and

(D) There would have been no exceedance or violation but for the event.

The demonstrations must fully meet all the above criteria to EPA's satisfaction; failure to meet any one of the criteria will result in the non-concurrence of the event in question.. In addition to the technical criteria, the EER also has procedural requirements. 40 CFR §50.14(c)(2)(iii) requires that data claimed to be due to an exceptional event must be flagged in the AQS database, and that an initial description of the event be provided to EPA; both must occur by July 1 of the year following the event. In addition, 40 CFR §50.14(c)(3)(i) requires that the State:

- submit a demonstration to EPA within three years of the calendar quarter of the event or 12 months prior to an EPA regulatory decision;
- provide notice and opportunity for public comment; and
- submit any public comments along with the demonstration.

EPA's concurrence or non-concurrence with a State's flag constitutes its agreement or disagreement with the State on whether the data should be excluded from regulatory decisions involving a State's compliance with the NAAQS. EPA's determination regarding a State's attainment status or action on a state SIP submission will be issued in a rulemaking which is a final agency action that is judicially reviewable under CAA section 307(b)(1).

The following sections evaluate ADEQ's assessments of March 14, April 30, May 21, and June 4, 2008 with respect to these requirements.

4.0 Criteria Set Forth in 40 CFR §50.1(j)

4.1 Affect Air Quality

As stated in the preamble to the EER, the event in question shall be considered to have affected air quality if it can be shown that there is a clear causal relationship between the monitored exceedance and the event (section 5.0), and that the event is associated with a measured concentration in excess of normal historical fluctuations (section 6.0).[8]

[8] 72 FR 13569, 72 FR 49051, and 73 FR 14702.

ADEQ COMMENTS

4.2 Reasonably Controllable or Preventable

A determination of whether a particular event was "not reasonably controllable or preventable" depends on the specific facts and circumstances surrounding the event. Therefore, EPA addresses this and the other criteria of the EER on a case by case basis.

This factor of the analysis should consider whether anthropogenic sources contributing to the exceedance caused by the event were reasonably controlled.[9] ADEQ's supporting documentation, however, did not specifically identify the type or location of the possible contributing sources in the area, other than the Salt and Gila River channels, located upwind of the West 43rd monitoring site.. Although the June 4 DSR identifies that the alluvial channels located upwind of the West 43rd monitor most likely significantly contributed to the exceedance at West 43rd site, ADEQ did not evaluate whether emissions from those sources were reasonably controllable or preventable.

The June 4 DSR included a table titled, "Rules Regulating Particulate Matter Emissions in Maricopa County," which includes the rule number, title, and a brief description of the general sources that the rule is designed to control. Without addressing the types, and locations of sources in the area, however, it is not possible to evaluate whether sources in the area were reasonably controlled.

4.3 Human Activity/Natural Event

The term "natural event" is defined at 40 CFR §50.1(k) as "an event in which human activity plays little or no direct causal role." As described in the preamble to the EER, high wind events may qualify as exceptional events if the following conditions are met: the wind speed associated with the event is "unusual for the affected area during the time of year that the event occurred," and, in instances where wind produces emissions from anthropogenic sources, all reasonable and appropriate measures must be in place for all contributing sources.[10] An event that was caused by human activity, but is unlikely to recur at a given location may be considered an exceptional event assuming all other requirements of the rule are met.

ADEQ's Assessments briefly discussed the various source categories in the area, including industrial sources, construction, area sources (unpaved parking lots and shoulders), roads, track out, and windblown dust. According to ADEQ, the windblown dust category includes significant contribution from the following sources: agriculture, alluvial channels, vacant lots, construction, industrial, disturbed areas, and stockpiles. In addition, EPA has identified, through satellite images and visits to the area, numerous anthropogenic sources in the area that could contribute to elevated PM_{10} concentrations. The commercial nature associated with many of these activities indicates that some portion of them can be reasonably expected to recur.

To establish that the exceedances at the West 43rd site may properly be classified as "natural events," the data must support a finding that "human activity plays little or no direct causal

[9] EER Preamble, 72 FR 13566, n. 11.
[10] EER Preamble, 72 FR 13566.

ADEQ COMMENTS

EPA's response in 4.2 fails to recognize two fundamental facts in the demonstration.

1. All controllable sources of PM_{10} in the area are subject to an EPA approved Serious Area SIP (MAG, 2000), including numerous Maricopa County rules as well as other local dust control measures. Millions of dollars have been invested by the stakeholders and local governments in implementation of these controls. A staff of inspectors and compliance personnel routinely monitors the operations of sources in the area. The fact that no significant finding of non-compliance was observed is a prima-facie demonstration that the PM emissions that caused the exceedance were not "Reasonably Controllable or Preventable."
2. For the June 4th event, NWS data showed that blowing dust was generated in Southern California and transported into Arizona. Areas prone to dust generation along the entire path of the frontal system passage experienced blowing dust, either transported into the area, or generated locally and added to the dust cloud. Regional blowing dust was not the only contribution to the elevated concentrations in the Phoenix area. The river beds of the Gila, Salt, Agua Fria Rivers and others are prime sources of fine dusts when winds are sufficiently high to entrain that material.

The Federal Register for the proposed approval of the San Joaquin area included approval of several exceptional events under the EER. EPA allowed San Joaquin to rely on existing measures in their control programs as adequate. Specifically, at 72 FR 49055, column 1, paragraph 1, EPA acknowledges the following:

72 FR 49055
"ii. Not Reasonably Controllable or Preventable
Section 50.1(j) requires that for an event to qualify as an exceptional event, whether natural or anthropogenic, a state must show that the event was not reasonably preventable or controllable. Here this requirement is met by demonstrating that despite reasonable and appropriate measures in place, the October 25, 2006 wind event caused the exceedances. During this event, there were no other unusual dust-producing activities occurring in the SJV and anthropogenic emissions were approximately constant before, during and after the event. In addition, the State showed that reasonable and appropriate measures were in place, including regulation VIII (the District's general fugitive dust rules) and Rule 4550 which limits fugitive dust emissions specifically from agricultural operations through Conservation Management Practices.47 Moreover, EPA has approved the District's BACM demonstration for all significant sources of PM–10 in the SJV as meeting CAA section 189(b)(1)(B).48"

Finally, the alluvial channel referred to throughout this document is a "natural" source of dust (dried river bottom) as opposed to an anthropogenic source.

role."[11] ADEQ's Assessments of the four exceedances did not analyze potential contribution from anthropogenic sources. The Controls White Paper states that because of "the relative complexity of the emitting source mix, parsing out a specific source or source category along with the applicable control measures for a determination of relative effectiveness can be difficult and may even be counter-productive." ADEQ's Assessments also stated that "no specific emission allocation is possible based on the data for analysis" and that "the primary source appears to be wind-blown dust over central Arizona for which there is not an effective or efficient method to estimate the relative contributions from specific sources."[12]

The lack of analysis regarding anthropogenic contribution upwind of the West 43rd site makes it difficult to determine the contributing role of human activity to the exceedances at the West 43rd site, particularly where it is known that commercial activities such as agriculture, sand and gravel mining and construction are known to take place.

EPA notes that the EER did not set a specific threshold to define a "high wind event,"[13] but suggested the use of a comparison of wind speeds measured on the event day to be compared to historical wind speed levels "for the season of the year that the event occurred."[14] The analysis that supports ADEQ's definition of "unusual" wind was based on data from 2005 through 2009 for the entire year period and was only analyzed for four monitoring sites (Buckeye, West 43rd, Durango Complex, and Higley). The use of a complete year of data in this situation rather than the season during which the events occurred likely biases the statistical analysis low. The Phoenix area experiences more consistent elevated wind speed levels associated with frontal passages during the months of March through June.

Conclusions drawn from this analysis suggest that wind speeds that occur less than 5% of the time should be considered "unusual" for exceptional events purposes. For the West 43rd monitoring station, this standard would correspond to sustained hourly wind speeds greater than 10 mph and wind gusts[15] greater than 20 mph. ADEQ's documentation did not provide any specific analysis pertaining to certain hours of the day and there is no discussion of the wind speeds that are associated with the event and their relationship to the 95th percentile. While wind speeds above the 95th percentile may seem unusual, the frequency of occurrence of hourly wind speeds over 10 mph at this site is approximately 100 days per year.[16]

The Unusual Winds White Paper further stated that "unusual winds can be defined as any wind that has the ability to create windblown dust." ADEQ's definition could be interpreted to treat all windblown PM_{10} as exceptional as long as the wind speeds are about the threshold friction velocity for that area. Threshold wind speeds provide a minimum baseline for wind speeds that are capable of producing windblown dust and are based on particle interaction on the ground surface, while "high" and "unusual" wind speed definitions should be based on a separate analysis. Thus, although this evidence may contribute to the exceptional analysis, it should not

[11] 40 CFR §50.1(k)
[12] March 14, April 30, May 21, and June 4 Assessments at p.4.
[13] EER Preamble 72 FR 13577.
[14] Id. at 13566.
[15] Wind gusts from Maricopa County stations are 1-sec maximum wind speed value for the hour.
[16] Based on data from 2007-2009.

ADEQ COMMENTS

EPA's response in 4.3 fails to recognize the history of the area under consideration for exceptional event review. Numerous State Implementation Plans, including the EPA approved Serious Area SIP (MAG, 2000) have been written to address the well known dust issues in and around the Phoenix Metro area. There are three basic premises that EPA ignores when it comes to the control measures required by these SIPs.

1. No control measure has an unfailing degree of control
2. Exceptional events can override the best controls
3. Exceptional events are not a reliable determinant of control efficacy

In the case of controls that could have been overwhelmed by the exceptional nature of the event or where it can be shown that *on average* the control measures have a high degree of control, save the exceptional nature of the event, ADEQ is asking that the event be disregarded as a violation of the NAAQS.

EPA's statement that the "frequency of occurrence of hourly wind speeds over 10 mph at this site is approximately 100 days per year" implies that ADEQ would perhaps wish to treat those days as exceptional as well. For EPA to allude that ADEQ is trying to make that claim is false. ADEQ stated in the Unusual Winds White Paper that "literature and data from monitors indicate that the phenomenon of blowing dust can occur over a broad range, but generally is associated with hourly averaged wind speeds that are above 10 mph, which are commonly associated with wind gusts above 20 mph". Contrary to EPA's implication, ADEQ does not assert that any day experiencing an hourly average wind speed greater than 10 mph should be considered exceptional in nature.

EPA's statement that ADEQ only performed the analysis for four monitors is fundamentally irrelevant, since the center piece of the analysis was the West 43rd monitor, which was the only monitor being examined by EPA in the TSD.

Hourly average wind speeds over 10 mph do not alone create exceptional windblown dust events. In fact, it has been shown that wind gusts, and not hourly average wind speeds, are more influential in the creation of windblown dust. For this reason, ADEQ analyzes maximum wind gusts in all exceptional event demonstrations (see WRAP Fugitive Dust Handbook, page 1-7).

ADEQ asserts that windblown dust typically occurs only when hourly average winds are at least 10 mph and gusts are at least 20 mph. That isn't to say that any wind of 10mph or gust of 20 mph is "exceptional" or would create blowing dust. The 10 and 20 mph values are given as estimates for when winds may be considered "unusual", and this is backed up by the fact that the NWS typically does not report wind gusts unless they are greater than 15 mph. As EPA has not provided a threshold value for wind speed that they would consider "unusual," ADEQ used available data to estimate the wind speed at which 5% or less of all values would fall. As was pointed out in the discussion of this issue is found in comments facing Page 2 of the TSD, EPA used a reference to the 5% when approving the SJV submittals.

EPA cites the Federal Register discussion that winds should be compared to historical wind speed levels "for the season of the year that the event occurs." EPA goes on to suggest that March through June should be the benchmark of comparison. March through June is not a "season". Meteorological Seasons are defined by the National Weather Service as Winter (December, January, February), Spring (March, April, May), Summer (June, July, August), and Autumn (September, October, November). Using the argument of "similarity", EPA could arbitrarily ask ADEQ to include October into the Spring "season" as easily as June.

be a major deciding factor when determining whether wind speed associated with an exceptional event is "unusual."

In summary, considering the limited analysis on the elevated wind speeds associated with the event combined with little analysis of possible contributing sources located directly upwind of the West 43rd site, EPA has determined that ADEQ's documentation did not provide sufficient evidence to support that the events in question should be considered "natural events" as required under the EER.

4.4 Stagnation of Air Masses/Inversions/High Temperature/Lack of Precipitation/Source Noncompliance

ADEQ did not provide any evidence suggesting that the exceedances at the West 43rd monitoring site were the direct result of stagnation of air masses, inversions, high temperature, or lack of precipitation. Regarding source noncompliance, ADEQ states that, "no local sources were reported as significantly contributing to the air quality episode" for all days except June 4. This statement assumes that because there were no observations made (i.e. there were no reported civilian complaints or enforcement actions), that all sources in the area were in compliance with all applicable fugitive dust control measures.

The June 4 assessment explained that there were two Notice of Violations (NOV) issued on June 4 and June 5 for noncompliance with Maricopa County's (MCAQD) fugitive dust rules. The June 4 DSR also states that "one complaint based inspection of a dust control permit on June 4... resulted in a Notice of Violation (NOV) for track-out under Rule 310" and on June 5 "an inspection of a Rule 316 source resulted in the issuance of a notice of violation for failure to install a wheel washer." Both of the NOVs were issued to sources that are located within a two mile radius of the West 43rd monitoring site, but the specific locations of these facilities were not identified in the June 4 assessment or DSR. The NOVs provide some evidence that nearby sources may not have been reasonably controlled during the time of the event.

5.0 Clear Causal Relationship

In order for EPA to concur with an exceptional event request, the EER requires the State to demonstrate that there is a clear causal relationship between the measurement under consideration and the event that is claimed to have affected air quality in the area. 40 CFR §50.14(a)(2); 40 CFR §50.14(c)(3)(iii). To address this element for "high wind events," such as those flagged by Arizona, the state should reasonably consider the relationship between an event, the PM_{10} emissions caused by unusually high winds, and a measured exceedance at a monitoring site. Arizona's Assessments included various data points relevant to this analysis. EPA's technical review also considered additional data regarding wind speed and direction, PM_{10} concentration, and visibility.[17]

As a preliminary matter relevant to this issue, EPA notes that ADEQ's limited analysis of the potential sources that might have contributed to the exceedances at the West 43rd site (sections

[17] Appendix A contains pollution roses based on % total PM_{10} mass for all four of the events in question.

ADEQ COMMENTS

EPA Failure To Focus On Wind Gusts vs Average Winds

EPA participated in and assisted in funding work of the Western Regional Air Partnership (WRAP). The WRAP Fugitive Dust Handbook was a collaborative work product on dust sources, modeling, and controls. On page 1-7, the document states:

> "**Wind Gusts**. Although mean atmospheric wind speeds may not be sufficient to initiate wind erosion from a particular "limited-reservoir" surface, wind gusts may quickly deplete a substantial portion of its erosion potential. ... For this reason, the use of an average wind speed to calculate an average emission rate is inappropriate."

EPA Comments on Stagnation Are Not Relevent

Regarding "stagnation", by definition, a high-wind event can not be a stagnation event. There should be no need to argue that stagnation was not occurring when the winds are substantially over 20 mph.

EPA Misrepresentation of Evidence of Controls In Place and Inspections

In section 4.4 EPA notes two minor violations reported within two miles of the West 43rd monitor within the time period encompassing 72 hours prior to and 72 hours following the event. About these NOVs, ADEQ asserts the following:

1. The data show that inspectors were out in the field actively looking for dust control issues and only noted the two minor violations.
2. Based on ADEQ's experience, the two minor violations listed would not have been sufficient to significantly contribute to the concentrations of dust reported during the June 4th event.
3. Based on the review of all available data, it seems justifiable to conclude that BACM were in place and being used on all other controllable sources near the West 43rd site during the June 4th event.
4. Any contributions from those controlled sources upwind of the monitor were due to BACM being overwhelmed.

As previously stated, no control measure has an unfailing degree of control and Exceptional Events can override the best controls. ADEQ must again assert that the event be disregarded as a violation of the NAAQS in the case of controls that were overwhelmed by the exceptional nature of the event or where it has been shown that *on average* the control measures have a high degree of control save the exceptional nature of the event.

4.2 and 4.3) makes it difficult to comprehensively evaluate the causal relationship between the event and the exceedance. Another general point concerns the data provided by Arizona for each event. EPA notes that, for each of the four events reviewed in this document, Arizona provided different sets of PM_{10} data drawn from among the ten monitoring stations using continuous analyzers. EPA also notes that Arizona provided a different set of meteorological data for each event. Considering the four events discussed in this document are very similar in nature, it is unclear why ADEQ did not provide the same data for each event. In some instances the most relevant meteorological data, (those data from the closest or upwind locations) are not included in the supporting documentation.[18]

5.1 March 14, 2008

5.1.1 Correlation between Wind Speed and PM_{10}

The March 14 Assessment included tabular hourly and maximum wind speed and PM_{10} data for five monitoring sites in the Phoenix area: West 43rd, Durango Complex, West Phoenix, Coyote Lakes, and Central Phoenix. ADEQ also included meteorological data from three National Weather Service (NWS) stations: Goodyear Airport, Glendale Airport, and Phoenix Sky Harbor.[19] EPA notes that ADEQ did not provide hourly PM_{10} data from the other four continuous PM_{10} analyzers in the Phoenix area and did not include wind speed and direction data from numerous other meteorological stations in the Phoenix area.

ADEQ also provided four graphs that show the potential correlation between maximum wind speeds and PM_{10} concentrations at the West 43rd, Durango Complex, Greenwood, and South Phoenix monitoring sites. [20] The graphs show that hourly PM_{10} concentrations increase with an increase in maximum recorded wind speed at the West 43rd site, but not at the other three monitoring sites. In fact, the graphs show that the maximum wind speeds at the Durango Complex site were higher than those measured at the West 43rd site, but the Durango Complex site experienced significantly lower PM_{10} values during periods of elevated wind speed. These data suggest that the elevated PM_{10} concentrations at the West 43rd site may have been caused by local upwind sources and were not due to a high wind event that was regional in nature.

5.1.2 Visibility

The March 14, Assessment included photographs from numerous locations throughout the Phoenix area. Unfortunately, there is not a significant discernable difference between the conditions preceding and during the event. Therefore, the photographs do not significantly

[18] Table 1 in Appendix A identifies the PM_{10} and meteorological stations ADEQ used in their analysis of the 2008 exceptional events in question.

[19] ADEQ also included meteorological data from two AZMET stations. These data are collected at 3 meters, while NWS and Maricopa County data are collected at 10 meters. There does not seem to be any correction or adjustment for the difference in the heights of these stations.

[20] The max wind speed values used in this comparison are the instantaneous max wind speed values recorded by onsite data loggers, which have the capability of recording these instantaneous values in a fraction of a second. ADEQ does not explain why the use of the maximum 1-sec value for an hour is the appropriate measure for comparison to hourly average PM_{10} values.

ADEQ COMMENTS

EPA asserts in Section 5.1.2 that "there is not a significant discernable difference between the conditions preceding and during the event." However, ADEQ strongly believes that the White Tank Mountain images included with the March 14, 2008, event submittal clearly show that this is not true. (Images from Figure 1 of the 3/14/08 demo):

Before the Event – 10:45am

During the Event – 1:45pm

After the Event Began to Subside – 2:45pm

The timing of reduced visibility in the images corresponds to the onset of elevated winds and PM_{10} concentrations. For EPA to state that there is no discernable difference in the conditions preceding and during the event in the images may be an indication that they did not fully review the submitted materials and/or did not consider the full weight of evidence presented to them. ADEQ contends that exceptional events do not need to rise to the intensity of haboobs (dust clouds of biblical proportions.)

Regarding footnote 20, EPA continues to fail to acknowledge that wind gusts provide the energy to suspend dusts more than the hourly average wind speeds.

contribute to establishing a causal relationship between wind speed, potential contributing sources, and PM_{10} concentrations at the West 43rd site.

The March 14 Assessement also stated that reduced visibility during the event throughout portions of the Phoenix provides further evidence of a clear causal relationship between the high wind event and the measured exceedance at the West 43rd site. The visibility at Goodyear Airport before the event ranged from 60 to 20 statute miles, while during the time of the elevated PM_{10} concentrations at West 43rd the visibility ranged from 15 to 10 miles. Other NWS stations in the area did not record any decrease in visibility throughout the entire day: visibility at Glendale Airport remained at 20 miles, Sky Harbor remained at 10 miles, and Luke Air Force Base remained at 10 miles. Visibility throughout the day in the Phoenix area was never significantly reduced; thus, this information does not significantly contribute to establishing a clear causal relationship.[21]

5.1.3 Review of 24-Hour PM_{10} Data

The 24-hour PM_{10} concentrations measured on March 14 at the West 43rd and surrounding sites are listed in Table 2 and shown in Figure 1. On this day, the West 43rd site was the only site in the Phoenix area to exceed the 24-hour PM_{10} standard. Furthermore, PM_{10} concentrations at the West 43rd site were 2-3 times higher than those measured at other sites, which is generally inconsistent with the notion that a regional high wind event caused the exceedance.[22]

Table 2: March 14, 2008 24-Hour PM_{10}

Site Name	PM_{10} (ug/m3)	Site Name	PM_{10} (ug/m3)
Buckeye[23]	80	West PHX	57
West 43rd	251	Central PHX	69
Durango Complex	92	JLG Supersite	41
South PHX	120	Higley	54
Greenwood	71	Coyote Lakes	48

[21] Appendix B contains information pertaining to reduced visibility and dust storms in Arizona.
[22] The only other exceedance recorded in Arizona on March 14, 2008, was the Cowtown monitoring site in Pinal County, which was not flagged as an exceptional event.
[23] 24-hour PM_{10} data for this site was not included in Arizona's Assessment.

ADEQ COMMENTS

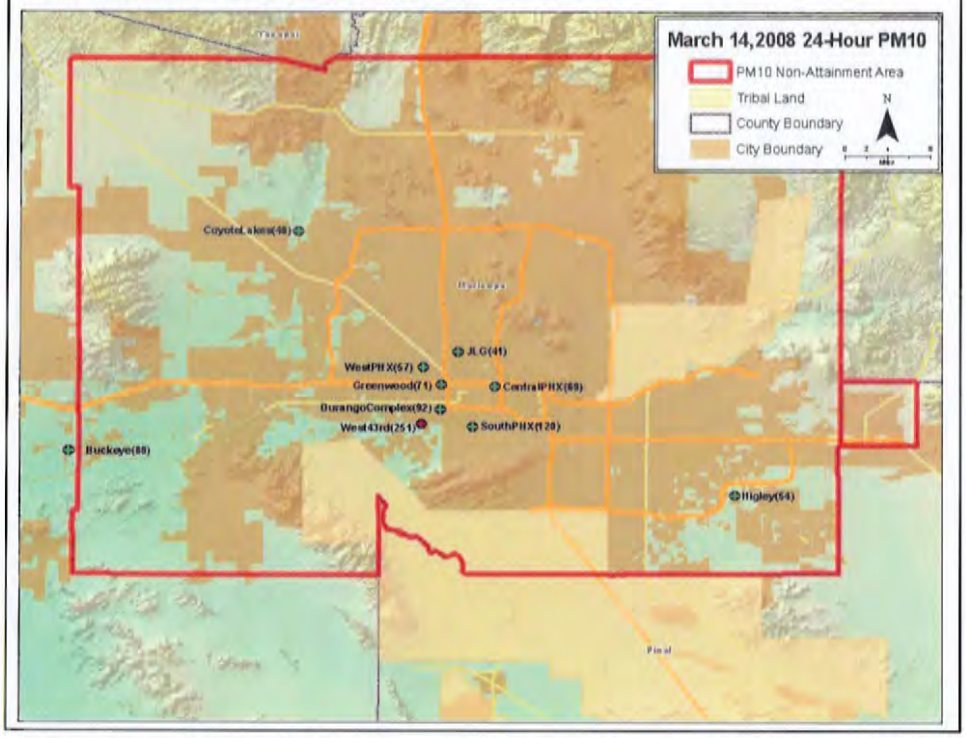
EPA's citation of visual range data from airports is out of context and demonstrates a lack of understanding of airport operations requirements for standard visual range. Many transmissometers used at airports are capped to read a maximum visual range substantially below the true visual range. It is common to see 10 miles as a maximum. This is because airport operational procedures are not impacted until the visual range is lower (i.e., 7 miles). The visibility impacts referred to in the ADEQ demonstrations are based on images from a visibility camera network operated by Air Resource Specialists, the primary contractor for visibility measurement systems in the U.S.

In order to utilize airport visual range as a surrogate for PM concentration, extinction efficiency models can be relied upon. The IMPROVE extinction efficiencies can be used to convert standard visual range to an estimate of PM concentration (i.e. assuming a 90% coarse, 10% fine soil split) as follows:

- 9 miles = 406 $\mu g/m^3$,
- 7 miles = 527 $\mu g/m^3$,
- 5 miles = 744 $\mu g/m^3$,
- 3 miles = 1,250 $\mu g/m^3$,
- 1 mile = 3,781 $\mu g/m^3$, and
- 0.5 miles = 7,577 $\mu g/m^3$.

ADEQ does not rely on these converted PM estimates for standard visual ranges exceeding 10 miles, because the data reported from many airport transmissometers is capped at 10 miles.

Figure 1: March 14, 2008 24-Hour PM_{10}



5.1.4 Review of Hourly PM_{10} and Meteorological Data

The hourly PM_{10} data are shown in Figure 2. As early at 0500 hrs, the West 43rd site began to experience an increase in PM_{10} concentration that was not characteristic of the other nine monitoring sites in the Phoenix area. From 0500 to 1000 hrs, the hourly PM_{10} values increased from 150 $\mu g/m^3$ to 360 $\mu g/m^3$. During these hours the hourly wind speeds throughout the Phoenix area remained below 9 mph, which suggests these elevated concentrations were not driven by high wind, but by some other mechanism. Thus, the elevated PM_{10} during these hours do not appear to have been caused by elevated wind conditions.

The first sign of any elevated winds occurred at the majority of the stations around 1100 hrs. NWS data for Goodyear Airport showed an increase in wind speed from 6 to 14 mph (accompanied by a 29 mph gust); while an increase in hourly wind speed from 12 to 15.9 mph was recorded at the West 43rd site. At 1100 hrs, the PM_{10} concentration at the West 43rd site also rose from 355 to 1051 $\mu g/m^3$ and continued to increase over the next two hours to a maximum hourly concentration of 1286 $\mu g/m^3$. While the values at some of the other sites in the area increased over the same time period, the values at the West 43rd site ranged from 3-20 times higher than other sites in the Phoenix area. Given that the Durango Complex, South Phoenix,

ADEQ COMMENTS

In Section 5.1.4 EPA mentions concerns regarding the timing of elevated winds and elevated PM_{10} concentrations at the West 43rd Ave. monitor. There are three issues to note about the winds reported during the March 14, 2008, event.

1. Glendale airport did report elevated hourly average winds greater than 15 mph with gusts of 23 mph beginning as early as the 9:00 hour (10:00 report)
   (See graphs below from Fig. 1 of the 3/14/2008 demo)
2. Unfortunately there were no data collected at the NWS Glendale station prior to their 10:00 report, and thus, it cannot be determined if those winds were occurring even earlier in the morning at that site, though it is a possibility.
3. The timing of elevated winds beginning during the 9:00 hour at NWS Glendale coincides with the increase in the PM_{10} readings from188 $\mu g/m^3$ to 329 $\mu g/m^3$, and eventually as high as 1286 $\mu g/m^3$ during the peak wind gusts of 30 to 40 mph reported at various weather stations.

It is important for the EPA to realize that wind speeds are not homogeneous across a landscape and the timing of elevated winds and elevated PM_{10} levels may not always be identical, especially when looking at NWS stations located distances of 13 miles or greater from the West 43rd particulate monitor. Additionally, slight variations in terrain and in urban build-up around NWS sites or monitors may also have an impact on timing due to funneling winds or shielding certain areas from winds given only slight variations in direction.

Even if the 188 $\mu g/m^3$ reading is not excluded, the exclusion of the readings recorded from the 10:00 a.m. report to the 3:00 p.m. report, all of which occurred during a period of strong and gusty winds, would bring the 24-hour PM_{10} concentrations well below the NAAQS. As the winds began to subside, PM10 concentrations also decreased, further demonstrating a causal relationship between the two.

NWS-Goodyear Airport

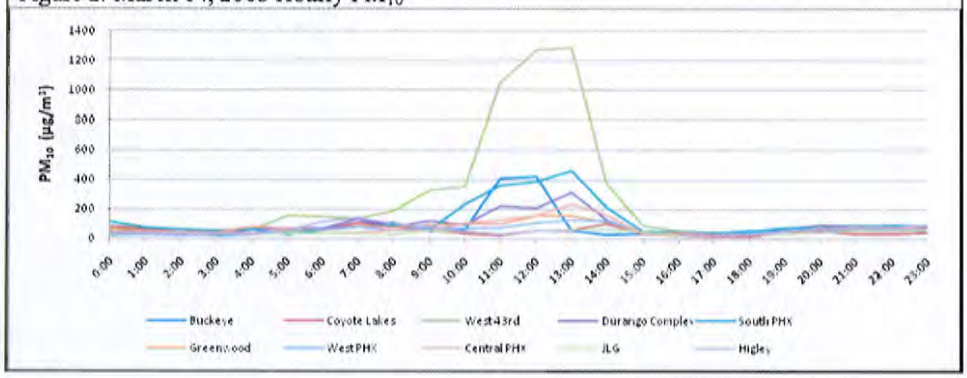
Hr	T(F)	VR	Dust	Spd	Gust	Dir
1	0	0		0	0	N/A
2	0	0		0	0	N/A
3	0	0		0	0	N/A
4	0	0		0	0	N/A
5	0	0		0	0	N/A
6	0	0		0	0	N/A
7	0	0		0	0	N/A
8	61	60		9	9	W
9	66	40		9	9	SW
10	70	30		7	7	W
11	73	20		6	6	SW
12	82	15		14	29	W
1	86	10		18	34	W
2	86	15		25	43	W
3	84	20		14	23	W
4	84	20		17	17	SW
5	82	40		17	17	SW
6	81	40		11	11	W
7	75	40		6	6	*VR
8	0	0		0	0	N/A
9	70	20		11	11	SW
10	0	0		0	0	N/A
11	0	0		0	0	N/A
12	0	0		0	0	N/A

NWS-Glendale Airport

Hr	T(F)	VR	Dust	Spd	Gust	Dir
1	0	0		0	0	N/A
2	0	0		0	0	N/A
3	0	0		0	0	N/A
4	0	0		0	0	N/A
5	0	0		0	0	N/A
6	0	0		0	0	N/A
7	0	0		0	0	N/A
8	0	0		0	0	N/A
9	0	0		0	0	N/A
10	70	20		15	23	SW
11	73	20		16	23	SW
12	79	20		18	23	W
1	81	20		20	26	W
2	82	20		21	26	W
3	82	20		20	25	W
4	81	20		14	23	SW
5	82	20		11	21	W
6	81	20		11	11	SW
7	75	20		5	5	W
8	0	0		0	0	N/A
9	0	0		0	0	N/A
10	0	0		0	0	N/A
11	0	0		0	0	N/A
12	0	0		0	0	N/A

Greenwood, and West Phoenix sites are located within approximately five miles of the West 43rd site, one would expect to see greater consistency in the PM_{10} concentrations if a regional high wind event was occurring. It is also worth noting that the West 43rd site came close to reaching the peak concentration seen by other nearby sites well before the arrival of elevated wind speeds. The closest site, Durango Complex, reached a maximum concentration of 310 $\mu g/m^3$ at 1300 hrs, while West 43rd exceeded this level at 0900 hrs. The inconsistency in the PM_{10} concentrations during the period from 1100 to 1400 hrs and the relatively low wind speeds in the morning hours suggest that the West 43rd site was most likely significantly influenced by local upwind sources and the claimed exceptional event was not regional in nature.

Figure 2: March 14, 2008 Hourly PM_{10}



5.1.5 Review of 5-Min PM_{10} and Wind Speed Data

The 5-min data reinforce the fact that even though elevated wind speeds were measured at other nearby locations, the West 43rd monitor consistently measured much higher PM_{10} concentrations than other locations. Figure 3 shows the 5- min PM_{10} and wind speed data from West 43rd and Durango Complex monitoring sites. These monitors are located only 2 miles apart, yet there seems to be a considerable difference in the relationship between PM_{10} and wind speed on March 14. Both sites experience similar wind speed levels, but during some periods of the day the 5-min PM_{10} concentrations at the West 43rd site were more than five times those measured at Durango Complex. These data provide further evidence that the claimed regional high wind event only affected PM_{10} concentrations at the West 43rd site and the elevated PM_{10} concentrations measured at this site were most likely significantly influenced by local sources and the claimed exceptional event was not regional in nature.

ADEQ COMMENTS

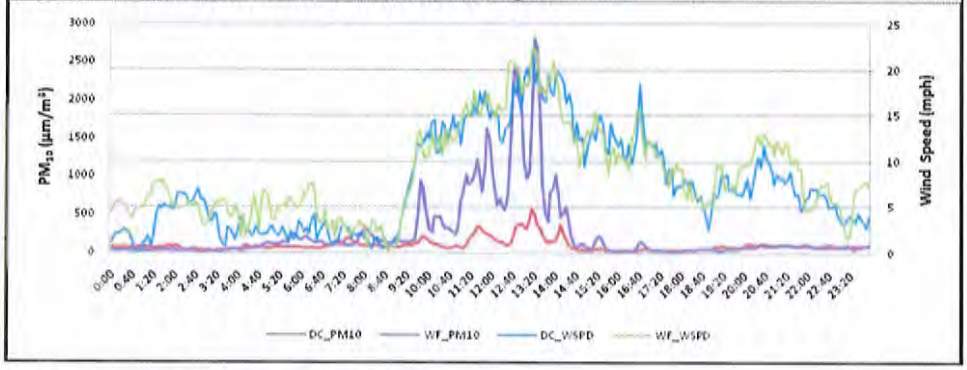
For the March 14th event, if the source of the PM was in the river channel, the concentration profile would look like that presented in Figure 2. Note the concentrations of Durango Complex and South Phoenix are approximately even. A Gaussian plume centered in the river channel would have this shape of distribution.

In footnote 24 on the next page, EPA erroneously implies that there is a fundamental difference between the maximum wind speed measured by the Maricopa County data logger, and the value from a National Weather Service observation. This is fundamentally wrong. The exact wording from the Federal Meteorological Handbook No. 1 (September 2005) Page 5-1 & Page 5-2 is:

> "**5.4.4 Wind Gust.** The wind speed data for the most recent 10 minutes shall be examined to evaluate the occurrence of gusts. Gusts are indicated by rapid fluctuations in wind speed with a variation of 10 knots or more between peaks and lulls. The speed of a gust shall be the **maximum instantaneous wind speed**." (emphasis added)
>
> "**5.5.4 Wind Gust.** When a gust is detected within 10 minutes of the actual time of the observation, the **maximum instantaneous speed** shall be reported (see paragraph 12.6.5.a)." (emphasis added)

Thus EPA's assertion that wind gusts are reported as 5-second average is incorrect. NWS reported gusts and maximum winds from a data logger are comparable measures.

Figure 3: March 14, 2008 5-Min PM_{10} and Wind Speed



5.1.6 Days with Similar Meteorological Conditions

The following discussion emphasizes that meteorological conditions in upwind locations do not always affect on PM_{10} concentrations at the West 43rd site. The NWS station at Goodyear Airport is located approximately 13 miles to the west of the West 43rd monitoring site and serves as the closest location with readily available meteorological data for the area directly to the west of the West 43rd monitoring site.[24]

Wind speeds at Goodyear Airport exceeded 15 mph on ten days in March 2008. On six of those days, wind gusts exceeded 25 mph. Despite these facts, March 14 was the only day in the month of March that measured an exceedance of the 24-hour PM_{10} NAAQS. The following analysis compares hourly PM_{10} data, wind speed, and wind gusts recorded at Goodyear Airport on March 14 with the same data for three days in March with similar meteorological conditions.

On March 14, the West 43rd monitor measured elevated PM_{10} concentrations of 1051 $\mu g/m^3$ and 1270 $\mu g/m^3$ at 1100 and 1200 hrs, respectively. Wind speeds at Goodyear Airport during this period were from the west (260°) at 14 and 18 mph with gusts of 29 and 34 mph. On March 2, the Goodyear station measured wind speeds and gusts of equal or higher magnitude: 23 mph with 34 mph gusts from the NW (310°-320°) for two consecutive hours. Elevated wind speeds on March 2 corresponded to an increase in PM_{10} from 29 $\mu g/m^3$ to 177 $\mu g/m^3$ at the West 43rd monitoring site. This increase in PM_{10} is relatively minor compared to PM_{10} concentrations on measured on March 14, which reached at maximum of 1270 $\mu g/m^3$.

[24] NWS stations report meteorological data differently than meteorological stations operated by Maricopa County. NWS service stations report wind speeds as a 2-min average and wind gusts are defined as "a rapid fluctuation of wind speed with variations of 10 knots or more between peaks and lulls," which are reported as a 5-sec average. Maricopa County meteorological stations have the capability of reporting wind speeds as a 5-min average, an hourly average, or a maximum wind speed, which is recorded as an instantaneous reading that can be less than one second in duration.

ADEQ COMMENTS

EPA inappropriate use of vector average wind speed data (Figure 3)
EPA'S Meteorological Monitoring Guidance for Regulatory Modeling Applications recommends that scalar wind speeds be used for modeling applications (see 6.9 Recommendations). EPA's reliance on a graph with 5-minute vector average wind speed significantly understates the kinetic energy of the wind involved in the dust generating process. ADEQ did not provide or rely on the data presented in Figure 3. The maximum 5-minute average wind speed reported in the 1:00 p.m. time period was approximately 21 mph, while the maximum wind gust during the hour was measured at 36 mph. At 36 mph, the air would have 3 times the kinetic energy that would be present at 21 mph. It also occurs less than 0.4 percent of the time (greater that the 99.5 percentile). See supplemental comment on use of wind gusts vs average wind speeds.

EPA failed to acknowledge the relevant data that was presented by ADEQ
The data presented by ADEQ consisted of the following (Figure 1 of the 3/14/08 demo):

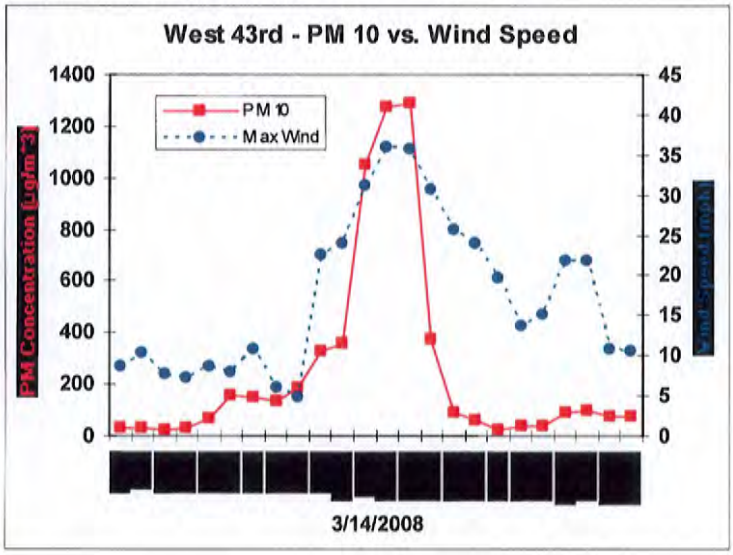
Wind and PM table:

16659 (112.14Wx33.41N)

MC - WEST FORTY THIR

	Hr	T(F)		PM	Spd	Max	Dir
MC - WEST FORTY THIR	1	69		26	5	9	SW
	2	68		28	6	10	SW
	3	66		22	5	8	W
	4	64		28	5	7	SW
	5	58		64	3	9	NE
	6	57		154	5	8	E
	7	57		145	4	11	E
	8	59		133	2	6	E
	9	64		187	2	5	NE
	10	73		328	7	23	W
	11	77		355	12	24	W
	12	79		1051	16	31	W
	1	82		1270	18	36	W
	2	83		1286	19	36	W
	3	84		374	14	31	W
	4	84		87	12	26	W
	5	83		57	12	24	W
	6	81		23	10	20	W
	7	77		37	6	14	W
	8	75		40	8	15	SW
	9	74		86	11	22	SW
	10	72		93	10	22	SW
	11	67		73	6	11	W
	12	66		72	5	11	SW

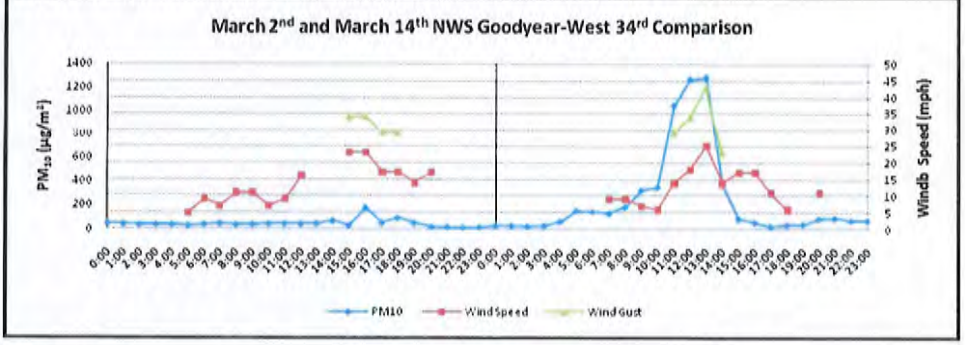
Graph of Concentration:



12:45 South Mountain:
Dust blocking Estrella Range
(Right edge of screen)

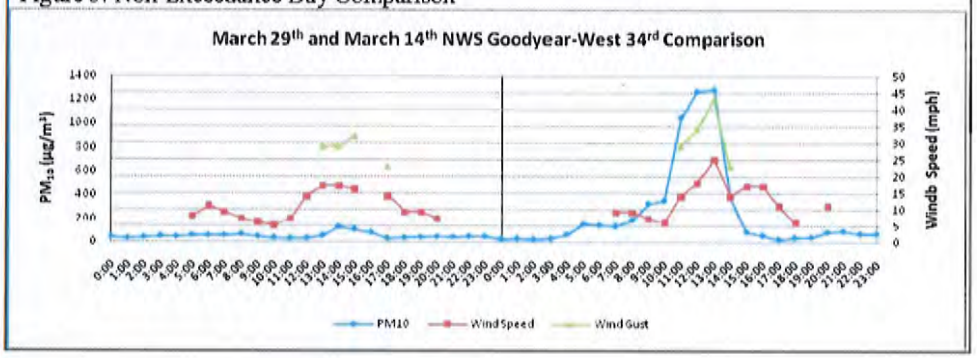
12:45pm Estrella Mountain
Dust in river channel blocking Foreground of Estrella Mtn.
(dust heavier closer to bottom)

Figure 4: Non-Exceedance Day Comparison



Similarly, on March 29, wind speeds of 16 to 17 mph with wind gusts of 29 to 32 mph from the SSW (200°) and the WSW (240°) were recorded at Goodyear Airport for a period of three hours. The corresponding PM_{10} concentrations at West 43rd remained below 130 $\mu g/m^3$ for the entire day. On the following day, March 30, wind speeds of 25 to 29 mph from the SW (230°-240°) were recorded at Goodyear, which corresponded to a spike in PM_{10} concentration at the West 43rd site. There are, however, significant differences between the spike measured on March 30 and the one measured on March 14 and flagged as an exceptional event. First, the spike on March 30 clearly follows a period of elevated wind speed while the spike measured on March 14 was coincident with or even precedes the elevated wind. In addition, the PM_{10} spike on March 30 was shorter in duration and much smaller in magnitude.

Figure 5: Non-Exceedance Day Comparison



ADEQ COMMENTS

EPA Failure to Consider Wind Direction (EPA TSD Pages 14-15):

In the arguments presented that the wind speeds on other days were similar to March 14th, EPA fails to recognize the most important parameter used in characterizing pollution concentration from a source, i.e. wind direction. The geometry of the source-receptor relationship is the overwhelming consideration when computing ambient concentrations. The other factors, given a fixed source strength, are wind speed and turbulence. EPA failed to consider this primary factor in their argument.

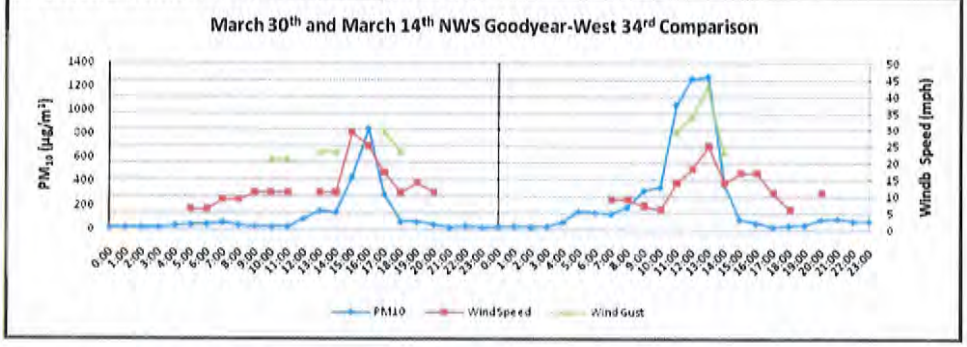
The comparison of March 14 to March 2 is not a valid one given the disparity in wind direction and duration. ADEQ has suggested that the most prevalent potential source for PM_{10} at the West 43rd monitor is the Salt River channel, which has the greatest fetch to the west and southwest of the monitor location. There are two main issues with using March 2, 2008, for comparison.

1. Winds on March 2nd were out of the northwest. While the Salt River channel does run past the north side of the West 43rd monitor, the fetch over which northwesterly winds can draw from it as a potential PM source is much more limited than when westerly or southwesterly winds are occurring.
2. Winds on March 2nd included gusts of 23 mph and 34 mph lasting for only two hours. Winds on March 14th gusted over 23 mph for four consecutive hours at the NWS Goodyear station and gusted over 23 mph for up to 7 consecutive hours at other proximal NWS stations (Glendale and Sky Harbor).

As can be seen above, the comparison of March 14, 2008, to March 2, 2008, by EPA provides little or no support for EPA's claims. ADEQ has stated that the emissions from the river channel are the primary contributor to the West 43rd monitor readings. EPA's identification of a day with similar wind speeds, but different wind direction that did not experience elevated particulate matter concentration is consistent with ADEQ's proposed explanation of the elevated particulate matter concentrations.

EPA attempts to compare winds from March 29th and March 30th to the winds of the March 14th event, and while the wind directions are comparable to the March 14th event, the wind gusts were significantly lower and shorter in duration on March 29-30 than were reported on March 14th. For these reasons, each comparison provides little or no support to EPA's claims. It also should be noted that while wind speeds recorded by the NWS upwind of a monitor may be important in showing potential transport, winds measured at the monitor itself are also important, especially if local sources, both controllable and uncontrollable, may be potentially contributing a portion of the measured PM_{10}.

Figure 6: Non-Exceedance Day Comparison



These examples illustrate how elevated wind speeds in upwind areas are related to elevated PM_{10} concentrations on occasion, but the magnitude of PM_{10} concentrations measured at the West 43rd site seem to be associated with factors in addition to wind speed. Also, March 2, March 29, and March 30 were weekend days, which also indicates that elevated wind speeds are not necessarily the primary factor in creating elevated PM_{10} concentrations at the West 43rd site.

5.1.7 Summary of Clear Causal Relationship for March 14, 2008

ADEQ's conclusions that the recorded exceedance was caused by a regional high wind event are not substantiated by relevant monitoring and meteorological data. The data show that the spatial extent of PM_{10} during this day was isolated and not regional in nature. The data also show differences in the measured PM_{10} concentrations at the West 43rd site and the remaining sites in the Phoenix area. In addition, as explained above, ADEQ provided only limited analysis of possible contribution from human activity, making it difficult to determine the relationship between the claimed event and the exceedance. Therefore, EPA has determined that the weight of evidence presented in the March 14 Assessment does not demonstrate a clear causal relationship as required by the EER.

5.2 April 30, 2008

5.2.1 Correlation between Wind Speed and PM_{10}

The April 30 Assessment included hourly and maximum wind speed and PM_{10} data for five sites in the Phoenix area: West 43rd, Durango Complex, South Phoenix, Central Phoenix, and Higley. ADEQ also included meteorological data from the NWS Sky Harbor and Deer Valley stations.[25] ADEQ did not provide tabular hourly PM_{10} data from the other four continuous PM_{10} analyzers in the Phoenix area and did not include wind speed and direction data from numerous other meteorological stations in the Phoenix area. The assessment also did not include any information discussing the 7 filter-based monitoring sites that collected samples on this day.

[25] ADEQ also includes meteorological data from two AZMET stations. These data are collected at 3 m while NWS and Maricopa County data are collected at 10 m. There does not seem to be any correction or adjustment for the collection heights of these stations, and therefore should not be used in the exceptional events analysis.

ADEQ COMMENTS

Refer to Appendix A for more information on the PM_{10} and meteorological data used in the April 30 assessment.

ADEQ also provided four graphs that show the potential correlation between maximum wind speeds and PM_{10} concentrations. The four graphs display data from the West 43rd, Durango Complex, Greenwood, and South Phoenix monitoring sites. While the hourly PM_{10} concentrations increase with an increase in maximum recorded wind speeds at the West 43rd site, there is not a similar correlation between PM_{10} and maximum wind speed at the other monitoring sites in the area. These facts suggest that the elevated PM_{10} concentrations at West 43rd may have been caused by local upwind sources and were not regional in nature.

5.2.2 Visibility

The April 30 assessment included photographs from numerous locations throughout the Phoenix area. Unfortunately, there is not a significant discernable difference between the conditions preceding and during the event. Therefore, the photographs do not significantly contribute to establishing a clear causal relationship between wind speed, potential contributing sources, and PM_{10} concentrations at the West 43rd monitoring site.

ADEQ also stated that reduced visibility during the event at Goodyear Airport provides further evidence of a causal relationship between the high wind event and the measured exceedance at the West 43rd site. The visibility at Goodyear Airport before and during the event ranged from 20 to 7 statute miles. Other NWS stations in the area did not record any decrease in visibility throughout the entire day: visibility at Glendale Airport remained at 20 miles and Sky Harbor remained at 10 miles. At the Goodyear Airport, the minimum recorded visibility was 7 statute miles. The visibility throughout the day in the Phoenix area was never significantly reduced, and thus this information does not significantly contribute to establishing a clear causal relationship.[26]

5.2.3 Review of 24-hour PM_{10} Data

The 24-hour PM_{10} concentrations measured on April 30 at the West 43rd and surrounding sites are listed in Table 3 and shown in Figure 7. On this day, the West 43rd monitor was the only site in the entire Phoenix area to violate the 24-hour PM_{10} standard.[27] Furthermore, PM_{10} concentrations at the West 43rd site were more than double those recorded at other local sites, which is generally inconsistent with the notion that a regional high wind event caused the exceedance.

[26] See Appendix B for information regarding reduced visibility and dust storms in Arizona.
[27] Similar to the data for March 14, 2008, the only other exceedance recorded in Arizona on this day was the Cowtown monitoring site in Pinal County, which was not flagged as an exceptional event.

ADEQ COMMENTS

EPA asserts in Section 5.2.2 that visibility in the Phoenix area was never significantly reduced and that visibility information from NWS stations in the area does not significantly contribute to establishing a clear causal relationship. This, however, seems contradictory to both the observation data and to EPA's own statements.

- EPA itself has stated that the Goodyear NWS station "serves as the closest location with readily available meteorological data for the area directly to the west of the West 43rd monitoring site"
- A reduction in visibility by more than 50% at the NWS Goodyear station is relevant
- The fact that areas directly upwind of the West 43rd monitor were experiencing reduced visibility as a result of the elevated winds helps add to the weight of evidence and establish a clear causal relationship due to their concurrent timing

See ADEQ's comments to page 11 of the TSD.

Figure 7: April 30, 2008 24-Hour PM_{10}

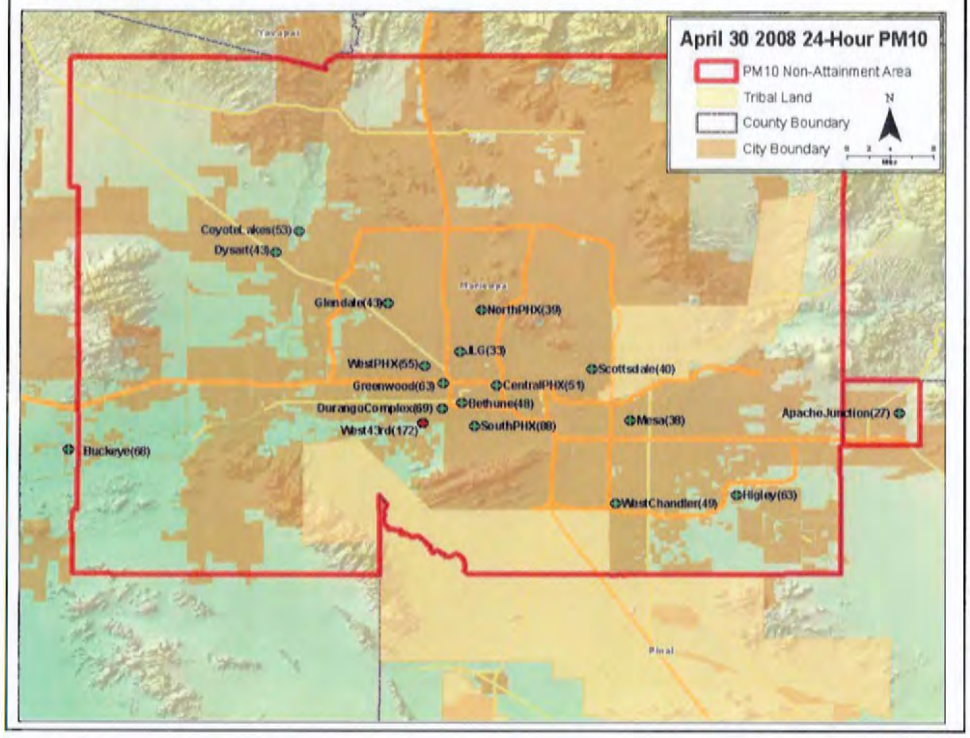


Table 3: April 30, 2008 24-Hour PM_{10}			
Site Name	**PM_{10} (ug/m^3)**	**Site Name**	**PM_{10} (ug/m^3)**
Buckeye*[28]	68	Glendale(FRM) [29]*	43
West 43rd	172	Mesa (FRM)*	38
Durango Complex	69	North PHX (FRM)*	39
South PHX	88	South Scottsdale (FRM)*	40
Greenwood	63	West Chandler (FRM)*	49
West PHX	55	Bethune Elementary (FRM)*	48
Central PHX	51	Dysart (FRM)*	43
JLG Supersite	46	Coyote Lakes	53
Higley	63		

[28] 24-hour PM_{10} data for these sites were not included in the Assessment.
[29] PM_{10} FRM samplers operate on a 1 in 6 day schedule.

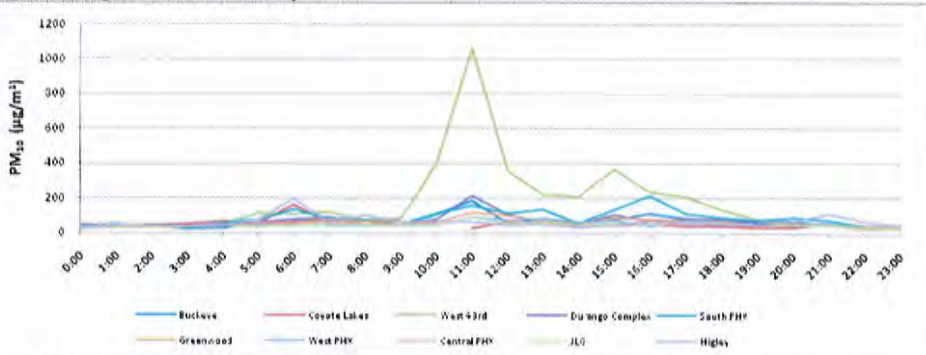
ADEQ COMMENTS

5.2.4 Review of Hourly PM_{10} and Meteorological Data

The hourly PM_{10} data are shown in Figure 8. As early as 1000 hrs, the West 43rd site began to experience an increase in PM_{10} concentration that was not characteristic of the other nine monitors in the Phoenix area. From 0900 to 1000 hrs the hourly PM_{10} values at the West 43rd site increased from 85 $\mu g/m^3$ to 404 $\mu g/m^3$, while PM_{10} values at surrounding sites remained below 120 $\mu g/m^3$. The first sign of any elevated winds occurred at the majority of the stations around 1100 hrs. NWS data for Goodyear Airport showed an increase in wind speed from 16 to 17 mph (accompanied by a 29 mph gust); while an increase in hourly wind speed from 12.7 to the day's maximum value of 16 mph was recorded at the West 43rd site. At 1100 hrs, the PM_{10} concentration at the West 43rd site also rose from 404 $\mu g/m^3$ to the day's maximum value of 1065 $\mu g/m^3$.

While values at other sites in the area increased over the same time period, the values at the West 43rd site ranged from 5 to 10 times higher than other sites in the Phoenix area. For example, the majority of the sites measured maximum PM_{10} concentrations that were coincident with the maximum PM_{10} concentrations at the West 43rd site, but all sites in Maricopa County measured maximum PM_{10} concentrations less than 220 $\mu g/m^3$. Given that the Durango Complex, South Phoenix, Greenwood, and West Phoenix sites are located within approximately five miles of the West 43rd site, one would expect to see greater consistency in the concentrations if a regional high wind event was occurring. The data suggest that the West 43rd site was most likely significantly influenced by local upwind sources and the claimed exceptional event was not regional in nature.

Figure 8: April 30, 2008 Hourly PM_{10}



5.2.5 Review of 5-Min PM_{10} and Wind Speed Data

The 5-min data reinforce the fact that even though elevated wind speeds were measured at other nearby locations, the West 43rd monitor consistently measured much higher PM_{10} concentrations than other locations. Figure 9 shows the 5- min PM_{10} and wind speed data from West 43rd and Durango Complex. These monitors are located only 2 miles apart, yet there seems to be a considerable difference in the relationship between PM_{10} and wind speed on April 30. Both sites experience similar wind speed levels, but during some periods of the day the 5-min PM_{10}

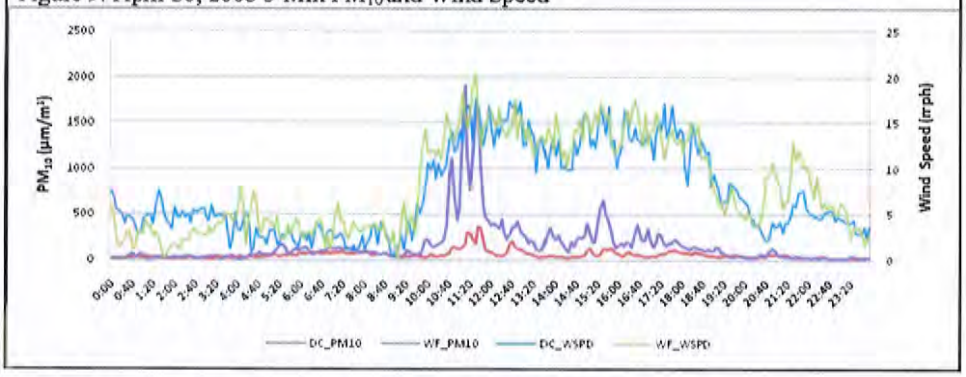
ADEQ COMMENTS

The source of the discrepancy between the magnitude of the concentration increases at the monitors is evident from ADEQ's submissions. Because of its location, the West 43rd monitor is especially susceptible to dust generated by high winds traveling from a west or southwest direction along the Gila and Salt River channel.

EPA's conclusion that the concentrations at the West 43rd Avenue monitor "may have been caused by local upwind sources and were not regional in nature" is therefore unsubstantiated. In any case, this conclusion, even if justified, would not legally support EPA's determination that there was not a clear causal connection between the winds and the concentrations. Local, anthropogenic sources may be considered part of an exceptional high wind event, as long as they are reasonably controlled. As previously discussed, there is ample basis for concluding that the sources in the vicinity of the West 43rd Avenue monitor satisfied this requirement.

concentrations at West 43rd site were more than 9 times those measured at Durango Complex. The two highest 5-min PM_{10} averages measured at the West 43rd site were approximately 1920 and 1624 $\mu g/m^3$, while PM_{10} concentrations at Durango Complex during the same time period were 178 and 373 $\mu g/m^3$, respectively. These data provide further evidence that the claimed regional high wind event only affected PM_{10} concentrations at the West 43rd site and the elevated PM_{10} concentrations measured at this site were most likely significantly influenced by local sources and the claimed exceptional event was not regional in nature.

Figure 9: April 30, 2008 5-Min PM_{10} and Wind Speed



5.2.6 Review of Days with Similar Meteorological Conditions

On twenty days in April 2008, the wind speeds at Goodyear Airport exceeded 15 mph. On six of those days, wind gusts exceeded 25 mph. The following analysis compares the hourly PM_{10} data, wind speed, and wind gusts recorded at Goodyear Airport on April 30 with the same data from a similar day in April.

On April 30, the West 43rd monitor experienced elevated PM_{10} concentrations of 404 $\mu g/m^3$ and 1065 $\mu g/m^3$ at 1000 and 1100 hrs, respectively. Wind speeds at Goodyear Airport during this period were from the WSW (240°-260°) at 17 mph with gusts of 29 mph. On April 29, the Goodyear station measured wind speeds and gusts of equal magnitude; 17 mph winds and 29 mph gusts from the SW (230°) for three consecutive hours. A maximum concentration of 177 $\mu g/m^3$ was observed during this period, but it is considerably lower than the PM_{10} concentrations measured on the day the exceptional event is claimed to have occurred. This example illustrates how elevated wind speeds in upwind areas are related to elevated PM_{10} concentrations on occasion, but the magnitude of PM_{10} concentrations measured at the West 43rd site seem to be dependent on a number of different factors.

ADEQ COMMENTS

EPA inappropriate use of vector average wind speed data (Figure 9)

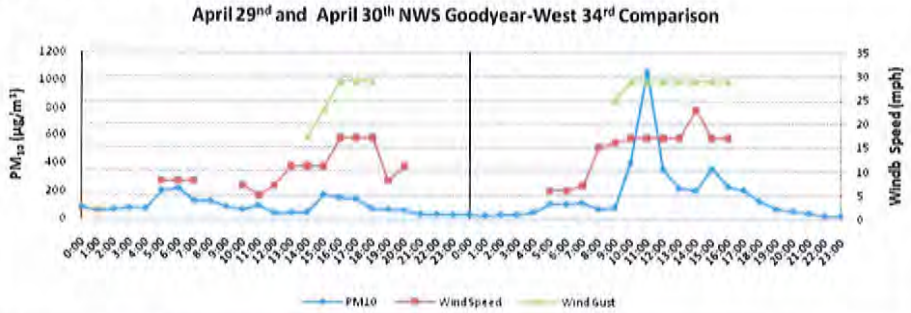
EPA's reliance on a graph with 5-minute vector average wind speed significantly understates the kinetic energy of the wind involved in the dust generating process. ADEQ did not provide or rely on the data presented in Figure 9. It was distributed in the 5% Technical Committee deliberations.

EPA failed to acknowledge the relevant data that was presented

As with the March 14, 2008 event, EPA discounted the data that was included in the submission.

Also see ADEQ's comments to page 14 of the TSD.

Figure 10: Non-Exceedance Day Comparison



5.2.7 Summary of Clear Causal Relationship for April 30, 2008

ADEQ's conclusions that the recorded exceedance was caused by a regional high wind event are not substantiated by relevant monitoring and meteorological data. The data show that the spatial extent of PM_{10} during this day was isolated and not regional in nature. The data also show differences in the measured PM_{10} concentrations at the West 43rd site and the remaining sites in the Phoenix area. In addition, ADEQ provided only limited analysis of possible contribution from human activity, making it difficult to comprehensively evaluate the relationship between the claimed event and the exceedance. Therefore, EPA has determined that the weight of evidence presented in the April 30 Assessment does not demonstrate a clear causal relationship as required by the EER.

5.3 May 21, 2008

5.3.1 Correlation between Wind Speed and PM_{10}

The May 21 Assessment included tabular hourly and maximum wind speed and PM_{10} data for five sites in the Phoenix area: West 43rd, Durango Complex, South Phoenix, and Buckeye.[30] ADEQ also included meteorological data from the NWS Luke Air Force Base station. ADEQ did not provide hourly PM_{10} and meteorological data from the remaining five continuous PM_{10} analyzers in the Phoenix area and did not include wind speed and direction data from numerous other meteorological stations in the Phoenix area. Appendix A contains more information on the PM_{10} and meteorological data used in the May 21assessment.

ADEQ also provided three graphs that show the potential correlation between maximum wind speeds and PM_{10} concentrations. The three graphs display data from the West 43rd, Durango Complex, and South Phoenix monitoring sites. While the hourly PM_{10} concentrations significantly increase with an increase in maximum recorded wind speeds at the West 43rd site,

[30] ADEQ's supporting documentation for this event also contained information pertaining to measured exceedances at monitoring sites in Yuma County (Yuma Courthouse site). The Yuma monitor is more than 150 miles from the West 43rd site. We expect the circumstances that caused the exceedance at the Yuma MCAS site to be different that those affecting the Phoenix area; therefore we are giving this data relatively little weight in our evaluation.

ADEQ COMMENTS

The graphs show that concentrations did increase with an increase in wind speed at each monitor, and in many cases the hourly measurements exceeded the 24-hour NAAQS by a substantial margin. The only difference between the West 43rd Avenue monitor and the others, is that the 24-hour concentrations recorded at the other three did not exceed the NAAQS.

The source of the discrepancy between the magnitude of the concentration increases at the monitors is evident from ADEQ's submissions. Because of its location, the West 43rd monitor is especially susceptible to dust generated by high winds traveling from a west or southwest direction along the Gila and Salt River channels.

EPA's conclusion that the concentrations at the West 43rd Avenue monitor "may have been caused by local upwind sources and were not regional in nature" is therefore unsubstantiated. In any case, this conclusion, even if justified, would not legally support EPA's determination that there was not a clear causal connection between the winds and the concentrations. Local, anthropogenic sources may be considered part of an exceptional high wind event, as long as they are reasonably controlled. As previously discussed, there is ample basis for concluding that the sources in the vicinity of the West 43rd Avenue monitor satisfied this requirement.

there is not a similar correlation between PM_{10} and maximum wind speed at the other monitoring sites in the area. These facts suggest that the elevated PM_{10} concentrations at West 43rd may have been caused by local upwind sources and were not regional in nature.

5.3.2 Visibility

The assessment included photographs from numerous locations throughout the Phoenix area. Photographs taken at 1330 hrs show evidence of reduced visibility and a potential regional event; however, PM_{10} concentrations at the West 43rd site began to increase at 0800 hrs. Photographs were provided for 0930, 1330, 1430, and 1530 hrs. Photographs were not submitted for the hours preceding the elevated PM_{10} concentrations measured at the West 43rd site. Therefore, the photographs do not significantly contribute to establishing a causal relationship between wind speed, potential contributing sources, and PM_{10} concentrations at the West 43rd monitoring site during the morning hours.

ADEQ also stated that reduced visibility during the event throughout portions of Phoenix provides further evidence of a clear causal relationship. The visibility at Goodyear Airport before the event ranged from 20 to 7 statute miles; visibilities of 7 miles were recorded at 1047, 1647, and 1747 hrs. Chandler Airport recorded observations of blowing dust (BLDU) at 1347 hrs, which was followed by a recorded visibility of 7 miles at 1447 hrs. Visibility at other NWS stations in the area remained above 10 miles for the entire day: Glendale Airport ranged from 10 to 20 miles, Sky Harbor remained at 10 miles, and Luke Air Force Base remained at 10 miles. The visibility throughout the day in the Phoenix area was never significantly reduced, and thus this information does not significantly contribute to establishing a clear causal relationship.[31]

5.3.3 Review of 24-Hour PM_{10} Data

The 24-hour PM_{10} concentrations measured on May 21 at the West 43rd and surrounding sites are listed in Table 4 and shown geographically in Figure 11. On this day, the West 43rd monitor was the only site in the entire Phoenix area to violate the 24-hour PM_{10} standard. Furthermore, PM_{10} concentrations at West 43rd were more than double those recorded at other local sites, which is generally inconsistent with the notion that a regional high wind event caused the exceedance.

[31] See Appendix B for information regarding reduced visibility and dust storms in Arizona.

ADEQ COMMENTS

Visibility was decreased at locations in the Phoenix area during the high wind event occurring on May 31, 2008, as is described by EPA in Section 5.2.2. Yet, EPA states that visibility in the Phoenix area was never significantly reduced and that visibility information from NWS stations in the area does not significantly contribute to establishing a clear causal relationship. This, however, seems contradictory both to the observation data and to EPA's own statements.

- EPA itself has stated that the Goodyear NWS station "serves as the closest location with readily available meteorological data for the area directly to the west of the West 43rd monitoring site"
- A reduction in visibility by more than 50% at the NWS Goodyear station during the period of high winds and elevated PM_{10} concentrations seems very relevant
- The fact that areas directly upwind of the West 43rd monitor were experiencing reduced visibility as a result of the elevated winds helps add to the weight of evidence and establish a clear causal relationship due to the winds occurring concurrently with the reduced visibility

See ADEQ's comments to page 11 of the TSD.

Figure 11: May 21, 2008 24-Hour PM_{10}

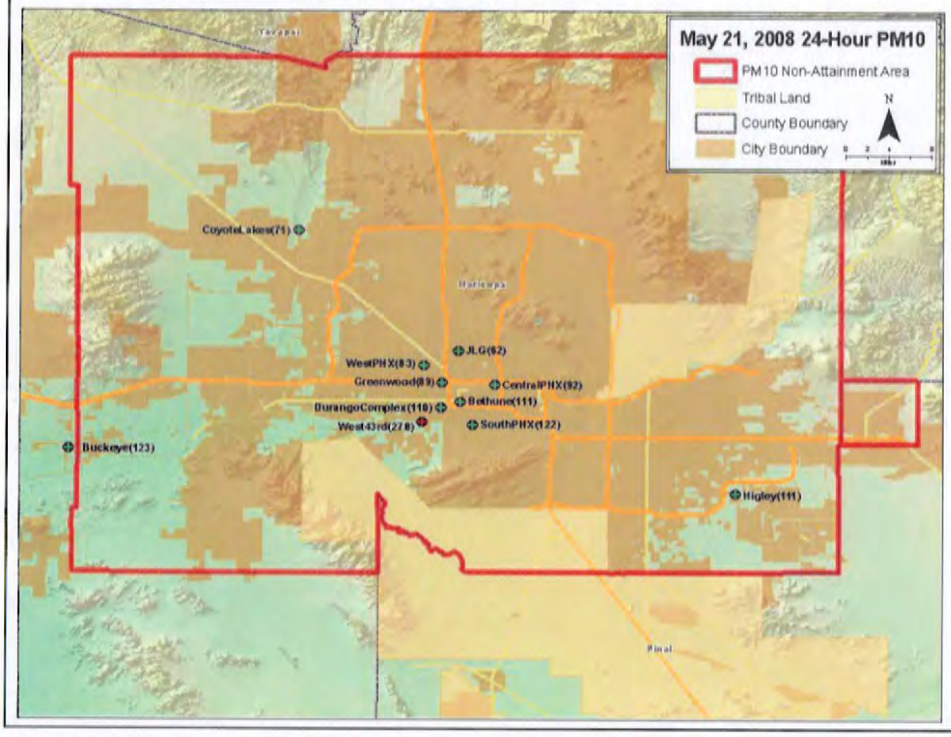


Table 4: May 21, 2008 24-Hour PM_{10}

Site Name	PM_{10} (ug/m3)	Site Name	PM_{10} (ug/m3)
Buckeye*[32]	123	West PHX*	83
West 43rd	278	Central PHX*	92
Durango Complex	110	JLG Supersite*	62
South PHX	122	Higley*	111
Greenwood	89	Coyote Lakes*	71
Bethune (FRM)*	111		

5.3.4 Review of Hourly PM_{10} and Meteorological Data

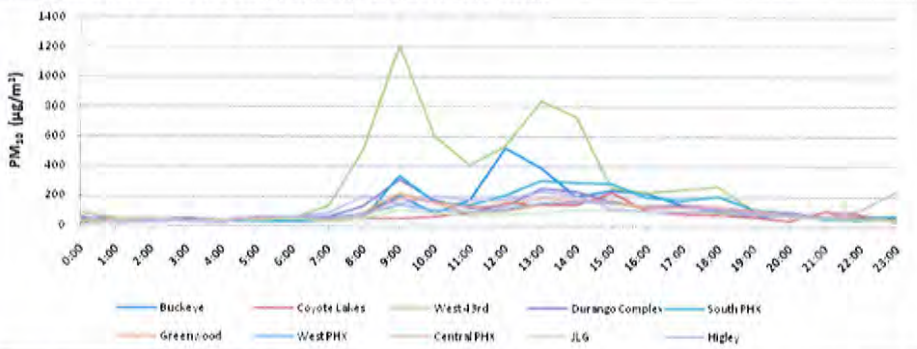
The hourly PM_{10} data for Maricopa County are shown in Figure 12. The peak PM_{10} concentration of 1207 $\mu g/m^3$ at 0900 hrs measured at the West 43rd site coincides with an increase in wind speed from 11 to 22 mph, and a recorded wind gust of 28 mph at the Goodyear

[32] 24-hour PM_{10} data from these sites were not included in the Assessment.

ADEQ COMMENTS

station and an increase in hourly wind speed from 15.3 to 18.1 mph at the West 43rd monitoring site. Similar to previously discussed events, the measured PM_{10} concentrations at West 43rd were more than 3.9 times the PM_{10} values measured at the Durango Complex station just 2 miles to the northeast and 3.6 times the values measured at the South Phoenix station 4 miles to the east. The inconsistencies in PM_{10} concentrations suggest that the West 43rd site most likely was influenced by local upwind sources and the claimed exceptional event was not regional in nature.

Figure 12: May 21, 2008 Maricopa County Hourly PM_{10}



5.2.5 Review of 5-Min PM_{10} and Wind Speed Data

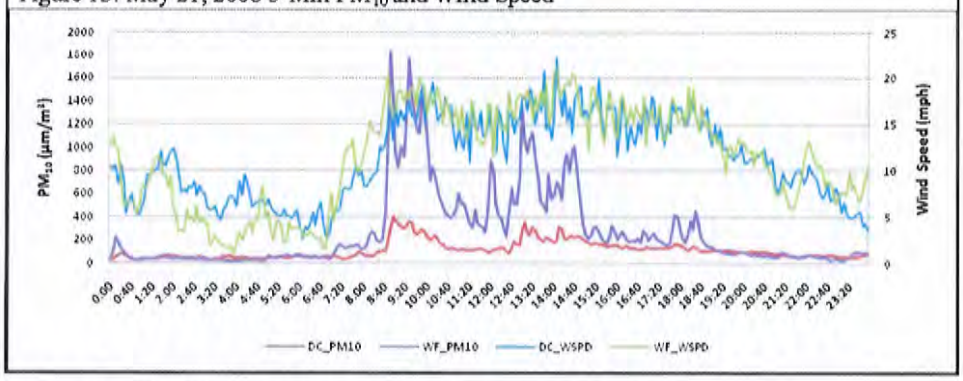
The 5-min data reinforce the fact that even though elevated wind speeds were measured at other nearby locations, the West 43rd monitor consistently measured much higher PM_{10} concentrations than other locations. Figure 13 shows the 5- min PM_{10} and wind speed data from the West 43rd and Durango Complex sites. These monitors are located only 2 miles apart, yet there seems to be a considerable difference in the relationship between PM_{10} and wind speed on May 21. Both sites experience similar wind speed levels, but during some periods of the day the 5-min PM_{10} concentrations at West 43rd site ranged from 3-6 times higher than those measured at Durango Complex. The two highest 5-min PM_{10} averages measured at the West 43rd site were approximately 1837 and 1769 $\mu g/m^3$, while PM_{10} concentrations at Durango Complex during the same time period were 290 and 362 $\mu g/m^3$, respectively. These data provide further evidence that the claimed regional high wind event only affected PM_{10} concentrations at West 43rd and the elevated PM_{10} concentrations measured at this site were most likely significantly influenced by local sources and the claimed exceptional event was not regional in nature.

ADEQ COMMENTS

The source of the discrepancy between the magnitude of the concentration increases at the monitors is evident from ADEQ's submissions. Because of its location, the West 43rd monitor is especially susceptible to dust generated by high winds traveling from a west or southwest direction along the Gila and Salt River channel.

EPA's conclusion that the concentrations at the West 43rd Avenue monitor "may have been caused by local upwind sources and were not regional in nature" is therefore unsubstantiated. In any case, this conclusion, even if justified, would not legally support EPA's determination that there was not a clear causal connection between the winds and the concentrations. Local, anthropogenic sources may be considered part of an exceptional high wind event, as long as they are reasonably controlled. As previously discussed, there is ample basis for concluding that the sources in the vicinity of the West 43rd Avenue monitor satisfied this requirement.

Figure 13: May 21, 2008 5-Min PM_{10} and Wind Speed

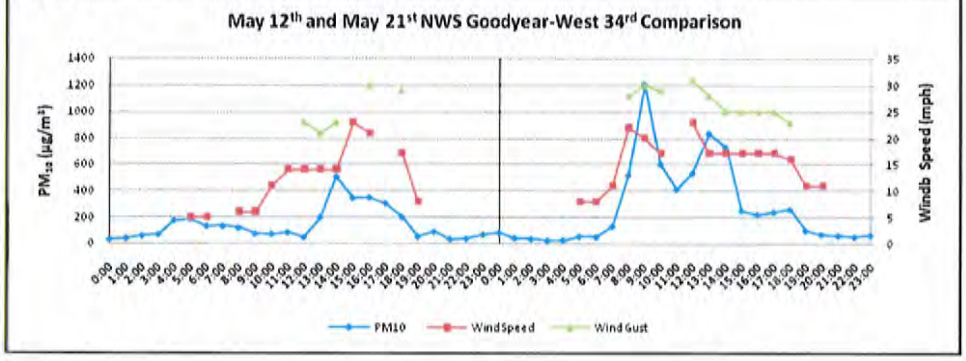


5.3.6 EPA Review of Days with Similar Meteorological Conditions

On fourteen days in May 2008, the wind speed at Goodyear Airport exceeded 15 mph. On three of those days, wind gusts exceeded 25 mph. The following analysis compares the hourly PM_{10} data, wind speed, and wind gusts on May 21 with the same data from a similar day in May.

On May 21, the West 43rd monitor experienced elevated PM_{10} concentrations of 518 µg/m^3 and 1207 µg/m^3 at 0800 and 0900 hrs, respectively. Wind speeds at Goodyear Airport during this period were from the WSW (240°) at 22 and 21 mph with gusts of 28 and 30 mph. Similarly, on May 12, the Goodyear station measured wind speeds and gusts of equal magnitude; 21 mph wind speeds and 30 mph gusts from the SW (230°). These elevated wind speeds, however, only correspond to moderate hourly PM_{10} values at the West 43rd site. Hourly PM_{10} concentrations on May 12 were considerably lower than the PM_{10} concentrations measured on the day the exceptional event is claimed to have occurred; maximum PM_{10} values on May 12 only reached 500 µg/m^3. This example illustrates how elevated wind speeds in upwind areas are related to elevated PM_{10} concentrations on occasion, but the magnitude of PM_{10} concentrations measured at the West 43rd site seem to be dependent on a number of different factors.

Figure 14: Non-Exceedance Day Comparison



ADEQ COMMENTS

As stated earlier, the use of vector average winds is inappropriate for this analysis, and fails to acknowledge the peak gusts which occurred during the event.

On May 21, 2008, the Goodyear NWS monitor experienced wind gusts of 25 mph or greater for nine total hours, six of which occurred consecutively. Contrastingly, on May 12, 2008, winds gusted to 25 mph or greater for only two, non-consecutive hours. Therefore, it is apparent that a comparison of the two days as being equivalent meteorologically is inappropriate, as both the average winds and wind gusts of May 21st were substantially greater in both duration and overall impact than those occurring on May 12th.

Also see ADEQ's comments to page 14 of the TSD.

5.3.7 Summary of Clear Causal Relationship for May 21, 2008

ADEQ's conclusions that the recorded exceedance was caused by a regional high wind event are not substantiated by relevant monitoring and meteorological data. The data show that the spatial extent of PM_{10} during this day was isolated and not regional in nature. The data also show differences in the measured PM_{10} concentrations at the West 43rd site and the remaining sites in the Phoenix area. In addition, as explained above, ADEQ provided only limited analysis of possible contribution from human activity (sections 4.2 and 4.3 above), making it difficult to comprehensively evaluate the relationship between the claimed event and the exceedance. Therefore, EPA has determined that the weight of evidence presented in the May 21 Assessment does not demonstrate a clear causal relationship as required by the EER.

5.4 June 4, 2008 Event

The June 4 assessment contained information pertaining to measured exceedances at monitoring sites in both the Phoenix area (Buckeye, Coyote Lakes, and West 43rd site) and Yuma County (Yuma MCAS site). These two locations are over 150 miles apart and the data concerning the Yuma area has limited value in determining whether or not exceptional events occurred in the Phoenix area. It is also important to note that EPA is not evaluating the exceedances measured at the Buckeye and Coyote Lakes monitoring sites in this document. As discussed in the next section, it is clear that the PM_{10} concentrations at these sites are not correlated to those measured at the West 43rd site for the majority of the day on June 4 and were most likely influenced by a different set of sources and meteorological conditions (Figure 16).

5.4.1 Correlation between Wind Speed and PM_{10}

The assessment included tabular wind speed and PM_{10} data for five sites in the Phoenix area: West 43rd, Durango Complex, Central Phoenix, Coyote Lakes, and Buckeye. ADEQ also included meteorological data from the NWS Luke Air Force Base station. ADEQ did not provide tabular hourly PM_{10} data from the remaining five continuous PM_{10} analyzers in the Phoenix area and did not include wind speed and direction data from numerous other meteorological stations in the Phoenix area. Appendix A contains more information on the meteorological data used in the June 4 supporting documentation.

ADEQ also provided seven graphs that show the potential correlation between maximum wind speeds and PM_{10} concentrations. The graphs show that, at the West 43rd site, the hourly PM_{10} concentrations increase with an increase in maximum recorded wind speeds at the West 43rd site; however, there does not seem to be a similar correlation between PM_{10} and maximum wind speed for the other monitoring sites in the area until later in the evening. These data suggest that the elevated PM_{10} concentrations in the morning and early afternoon hours at the West 43rd site were most likely caused by local upwind sources and are not regional in nature.

5.4.2 High Winds

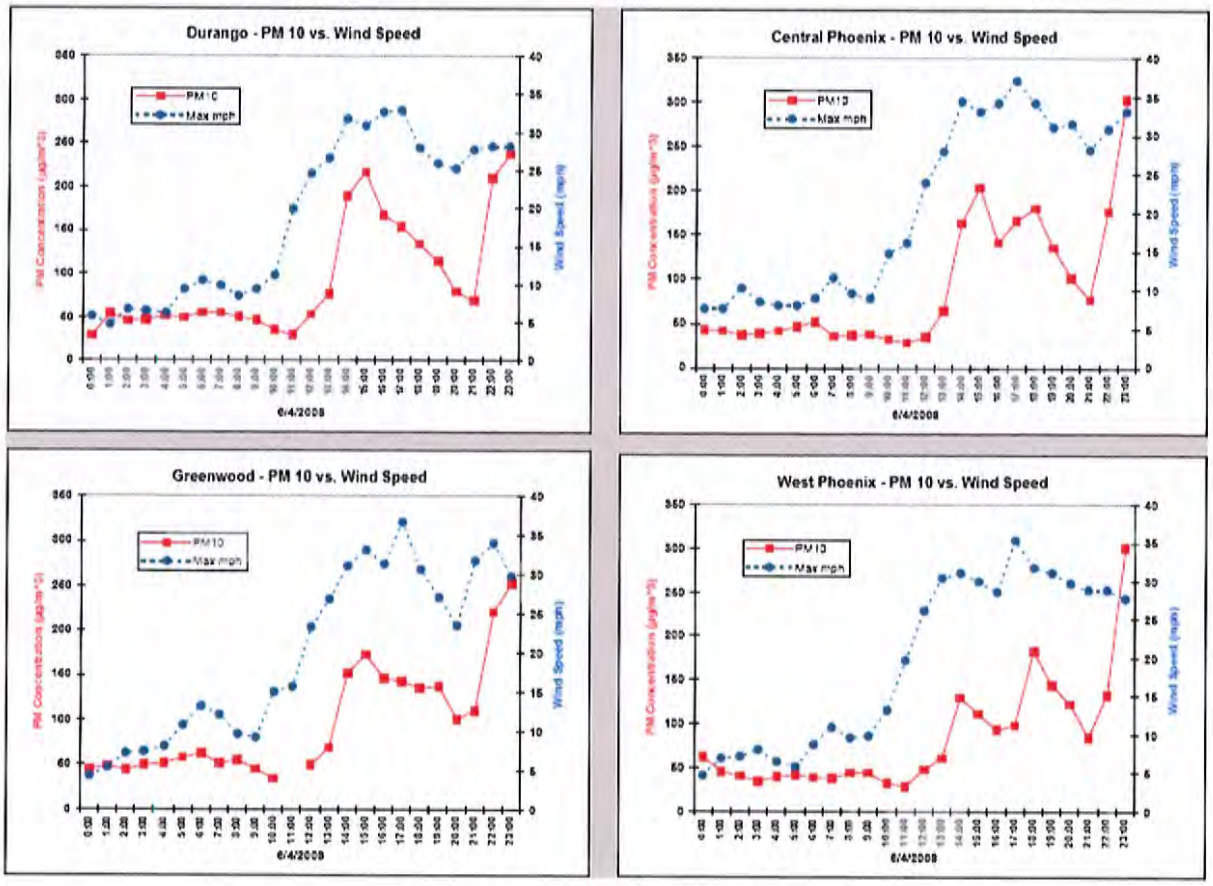
While Section 4.3 contains a general discussion of ADEQ's high wind analysis, ADEQ's DSR provided a more detailed discussion of the meteorological conditions that were associated with

ADEQ COMMENTS

EPA's response in Section 5.4.1 sites a number of monitors whose data were not included in the assessment submitted by ADEQ.

- On page 33 of this review document EPA seems to agree that ADEQ shows, in comparison to normal historical fluctuations, concentrations measured on each flagged day at West 43rd are "in the high percentiles", which indicates that "a lesser amount of documentation or evidence may be required." Yet, additional information and analysis were included in the June 4, 2008, supplemental submittal which showed unusually high winds occurred throughout, not just the Phoenix Metro area, but the entire State of Arizona and much of the entire Southwestern United States.

In EPA's analysis of the graphs in section 5.4.1, EPA fails to acknowledge the graphs establish a clear causal relationship between the onset of strong and gusty winds and the onset of elevated PM_{10} values at West 43rd, as both are showed to have occurred concurrently. Similar patterns are evident in the graphs of other monitor locations included with the event submittal and depicted below.



the claimed exceptional event occurring on June 4. Unlike the previously discussed events, the DSR contained copies of NWS advisories concerning the meteorological conditions in the Phoenix area. These reports provide additional evidence of the nature of the wind speeds associated with the claimed exceptional event. Specifically, NWS issued a wind advisory at 0356 hrs on June 4 that was set to be in effect from 1500 to 2100 hrs. The advisory states that "wind speeds of 25 to 30 mph with gusts up to 40 mph can be expected" and warned that "strong winds over desert areas could result in briefly lowered visibilities to well under a mile at times in blowing dust or blowing sand…especially near empty farm fields and construction areas."

While these advisories continued to be in effect during the afternoon hours of June 4, the average hourly wind speeds observed at the West 43rd monitoring site never exceeded 17.1 mph for the entire day, while wind gusts reached a maximum of 36 mph at 1600 hrs. ADEQ's DSR states that during the afternoon hours the Phoenix area experienced "unusually high gusts of 35-40 mph which would likely overwhelm BACM in place for PM in the Phoenix" area, but as discussed in section 4.2.2, ADEQ has not determined at which wind speeds this may be occurring. As discussed below, the West 43rd monitoring site began measuring elevated PM_{10} concentrations at 1200 hrs, well before the NWS advisories were put into effect.

5.4.3 Visibility

The assessment included photographs from numerous locations throughout the Phoenix area. Photographs taken at 1830 hrs show evidence of reduced visibility and a potential regional event,[33] but it is important to note that PM_{10} concentrations at the West 43rd monitoring site began to increase at 1200 hrs. No photographs were submitted for this time period or for hours preceding the elevated PM_{10} concentrations. Therefore, the photographs do not significantly contribute to establishing a causal relationship between observed wind speeds, potential contributing sources, and PM_{10} concentrations at the West 43rd monitoring site during the late morning, early afternoon hours.

ADEQ also stated that reduced visibility during the event at Goodyear Airport provides further evidence of a clear causal relationship. The visibility at Goodyear Airport during the morning and early afternoon hours ranged from 20 to 10 statute miles. While the reduced visibility observed at numerous NWS after 1800 hrs suggests a regional event may have occurred, it is important to note that PM_{10} concentrations at the West 43rd site began to increase at 1200 hrs: a time when visibility was between 10 to 20 miles.

5.4.4 Review of 24-Hour PM_{10} Data

The 24-hour PM_{10} concentrations measured on June 4 at the West 43rd and surrounding sites are shown in Figure 15. On this day, the West 43rd monitor measured PM_{10} concentrations that were more than double those measured at other monitoring sites in the area, except for the Buckeye and Coyote Lakes sites, which recorded similar concentrations.

[33] See Appendix B regarding visibility and dust storms in Arizona.

ADEQ COMMENTS

EPA focuses on the timing of the maximum wind gusts in section 5.4.2, claiming that the highest winds did not occur until after the West 43rd monitoring site began measuring elevated PM_{10} concentrations. These gusts measured to 36 mph at the 4:00p.m. reading. EPA appears to disregard a number of other valid considerations as follows:

1. The 4 highest PM_{10} concentrations measured on June 4th by the West 43rd monitor occurred concurrent with winds gusting to over 30 mph
2. The concurrent timing of winds and PM_{10} concentrations indicates clear causal relationship between the elevated wind speeds and the most elevated PM_{10} concentrations
3. Elevated hourly concentrations that were recorded during and after that maximum gust were undoubtedly a result of a high wind regional dust event, as is evident by the Buckeye and Coyote Lakes beginning to spike around the same time

In that same section, EPA cites the ADEQ submittal and notes that ADEQ has not determined at which wind speeds BACM may be overwhelmed. As is discussed in the Unusual Winds White Paper, there does not exist substantial literature aimed at determining at what wind speeds BACM are overwhelmed, and EPA has not provided a standard for determining what weight of evidence is necessary to meet the burden of proof for showing that BACM is overwhelmed. ADEQ, however, provided data and information to demonstrate that BACM was overwhelmed.

1. ADEQ listed all dust control measures that are required to be in place in the 5 Percent Plan for PM_{10} (MAG, 2007).
2. ADEQ listed the inspection and complaints reported for the 72 hours preceding and following the June 4th high wind event.
3. ADEQ included all pertinent wind information to show that strong and gusty winds were occurring at or upwind of the affected monitors.

As only two minor violations were found by inspectors in the two mile radius around West 43rd, it is fair to assume, given reviews of all available data, that control measures were in place, and if dust from local sources under these controls contributed significantly to the PM_{10} event at West 43rd, it was due to those controls being overwhelmed by the strong, gusty winds, that were reported in the area. Additionally, in response to EPA's assertion that the West 43rd monitoring site began measuring elevated PM_{10} concentrations well before the NWS advisories were put into effect, ADEQ would like to note that this does not mean that winds were not increasing before the advisory was put effect. In fact, ADEQ provided data that shows increasing winds well before the NWS advisory was in effect, and these elevated winds were coincident with elevated PM_{10} concentrations recorded at the West 43rd site.

In order to show the severity of the dust that impacted the area, only the worst visibility images were included with the June 4th event analysis; however, ADEQ does have images showing significantly reduced visibility and blowing dust starting earlier than 1830 hrs. EPA must understand that visibility does not go from clear to completely obscured instantaneously, and thus, the images showing how much visibility decreased between 1400 hrs and 1830 hrs should indicate that visibility decreased significantly over that time period. That is also the period when concentrations were at their highest at the West 43rd monitor. ADEQ would be pleased to provide these images to EPA for their consideration.

Figure 15: June 4, 2008 24-Hour PM_{10}

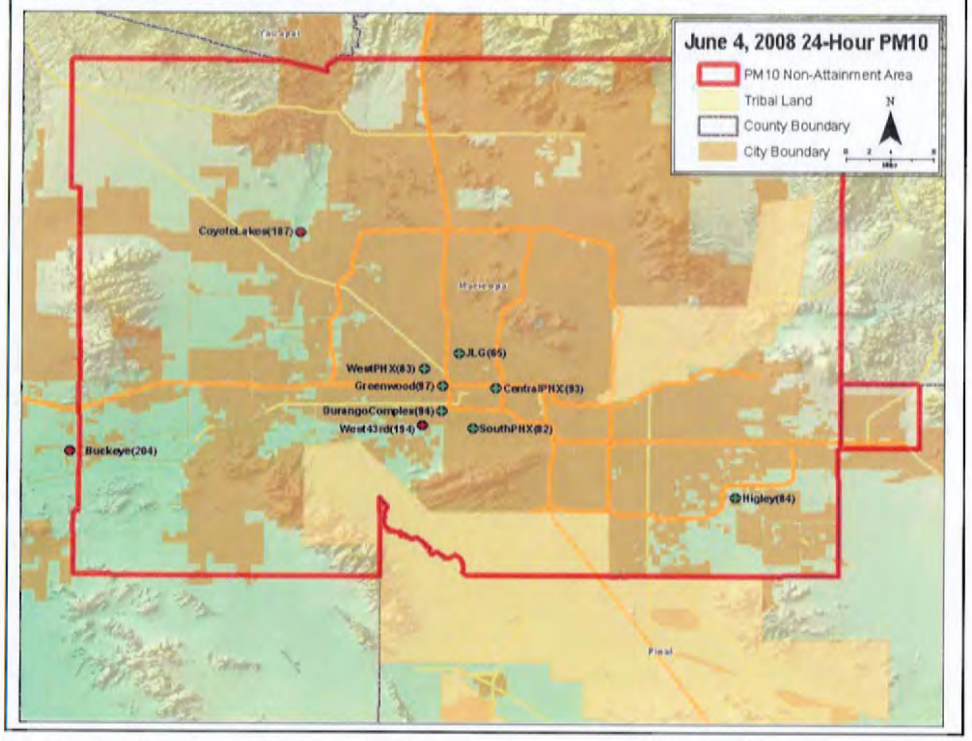


Table 5: June 4, 2008 24-Hour PM_{10}			
Site Name	**PM_{10} (ug/m3)**	**Site Name**	**PM_{10} (ug/m3)**
Buckeye	204	Greenwood*	97
West 43rd	194	West PHX*	83
Coyote Lakes	187	Central PHX*	93
Durango Complex*[34]	94	JLG Supersite*	65
South PHX*	82	*Higley*	84

5.4.5 Review of Hourly PM_{10} and Meteorological Data

The patterns observed through the morning hours and mid-day on June 4 are similar to the claimed exceptional event days discussed in previous sections and the data from this time period does not indicate an influence from a regional high wind event. Also, similar to the previously

[34] 24-hour PM_{10} data for this station was not included in the Assessment.

ADEQ COMMENTS

Back on page 27 of the TSD, EPA refers to a national weather service advisory that was issued at 3:56am out of the Phoenix NWS station. The header and key points in that advisory:

WWUS75 KPSR 041056
NPWPSR
URGENT – WEATHER MESSAGE
NATIONAL WEATHER SERVICE PHOENIX AZ
365 AM MST WED JUN 4 2008
…
{Included advisories for most of Arizona and California.}

"WIND ADVISORY IN EFFECT FROM 3 PM THIS AFTERNOON TO 9 PM MST THIS EVENTING FOR SOUTHWEST AND SOUTH-CENTRAL ARIZONA INCLUDING THE PHOENIX METRO AREA…"

At 5:56 a.m., a RED FLAG WARNING was issued.

"DUE TO VERY STRONG WINDS…LOW HUMIDITY…AND HIGH FIRE DANGER…THE NATIONAL WEATHER SERICE IN PHOENIX HAS ISSUED A RED FLAG WARNING…WHICH IS IN EFFECT FROM 1 PM MST /1 PM PDT/ THIS AFTERNOON TO 10 PM MST / 10 PM PDT/ THIS EVENING."

And at 2:35 p.m., the URGENT – WEATHER MESSAGE

"…WIND ADVISORY REMAINS IN EFFECT UNTIL 9 PM MST /9 PM PDT THIS EVENING."

EPA stated on page 27:

"…the wind gusts reached a maximum of 36 mph at 1600 hrs."

"…the West 43rd monitoring site began measuring elevated PM10 concentrations at 1200 hrs, well before the NWS advisories were put into effect"

There are four points that should be noted:

1. The forecast of a wind advisory 11 hours before an event contains uncertainties, especially with respect to time of onset, and should not be used in place of measurements.
2. The Red Flag warning issued two hours later moved up the time of onset to 1:00 p.m., and the message at 2:35 p.m. implies the advisory was already in effect.
3. The PM_{10} at West 43rd did not start elevating until closer to 1:30 p.m. with the onset of gusty winds (see EPA TSD Figure 17).
4. Winds at West 43rd began gusting above 24 mph between Noon and 1:00 p.m.

discussed events, the West 43rd site measured elevated PM_{10} concentrations earlier and of a higher magnitude than other monitoring sites located nearby. For example, on the early afternoon of June 4, the West 43rd monitor began measuring PM_{10} concentrations ranging from 165 $\mu g/m^3$ to 645 $\mu g/m^3$ between 1200 and 1400 hrs, while all other monitors in the Phoenix area remained below 200 $\mu g/m^3$ for the same time period. The inconsistencies in these concentrations suggest that the West 43rd site was most likely significantly influenced by local upwind sources and the claimed exceptional event was not regional in nature. ADEQ acknowledged that the concurrent timing of elevated wind speeds "may indicate that PM sources in close proximity to the monitor contributed significantly to the dust event" and "it is likely that the loose particulates deposited in the dry river bed to the west and south-west of the monitor were transported the short distance to the West 43rd monitor by the high winds."[35]

It appears that a regional weather event began on the evening of June 4 and lasted into the morning of June 5. Figure 16 shows that the Buckeye site begins to measure significantly elevated PM_{10} concentrations at 1600 hrs, followed by an increase in PM_{10} at the Coyote Lakes site a few hours later. The West 43rd site lagged behind Buckeye and Coyote Lakes and did not show elevated PM_{10} from the regional event until 2200 hrs on June 4. While the West 43rd, Buckeye, and Coyote Lakes sites all exceeded on June 4, the cause of the exceedances seems to be different. The exceedances at Buckeye and Coyote Lakes were most likely due to a regional event that began in the evening and did not reach West 43rd until 2200 hrs, while the exceedance at West 43rd was most likely caused by a different set of circumstances (Figure 16). Also, beginning around 2200 hrs and extending into the early morning hours of June 5, PM_{10} concentrations at all sites in the Phoenix area were elevated and uniformly consistent, illustrating a potential regional event. In the DSR, ADEQ acknowledged that "a more homogeneous dust plume affected the area just after midnight on the following day."

While there was some contribution to the 24-hour PM_{10} concentration that can be attributed to this evening event, the West 43rd monitor began measuring high PM_{10} concentrations well before the arrival of the "dust plume" described in the June 4 DSR. Furthermore, the arrival of the dust plume began at around 2100 hrs and only contributed to approximately 11.3 percent of the total PM_{10} mass concentration for June 4. With such a small total contribution, if all PM_{10} concentrations measured after 2100 hrs were completely removed from the data set, the PM_{10} 24-hour average for June 4 would still be above the PM_{10} 24-hour NAAQS. The majority of the PM_{10} mass was measured well before the arrival of the evening event described above and the high PM_{10} concentrations measured in the late morning and early afternoon hours have been determined to be independent from the regional event that took place on the evening of June 4.

[35] June 4 DSR at p. 24.

ADEQ COMMENTS

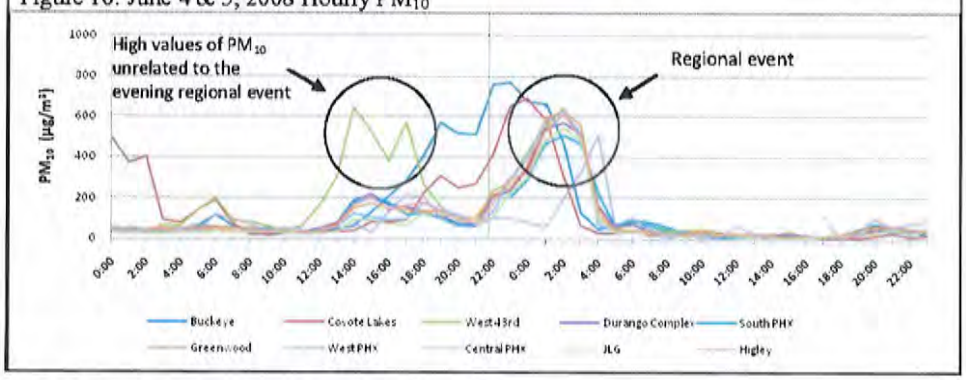
As high winds have been shown to drive PM_{10} events, EPA is incorrect in Section 5.4.5 when they state that "it appears that a regional weather event began on the evening of June 4 and lasted into the morning of June 5." ADEQ provides ample evidence that a regional weather event in the form of elevated strong and gusty winds began in the late morning / early afternoon hours of June 4th.

1. Winds at the West 43rd monitor gusted to 24 mph as early as the noon hour, and reached a maximum of 36 mph during the 3:00p.m. hour.
2. Additional documentation included by ADEQ shows that similarly timed and similar strength winds were occurring throughout much of the Phoenix area (as well as areas of California, Nevada and northern Arizona), with the strongest Phoenix area winds on the western periphery of the Valley.

Thus, while PM_{10} levels may not have been significantly elevated in some areas until later in the evening, winds began to become elevated to levels above typical historical fluctuations much earlier in the day.

Additionally, EPA asserts that only approximately 11.3 percent of the total PM_{10} mass concentration for June 4th can be attributed to the exceptional event. This, however, is based upon discounting the effect that strong and gusty winds had on the West 43rd monitor readings before the period when other monitors in the Valley were impacted by a larger, more homogeneous, dust plume. A different conclusion may be reached if one considers that all PM_{10} concentrations measured at West 43rd during the period of elevated winds, and definitely all concentrations measured there after 1400 (when winds were near their peak and Buckeye began to experience elevated PM_{10} as well) are removed from the 24-hour average PM_{10} calculation.

Figure 16: June 4 & 5, 2008 Hourly PM_{10}



5.4.6 Review of 5-Min PM_{10} and Wind Speed Data

The 5-min data also show that even though elevated wind speeds were measured at other nearby locations, the West 43rd monitor consistently measured much higher PM_{10} concentrations than other locations. Figure 18 shows the 5- min PM_{10} and wind speed data from West 43rd and Durango Complex:. these monitors are located only 2 miles apart, yet there seems to be a considerable difference in the relationship between PM_{10} and wind speed on June 4 during the late morning and early afternoon hours. Both sites experience similar wind speed levels, but during some periods of the day the 5-min PM_{10} concentrations at West 43rd site ranged from four to nine times higher than those measured at Durango Complex. The two highest 5-min PM_{10} averages measured at the West 43rd site were approximately 1475 and 975 $\mu g/m^3$, while PM_{10} concentrations at Durango Complex during the same time period were 153 and 264 $\mu g/m^3$, respectively.

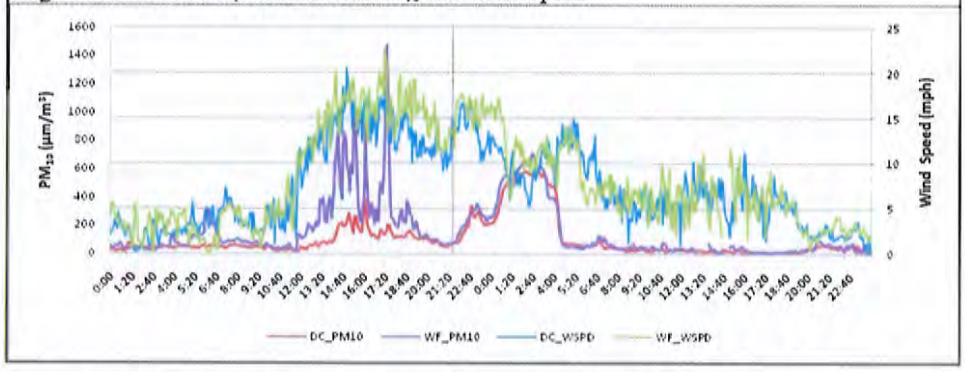
These data provide further evidence that the claimed regional high wind event only affected PM_{10} concentrations at West 43rd and the elevated PM_{10} concentrations measured at this site in the morning and early afternoon hours were most likely significantly influenced by local sources and the claimed exceptional event was not regional in nature.

ADEQ COMMENTS

The "regional event" noted in the early morning hours of June 5th did not cause an exceedance of the NAAQs at any location. The "regional wind" event the previous day on June 4th did cause exceedances at several locations. The source of the discrepancy between the magnitude of the concentration increases at the monitors is evident from ADEQ's submissions. Because of its location, the West 43rd monitor is especially susceptible to dust generated by high winds traveling from a west or southwest direction along the Gila and Salt River channels.

EPA's conclusion that the concentrations at the West 43rd Avenue monitor "may have been caused by local upwind sources and were not regional in nature" is therefore unsubstantiated. In any case, this conclusion, even if justified, would not legally support EPA's determination that there was not a clear causal connection between the winds and the concentrations. Local, anthropogenic sources may be considered part of an exceptional high wind event, as long as they are reasonably controlled. As previously discussed, there is ample basis for concluding that the sources in the vicinity of the West 43rd Avenue monitor satisfied this requirement.

Figure 17: June 4 & 5, 2008 5-Min PM_{10} and Wind Speed

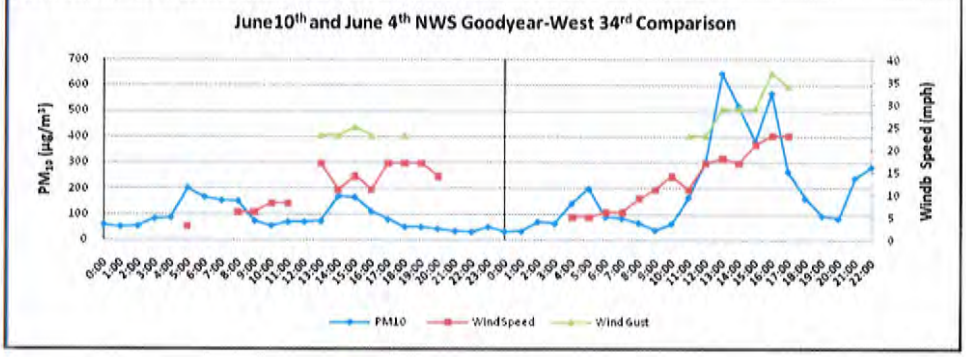


5.4.7 Review of Days with Similar Meteorological Conditions

On twelve days in June 2008, the wind speed at Goodyear Airport exceeded 15 mph. On two of those days, wind gusts exceeded 25 mph. The following analysis compares the hourly PM_{10} data, wind speed, and wind gusts on June 4 with the same data from a similar day in May.

On June 4, the West 43rd monitor experienced elevated PM_{10} concentrations of 307 $\mu g/m^3$ and 644.9 $\mu g/m^3$ at 1300 and 1400 hrs, respectively. Wind speeds at Goodyear Airport during this period were from the WSW (242°) at 17 and 18 mph with gusts of 23 and 29 mph. Similarly, on June 10, the Goodyear station measured wind speeds and gusts of similar magnitude; 17 mph wind speeds and 23 mph gusts from the WSW (240°). These elevated wind speeds, however, only correspond to a slight increase in hourly PM_{10} values at the West 43rd site. This example illustrates how elevated wind speeds in upwind areas are related to elevated PM_{10} concentrations on occasion, but the magnitude of PM_{10} concentrations measured at the West 43rd site seem to be dependent on a number of different factors.

Figure 18: Non-Exceedance Day Comparison



ADEQ COMMENTS

EPA inappropriate use of vector average wind speed data (Figure 3)

EPA's reliance on a graph with 5-minute vector average wind speed significantly understates the kinetic energy of the wind involved in the dust generating process. ADEQ did not provide or rely on the data presented in Figure 17.

It is apparent in Figure 18 provided by EPA that the winds occurring on June 10th were substantially weaker and shorter in duration than those occurring on June 4th. Wind gusts on June 4th were measured at or greater than 25 mph for five consecutive hours at the Goodyear NWS station on June 4th and were as high as 37 mph, while winds at the same location on June 10th appear to have gusted to near 25 mph for only one hour. EPA's statement that these two days experienced winds of similar magnitude is inaccurate and misleading. No conclusion as far as the magnitudes of PM_{10} in relation to wind gusts can be accurately drawn from a comparison of these two dates, as the winds experienced on June 4th were substantially greater than those experienced on June 10th.

5.4.8 Summary of Clear Causal Relationship for June 4, 2008

The data show that the spatial extent of PM_{10} during the early portion of the day was isolated and not regional in nature. In addition, ADEQ did not adequately address the possible contributing sources in the area directly upwind of the West 43rd monitor, which makes a causal relationship difficult to evaluate. ADEQ has also failed to adequately explain the differences in the measured PM_{10} concentrations at the West 43rd site and the remaining sites in the Phoenix area experiencing similar wind conditions.

ADEQ asserted that while elevated wind speeds occurred throughout the Phoenix area, "the blowing dust that was generated from these high winds occurred at sporadic locations;" the "high concentrations of blowing dust only occurred where dust sources were located;" and "these dust sources are typically located in depositional areas where fine and coarse particles are deposited during times of precipitation." ADEQ further concluded that "cause of the exceedances for the Maricopa County monitors was alluvial dust generated by high winds in the river channels, coupled with the generally elevated dust from the region-wide dust storm." Even more explicitly, ADEQ explained that the exceedance at West 43rd "was due to generally elevated PM_{10} from the dust storm coupled with contributions from dust generated in the alluvial plain of the Salt and Gila Rivers due to high, gusty winds." While ADEQ has concluded that the exceedance at West 43rd was caused by emissions originating in the Salt and Gila River channels, there little technical justification supporting this conclusion and there is no discussion explaining how emissions from these sources are not reasonably controllable or preventable.

While there appears to be some component of the PM_{10} that could be attributed to a regional dust storm event, the time series (Figures 16 and 17) indicate that the regional event did not influence the measured PM_{10} at the West 43rd site until very late on June 4 and the principal cause of the exceedance were emissions from local sources. Therefore, the weight of evidence does not demonstrate a clear causal relationship as required by the EER.

6.0 Concentration in Excess of Normal Historical Fluctuations

Pursuant to 40 CFR 50.14(c)(3)(iii)(C), the demonstration must show that "the event is associated with a measured concentration in excess of normal historical fluctuations." ADEQ provided tables for each event that ranked the PM_{10} exceedances using data from the past five years (2003-2008). A comparison was made to five years of data from the "spring season" and the complete five year data set. Table 6 summarizes these data.

Table 6: ADEQ Historical Distribution

Exceedance Date	PM_{10} Concentration	Seasonal Percentile	Yearly Percentile
3.14.08	251 $\mu g/m^3$	< 99.5	< 99.5
4.30.08	172 $\mu g/m^3$	< 97.5	< 99.7
5.21.08	279 $\mu g/m^3$	< 99.5	< 99.5
6.4.08	194 $\mu g/m^3$	< 97.5	< 99.0

ADEQ COMMENTS

EPA's asserts incorrectly in Section 5.4.8 that ADEQ's West 43rd event submittal is lacking in evidence to show that the Salt and Gila River channels are a primary source of PM_{10} emissions.

1. ADEQ included a map showing the location of the West 43rd monitor and its proximity to the Salt River Channel.

2. ADEQ included a detailed map showing the threshold friction velocities in and around the Phoenix Metro Area.

3. ADEQ has shown that adequate dust control measures are in place for many potential sources positioned upwind from the West 43rd monitor.

4. ADEQ has shown that any impacts those potential upwind sources might have on PM_{10} concentrations during the high winds are most likely the result of BACM being overwhelmed.

There is no specific threshold test for this requirement, but concentrations in the high percentiles can provide supporting evidence and informs EPA's weight of evidence analysis of the exceptional events in question. As stated in the EER preamble, "For extremely high concentrations relative to historical values, a lesser amount of documentation or evidence may be required." [36] While the relative comparison to the historical fluctuations informs the amount of evidence required, for an event to be considered an exceptional event, all criteria listed under section 3.0 must be met.

7.0 No Exceedances But For the Event

Pursuant to 40 CFR §50.14(c)(3)(iii)(D), the demonstration must show that "there would have been no exceedance or violation but for the event." The weight of evidence in a demonstration does not require a precise estimate of the air quality impact from the event,[37] though such information could be useful.

Assessments for all events include an "event contribution analysis" to support the notion that there would have been no exceedance but for the event. This analysis consists of a table that calculates the 24-hour PM_{10} concentration excluding the hours of the day that the event was assumed to have occurred. There is no explanation of how to interpret this analysis, and it is unclear how these hours are chosen for exclusion. Also, from the documentation alone, it is unclear how this calculation is performed. After conversations with staff members of ADEQ, it was determined that the hours that have been chosen for exclusion are replaced by the average PM_{10} concentration calculated with remaining hours of the day. This is equivalent to assuming there is no normal increase during those hours. If there is a typical rise during that period, then the average used may not be representative of typical conditions. Considering the weight of evidence, the assessments for all four events do not provide sufficient evidence to establish that there would not have been an exceedance but for the event.

8.0 Procedural Requirements

The EER at 40 CFR §50.14(c)(2)(iii) requires that data claimed to be due to an exceptional event must be flagged in the AQS database, and that an initial description of the event be provided to EPA by July 1 of the year following the event.

Pursuant to 40 CFR §50.14(c)(3)(i) the State must submit a demonstration to EPA within three years of the event. EPA received the final demonstrations for the 2008 events in question on November 17, 2009, which satisfies the three year submission requirement.

40 CFR §50.14(c)(3)(i) also requires notice and opportunity for public comment. ADEQ's documentation was available on the ADEQ web-site and the ADEQ Library in Phoenix beginning on October 15, 2009. No comments were received from the public during the comment period.[38] Information included in the draft supplemental report, received by EPA on March 17, 2010, has not yet gone through the public comment process.

[36] EER Preamble, 72 FR 13569.
[37] Id. at 13570.
[38] Letter from Nancy Wrona, ADEQ, to Deborah Jordan, USEPA Region 9 received on November 17, 2009.

ADEQ COMMENTS

From section 7.0 of EPA's TSD, referring to the Event Contribution Analysis (aka the 'But For' analysis), EPA incorrectly states that "there is no explanation of how to interpret this analysis."

This statement is simply not true as the June 4th DSR explains very clearly what the table is showing. For example, page 23 of the June 4th DSR states:

> 'The Event Contribution Analysis above highlights hours that exhibited elevated levels of PM_{10} due to unusually high winds at the Buckeye monitor on June 4, 2008. Data highlighted in pink are those hours that are being flagged for exclusion due to the influence of high winds. The calculation of the 24-hr average for PM_{10} is given both including the flagged event hours as well as omitting those hours from the average and replacing those values with the average of the rest of the day's PM_{10} values that were not influenced by the high wind event. The number highlighted in red shows the 24-hr PM_{10} concentration that would be above the NAAQS when including the concentrations measured during the high wind event, while the number highlighted in green shows a 24-hr average PM_{10} concentration that is below the NAAQS when replacing the elevated values due to the high winds with the average PM_{10} of the hours not occurring during the wind event.'

9.0 Conclusion

ADEQ stated that the measured exceedances at the West 43rd monitoring site, during these days, were a result of the transport of dust from soils by high winds that were associated with approaching low pressure systems. For all of the events, there appears to be elevated wind speeds in various locations throughout the Phoenix area, but as discussed in section 4.3, ADEQ's approach to defining "unusual" winds relies on complete yearly data, rather than the season during which the events occurred. In addition, ADEQ's approach would find that "unusual" winds occur on approximately 100 days a year. Also, there is little discussion or explanation concerning the meteorological conditions that were occurring on the days in question and how those conditions affected the elevated PM_{10} concentrations at the West 43rd monitoring site. The majority of the data concerning these relationships are presented in tables and a small number of graphs with no explanation of the interpretation of the information that has been presented.

Moreover, the Assessments did not adequately address the sources that may have been contributing to the event. Without this information, it is difficult to determine whether the elevated PM_{10} concentrations resulted from controllable anthropogenic sources or natural desert sources. Since there are numerous anthropogenic sources located in upwind areas, this information is critical to assessing whether an exceedance is the result of an exceptional event or uncontrolled anthropogenic sources. With little discussion of the meteorological conditions on the event days combined with a very limited discussion on possible sources, the Assessments did not adequately establish a clear source-receptor relationship or make a convincing demonstration that the events in question should be considered natural events under the EER.

Furthermore, the information in the Assessments did not support the broad conclusion that the elevated PM_{10} concentrations were caused by transport of dust from soils by high winds. Again, without acknowledging the sources that may be contributing to the event, it is difficult to determine where the dust originated from and how it was transported to West 43rd. Also, the monitoring data is inconsistent with the notion of transport. If transport was occurring on these days, one would expect to see similar concentrations at nearby monitoring locations. One of the most interesting aspects of these events is that on March 14 and April 30 the West 43rd monitor is the only monitor to violate the 24-hour standard, not only in the Phoenix area, but the entire state of Arizona except for the Cowtown monitor in Pinal County, which consistently measures the highest levels of PM_{10} within Region 9 due to its proximity to a large cattle feedlot. Also, the differences between the hourly PM_{10} concentrations at West 43rd and other sites that are located just a few miles away are striking. Although it is very clear that there is something unique about the measured exceedances at the West 43rd site, the assessments did not explain these differences in PM_{10} concentrations and how they are inconsistent with a regional high wind event.

The June 4 DSR included a more detailed discussion of the meteorological conditions during the event and provided some discussion on the sources that may be influencing the elevated PM_{10} concentrations at the West 43rd monitoring site. The additional documentation asserted that the exceedance measured at the West 43rd monitoring site can be attributed to emissions from the dry Gila and Salt River channels that were coupled with contributions from a regional dust storm. As previously discussed, the documentation Assessments did not provide sufficient technical

ADEQ COMMENTS

ADEQ asserts that windblown dust typically occurs only when hourly average winds are at least 10 mph and gusts are at least 20 mph. That isn't to say that any wind of 10mph or gust of 20 mph is "exceptional" or would creaste blowing dust. The 10 and 20 mph values are given as estimates for when winds may be considered "unusual", and this is backed up by the fact that the NWS typically does not report wind gusts unless they are greater than 15mph. As EPA has not provided a threshold value for wind speed that they would consider "unusual", ADEQ used available data to come up with an estimate for the wind speed at which 5% or less of all values would fall.

As previously discussed, the assertion that ADEQ's approach would result in claims that 100 days per year are unusual is misleading and does not look at wind gusts, which have been shown in both our data and in previous literature to be more influential than hourly average winds in creating windblown dust.

justification of this conclusion and did not explain how emissions from these sources were not reasonably controllable or preventable. Furthermore, the data show that the contribution from the regional dust storm during the late night hours of June 4 was not significant and the exceedance was most likely driven by the elevated PM_{10} concentrations measured in the late morning and early afternoon hours.

The June 4 DSR provided some new information regarding the significant differences in the hourly PM_{10} values seen at the Durango Complex and South Phoenix monitoring sites. The documentation stated that "it is also entirely possible that the urbanized core of the Phoenix metro area acted to reduce the amount of blowing dust compared to the western periphery due to increased surface roughness." While this might be relevant, it does not account for the nearly identical PM_{10} concentrations measured throughout the entire Phoenix area in the evening hours of June 4 and the morning hours of June 5. The June 4 DSR did not provide sufficient technical analysis to support a clear source receptor relationship or provide new evidence to support the notion that the June 4 event should be considered a natural event under the EER. Considering the weight of available evidence, EPA does not concur that the March 14, April 30, May 21 and June 4, 2008 exceedances at the West 43rd monitoring site should be treated as exceptional events.

ADEQ COMMENTS

The rule does not require identification of specific anthropogenic sources that contributed to particulate matter concentrations. It states that even if wind-blown dust originated from anthropogenic sources, it will be treated as part of a natural event as long as those sources are "reasonably well-controlled."

ADEQ's request demonstrated that this requirement was met in two ways.

First, it referred to the comprehensive control strategy that has been developed and implemented for the Phoenix Serious PM_{10} nonattainment area (MAG, 2000; MAG, 2007). Because of the intractability of the PM_{10} nonattainment problem in Maricopa County, anthropogenic sources of PM_{10} in this area probably have received more scrutiny from the State, the public and EPA than any other sources in the country. The control strategy and compliance program developed for the area were developed in response to the most stringent planning requirements of the Clean Air Act, including the Best Available Control Measures (BACM) requirement and the most stringent measures requirement. The control strategy had to include a comprehensive inventory of sources, so any suggestion that there are unknown, uncontrolled sources (see Review § 4.3 at 7) is unwarranted.

Second, the demonstration included a comprehensive review of all available compliance data for the 72-hour periods leading up to and including the events. Except for two minor violations identified by Maricopa County inspectors on June 4, 2008, no unusual dust-producing activities were identified. Thus, there is no basis for concluding that anthropogenic emissions varied significantly before, during or after the event.

Appendix A

Table 1: Meteorological Data Used in ADEQ's Assessments[39]						
Available Met Data	**Distance to West 43rd**	**Direction**	**3.14.08**	**4.30.08**	**5.21.08**	**6.4.08**
WEST PHOENIX	5	N	x		x	
MESA	16	E		x		
NORTH PHOENIX	12	NNE				
GLENDALE	12	N				
PINNACLE PEAK	27	NE				
CENTRAL PHOENIX	7	ENE	x	x		x
SOUTH SCOTTSDALE	14	ENE		x		
GREENWOOD	4	NNE				
SOUTH PHOENIX	4	E		x	x	
COYOTE LAKES*	21	NNW	x			x
WEST CHANDLER	17	ESE		x		
TEMPE	12	E				
HIGLEY	25	ESE		x		
WEST 43RD	n/a	n/a	x	x	x	x
DYSART	20	NNE				
BUCKEYE	28	W			x	x
DURANGO COMPLEX	2	NE	x	x	x	x
JLG SUPERSITE	7	NNE				
WEST INDIAN ROAD	6	N				
FALCON FIELD	24	E				
CAVE CREEK	29	NNE				
BLUE POINT	32	ENE				
FOUNTAIN HILLS	28	ENE				
GOODYEAR	13	W	x	x		
LUKE AFB	16	NW				x
GLENDALE	13	NW	x			
SKY HARBOR	9	ENE	x		x	
DEER VALLEY	20	N			x	
SCOTTSDALE	20	NE				
FALCON FIELD	24	E				
CHANDLER	21	ESE				
WILLIAMS GATEWAY	29	ESE				

[39] The highlighted areas in Table 1 correspond to either the closest meteorological station or stations upwind of the West 43rd monitoring site.

ADEQ COMMENTS

Appendix A is irrelevant. ADEQ presented the wind data that were relevant to the discussion and event being discussed.

Table 2: PM_{10} Data Used in ADEQ's Assessments[40]				
Site Name	**Distance to West 43rd**	**Direction**	**24 Hour PM_{10} Data**	**Hourly PM_{10} Data**
		3.14.08		
WEST PHOENIX	5	N	x	x
CENTRAL PHOENIX	7	ENE	x	x
GREENWOOD	4	NNE	x	x
SOUTH PHOENIX	4	E	x	
COYOTE LAKES	21	NNW	x	x
HIGLEY	25	ESE	x	
WEST 43RD	n/a	n/a	x	x
BUCKEYE	28	W		
DURANGO COMPLEX	2	NE	x	x
JLG SUPERSITE	7	NNE	x	
		4.30.08		
WEST PHOENIX	5	N	x	
MESA	16	E		n/a
NORTH PHOENIX	12	NNE		n/a
GLENDALE	12	N		n/a
CENTRAL PHOENIX	7	ENE	x	x
SOUTH SCOTTSDALE	14	ENE		n/a
GREENWOOD	4	NNE	x	x
SOUTH PHOENIX	4	E	x	x
COYOTE LAKES	21	NNW	x	
WEST CHANDLER	17	ESE		n/a
HIGLEY	25	ESE	x	x
WEST 43RD	n/a	n/a	x	x
DYSART	20	NNE		n/a
BUCKEYE	28	W		
BETHUNE	4	NE		n/a
DURANGO COMPLEX	2	NE	x	x
JLG SUPERSITE	7	NNE	x	
		5.21.08		
WEST PHOENIX	5	N		x
CENTRAL PHOENIX	7	ENE		
GREENWOOD	4	NNE	x	
SOUTH PHOENIX	4	E	x	x
COYOTE LAKES	21	NNW		
HIGLEY	25	ESE		
WEST 43RD	n/a	n/a	x	x
BUCKEYE	28	W		x
BETHUNE	4	NE		n/a
DURANGO COMPLEX	2	NE	x	x
JLG SUPERSITE	7	NNE		

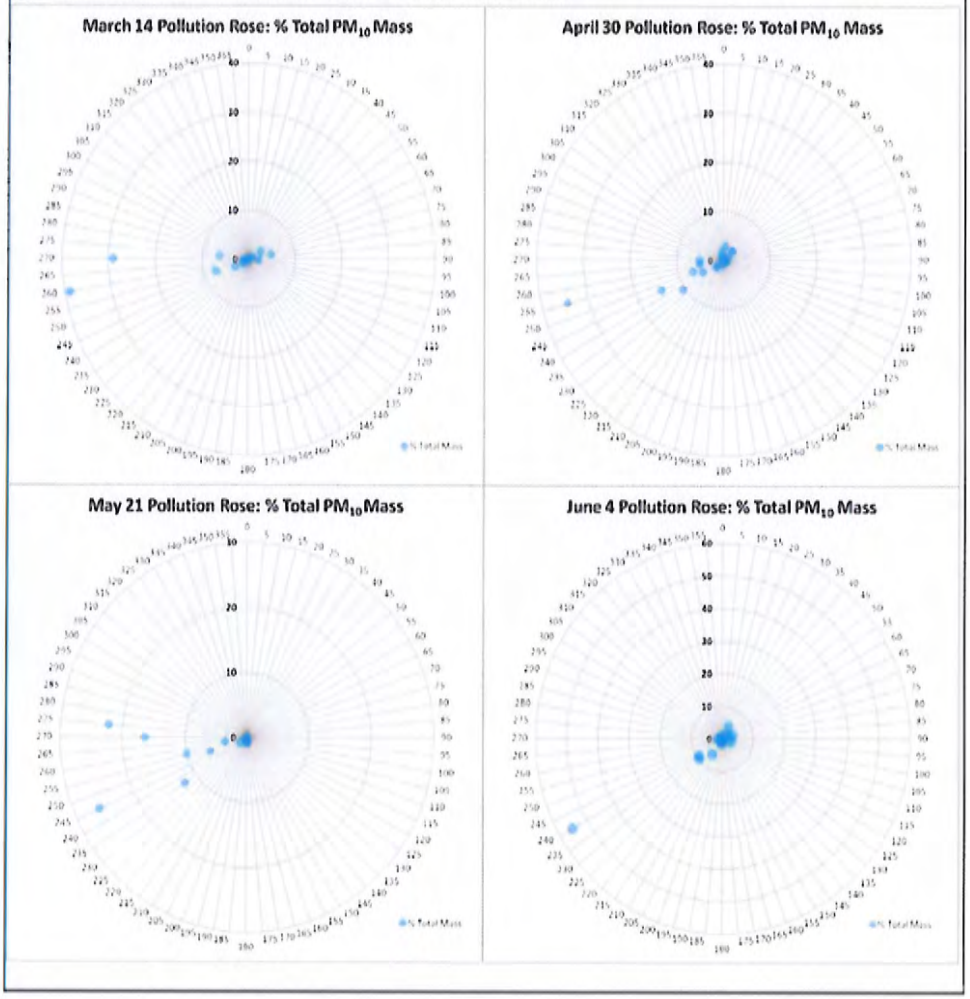
[40] The highlighted areas in Table 1 correspond to either the closest meteorological station or stations upwind of the West 43rd monitoring site.

ADEQ COMMENTS

6.4.08				
WEST PHOENIX	5	N		x
CENTRAL PHOENIX	7	ENE		x
GREENWOOD	4	NNE		x
SOUTH PHOENIX	4	E		
COYOTE LAKES	21	NNW	x	x
HIGLEY	25	ESE		
WEST 43RD	n/a	n/a	x	x
BUCKEYE	28	W	x	x
BETHUNE	4	NE		
DURANGO COMPLEX	2	NE		x
JLG SUPERSITE	7	NNE		

ADEQ COMMENTS

Figure 1: West 43rd Pollution Roses % Total PM_{10} Mass



ADEQ COMMENTS

Appendix B

EPA acknowledges that massive dust storms do occur in the Southwestern United States and that these events could quality as exceptional events if all requirements of the EER were satisfied. The following information could be used as evidence in an exceptional events demonstration if the conditions of the event were consistent with those observed during a dust storm.

The relationship between weather types, wind speed, and dust storm generation has been researched and examined for many years. Generally, there are generally four different weather types that are capable of producing dust storms. These conditions were examined in further detail by Brazel and Nickling in two separate research papers during the 1980's. Both studies conclude that the frequency of dust storms can be directly linked to specific weather conditions which are accompanied by elevated wind speeds, but also note that dust events are "strongly affected by antecedent conditions (i.e. surface moisture, vegetation cover, surface crusting, and anthropogenic disturbances)". For the years 1965 -1980, 80% of all intense dust storms[41] in the Phoenix area were related to thunderstorm activity in the region. The mean wind speed for dust storms during this time period in the Phoenix area were 12.4 m/s or 27.7 mph, while the mean peak gusts were 17.8 m/s or 39.8 mph (Nickling W.G., Brazel A.J., 1984). Some of these intense dust storms that occur in the Phoenix area could potentially be classified as "haboobs": events that are caused by powerful downdrafts from thunderstorms and have the potential to create solid walls of advancing dust (Idso, 1972).

There are a number of different definitions of "dust storms" based on different levels of reduced visibility. The National Weather Service issues a dust storm advisory when visibility drops below 1 mile and a dust storm warning when visibility is less than ¼ mile. NWS further states that "typically, Blowing Dust Advisories are issued for widespread winds that may produce localized areas of blowing dust" and "dust storms can occur with widespread winds, or may be associated with thunderstorm outflow." Table 2 lists all days in 2008 that had reports of blowing dust or dust storms at Phoenix NWS stations.

Similarly, Nickling and Brazel (1984) also use a reduced visibility of 1 mile as a cut-off point for dust storm classification. This criterion was chosen to be the most representative of the conditions that can be attributed to dust storms in Arizona. Earlier research suggests that reduced visibility less than 7 miles constitutes dust storm classification (Orgill, Sehmel, 1976). Table 1 shows the visibility recorded at Goodyear Airport during the event days in question compared to the various dust storm definitions discussed above.

In 2008, the Phoenix area experienced numerous occurrences of thunderstorm activity and elevated winds. A detailed account of these events is displayed in table 3 and is available in the NWS report "Storm Data and Unusual Weather Phenomena". Four of the events are described as dust storms.[42] For example, an event occurring on September 11 was described as "a

[41] Intense dust storms (IDS) correspond with visibility ≤ 1 mile, while moderate-to-weak dust storms (MWDS) correspond to visibility >1 mile but ≤ 7 miles.

[42] The events described by the NWS as dust storms occurred on May 15, July 1, July 10, and September 9. The meteorological events that occurred on the days of concern for the present analysis (March 14, April 30, May 21, and June 4) were not characterized as such.

ADEQ COMMENTS

EPA's Appendix B seems to imply that only a major dust "storms" can be excluded. This is not true. Any wind capable of generating dust, and overwhelming BACM controls can be a source of an exceptional event.

2000 TCD Page 2 Paragraph 3 discuses the experience of the ADEQ contractor performing work on Arizona soils.

"Prior research has shown that high wind speeds especially when coupled with drought conditions and low soil moisture have caused dust storms in the southwest United States. A portable wind tunnel was used by ADEQ contractors in 1989 to estimate wind erosion at various wind speeds over different soils in Arizona; Nickling, W.G. and Gillies, J.A. 1989, Emission of Fine Grained Particulates from Desert Soils. Their investigations found disturbed desert soils became suspended at about 7.0 meters per second (15.7 mph). Subsequent hour-by-hour measurements of PM_{10} and wind by ADEQ at various locations have substantiated this finding. This information was given to the natural exceptional events researchers for incorporation in the qualification criteria."

Also, see Table 3 U_{t10m} in the original Nickling, W.G. and Gillies, J.A. 1989.

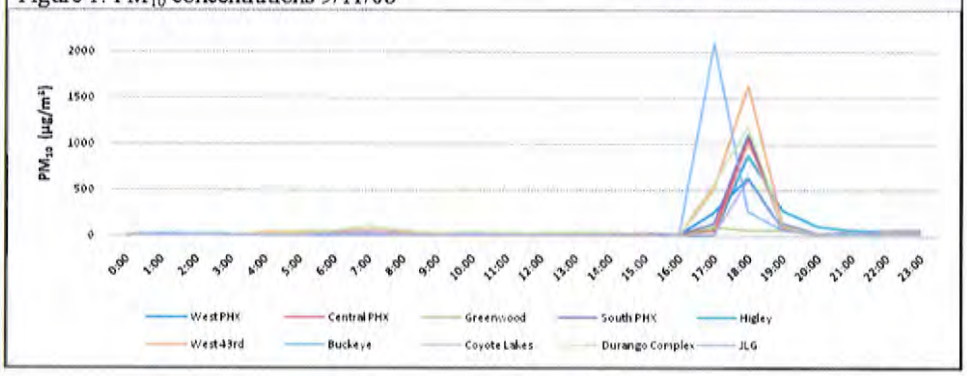
spectacular dust storm moved across west-central and central Maricopa County, including the Greater Phoenix area. Dust moved southwest to northeast, with winds typically 30-50 mph accompanying the blowing dust. A 3-mile stretch of power poles was blown down along old U.S. highway 80 south of Buckeye and north of Gila Bend (615 PM)".

Table 1: Dust Storm Comparison

Event Date	**3.14.08**	**4.30.08**	**5.21.08**	**6.4.08**
Event Visibility (miles)[43]	**10**	**7**	**7**	**20**
0.25[44]	N	N	N	N
1[45]	N	N	N	N
7[46]	N	N	N	N

Figure 1 further illustrates how PM_{10} concentrations can be affected during these events. The September 9 dust storm originated in the southwest and moved through Phoenix, heading northeast. Wind speeds throughout the Phoenix area reached 30 mph, with 40 mph wind gusts reported at the NWS Luke Air Force Base station. Wind direction during the event was predominately from the west/southwest. The visibility during the event dropped below ¼ mile at one station and remained below 5 miles for other stations in the area. Figure 1 shows the west to east movement of the dust storm and its effect on the PM_{10} monitoring stations in the Phoenix area. PM_{10} concentrations spike first at the Buckeye monitor at 1700 hrs and the rest of the central Phoenix area experiences elevated PM_{10} concentrations at 1800 hrs.

Figure 1: PM_{10} concentrations 9/11/08



[43] Visibility during periods of elevated wind speed and elevated PM_{10} at West 43rd
[44] NWS Warning
[45] NWS Advisory & Nickling and Brazel
[46] Orgill and Sehmel

ADEQ COMMENTS

Table 2: National Weather Service Significant Weather Types 2008

Date	Goodyear	Luke AFB	Glendale	Sky Harbor	Chandler	Williams Gateway	Falcon Field	Scottsdale	Deer Valley
3.14.08									
4.16.08	BLDU								
4.30.08									
5.15.08	BLDU	SQ			BLDU				
5.21.08					BLDU				
6.4.08	BLDU	BLDU DU							
6.5.08		HZ		BLDU HZ	BLDU	HZ		HZ	HZ
7.1.08		BLDU			BLDU				HZ SQ
7.3.08		BLDU							
7.4.08			BLDU					HZ	
7.10.08				BLDU					
7.13.08				BLDU					
7.26.08						BLDU			
8.7.08		BLDU		BLDU	BLDU				
8.14.08	BLDU	BLDU		BLDU	BLDU	BLDU			
8.25.08	BLDU	BLDU SQ	BLDU	BLDU					
8.30.08		BLDU			BLDU				
9.8.08					BLDU				
9.11.08	DS	BLDU HZ	BLDU	BLDU HZ SQ	BLDU	DS HZ	BLDU	HZ SQ	HZ
9.26.08						BLDU			
9.27.08				BLDU					
11.9.08	BLDU	HZ		BLDU	BLDU		BLDU		HZ
12.13.08	BLDU								

Notes: BLDU - Blowing Dust DS - Dust Storm DU - Dust HZ - Haze SQ – Squall[47]

Table 3: NWS Storm Data and Unusual Weather Phenomena Reports 2008

Date	Location[48]	Event	Time	Description
3.14.08	**NONE**			
4.16.08	**NONE**			
4.30.08	**NONE**			
5.15.08	AZZ028-Central Deserts	**Dust Storm**	1515-1640	Strong and gusty winds uprooted trees in Eastern Chandler. **Dense blowing dust** with low visibility was reported at Gateway airport
	Maricopa County	Thunderstorm Wind	1535-1610	Portions of eastern Maricopa county and Pinal county received gusty winds from a line of thunderstorms that moved rapidly toward the south.
5.21.08	NONE			

[47] NWS definition: sudden onset of a strong wind with increase of at least 16 knots and sustained at 22 knots or more for at least one minute

[48] See Figure 2 for NWS Forecast Areas

ADEQ COMMENTS

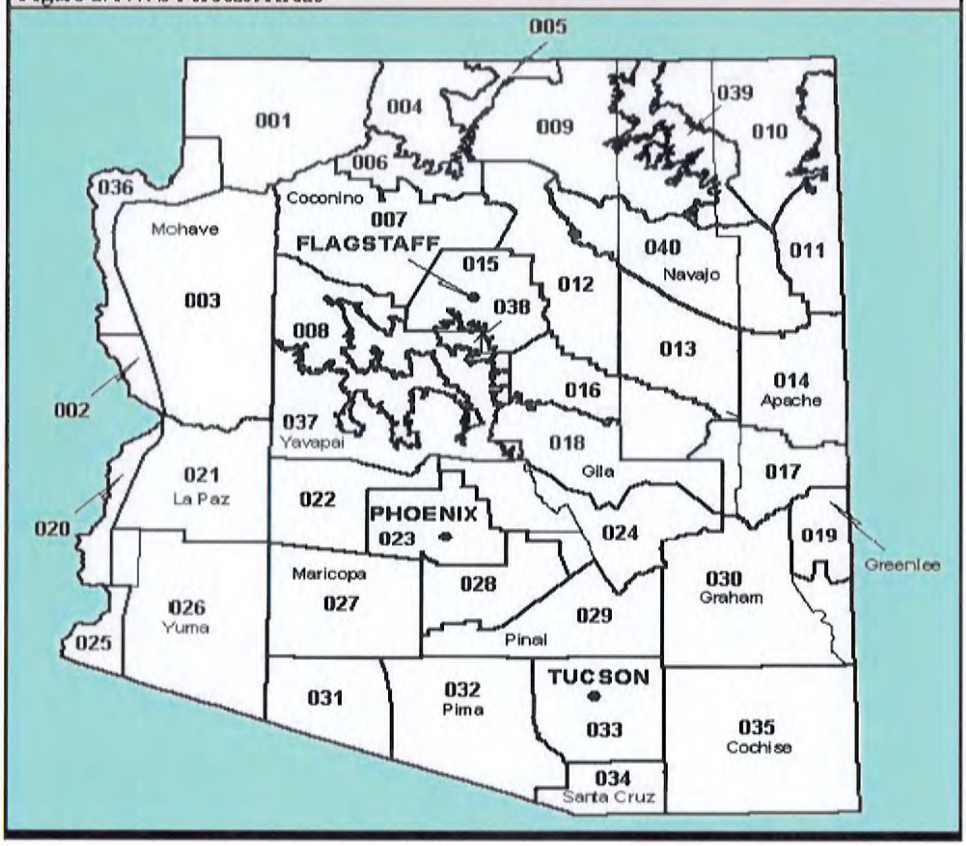
6.4.08	**NONE**			
6.5.08	NONE			
7.1.08	AZZ028-Central Deserts	**Dust Storm**	1740-1800	Low visibility due to blowing dust resulted from strong winds from nearby thunderstorms. Winds were generally in the 30 to 40 mph range with reports of **blowing dust** in the Phoenix East Valley Late in the afternoon and early afternoon.
7.3.08	Maricopa County	Funnel Cloud	2140	Pilot reported sighting a brief funnel cloud. Thunderstorms were triggered by an old outflow boundary. The associated peak wind gusts were 28 knots at Sky Harbor and 39 knots at Scottsdale airport
	Pinal County	Thunderstorm Wind	1630-1631	Several trees were uprooted at Saddlebrook
7.4.08	Maricopa County	Thunderstorm Wind	1900-2000	Scottsdale airport recorded peak winds of 53 mph during thunderstorms. Winds at Sky Harbor airport reached as high as 39 mph and some tents at the fireworks display were blown down
7.10.08	AZZ026 - Southwestern Deserts	**Dust Storm**	1540-1700	Strong winds from nearby thunderstorms resulted in **dense blowing dust**.
	Maricopa County	Thunderstorm Wind	1830-2045	Winds caused power outages and property damage due to microburst winds as high as 65 mph. Winds blew down a tree near 78th Street and McDonald which damaged a covered parking structure.
	Maricopa County	Thunderstorm Wind	1915-1925	Winds speed measured at 68 mph at Bush Highway and Usery Pass Road. According to radar, these storms were moving west at about 35 mph.
	Pinal County	Thunderstorm Wind	1927-1940	Spotters in two locations in Apache Junction had gusts to 67 and 89 mph
7.13.08	Maricopa County	Thunderstorm Wind	1600-1630	Winds from a microburst blew down about 25 trees and damaged light poles at Mesa Community College. A security officer was slightly injured when the strong winds blew him from his golf cart.
7.26.08	Maricopa County	Thunderstorm Wind	1830	Power poles and trees were reported down at Chandler Heights and Greenfield roads, as well as Ocotillo and Higley and at Ocotillo and Power roads. Brief strong winds caused isolated damage to parts of the Southeast Valley
8.7.08	Maricopa County	Thunderstorm Wind	1940-1950	Power poles and lines reported blown down. As many as 70 poles were down in the Buckeye area alone. Note: the estimated wind gust of 60 knots is equivalent to 69 mph.
	Maricopa County	Thunderstorm Wind	2017-2020	Power poles down in Central Phoenix. Note: the estimated wind gust of 60 knots is equivalent to 69 mph.
	Maricopa County	Thunderstorm Wind	2020-2025	Large branches blown from trees. Note: the estimated wind gust of 55 knots is equivalent to 63 mph.
8.14.08	Pinal County	Thunderstorm Wind	1810-1850	Strong winds reported by spotter. Note: the estimated wind gust of 52 knots is equivalent to 60 mph.

ADEQ COMMENTS

	Maricopa County	Thunderstorm Wind	1812-1852	Several crashes on the Loop 202 were blamed on strong winds and rain. Power outages were reported after winds and rain moved through the East Valley. SRP reported about 3,000 customers were left without electricity... and APS reported 2,000 customers without power. Note: the estimated wind gust of 52 knots is equivalent to 60 mph.
	Maricopa County	Thunderstorm Wind	1838	Strong winds reported at Brown and Mesa. Trees were damaged. Note: the estimated wind gust of 50 knots is equivalent to 58 mph.
	Maricopa County	Thunderstorm Wind	1905	Winds at Chandler Airport reached 50 knots as severe thunderstorms moved toward the west. The southern and central portions of Arizona were very moist and unstable. Storms developed and moved toward the southwest and strong winds kicked up widespread areas of **blowing dust**. A Severe Thunderstorm Watch was in effect for much of the evening. Note: the measured wind gust of 50 knots is equivalent to 58 mph.
8.25.08	Maricopa County	Thunderstorm Wind	1510-1526	Microburst winds hit Chandler airport and flipped at least two planes. Winds also damaged a fence and other property. Northeast winds peaked at 67 mph at 3:25 pm. Thunderstorm winds over 80 mph damaged planes at Chandler Municipal Airport. Strong winds also blew down tress and damaged some homes in the Chandler area. **Dense blowing dust** was also reported. Note: the measured wind gust of 58 knots is equivalent to 67 mph.
8.30.08	NONE			
9.8.08	NONE			
9.11.08	Maricopa County	Thunderstorm Wind	1710-1720	Shingles were blown off homes, and a few trees were uprooted.
	Maricopa County	Thunderstorm Wind	1734-1742	Winds estimated to reach as high as 60 mph along with visibility to less than a 1/4 mile in **blowing dust**.
	Maricopa County	Thunderstorm Wind	1740	Flood control district sensor measured a gust to 60 mph.
	AZZ023-Greater Phoenix Area	**Dust Storm**	1745-1815	Thunderstorms moved steadily toward the northeast during afternoon hours. As a result, locally heavy rain, strong winds and very low visibility due to **dust and sand moved across the deserts**
	Maricopa County	Thunderstorm Wind	1815-1840	According to Arizona Public Service, 48 power poles across a distance of three miles were blown down along Old Highway 80 between Buckeye and Gila Bend. Winds were measured up to 56 mph on the Palo Verde Nuclear Generating Station tower.
9.26.08	NONE			
9.27.08	NONE			
11.9.08	NONE			
12.13.08	NONE			

ADEQ COMMENTS

Figure 2: NWS Forecast Areas



ADEQ COMMENTS

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ADEQ COMMENTS

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None.

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ADEQ COMMENTS

None.

EPA may not be able to consider your comment.

Use of the *http://www.regulations.gov* Web site to submit comments to EPA electronically is EPA's preferred method for receiving comments. The electronic public docket system is an "anonymous access" system, which means EPA will not know your identity, e-mail address, or other contact information unless you provide it in the body of your comment. In contrast to EPA's electronic public docket, EPA's electronic mail (e-mail) system is not an "anonymous access" system. If you send an e-mail comment directly to the Docket without going through *http://www.regulations.gov*, your e-mail address is automatically captured and included as part of the comment that is placed in the official public docket, and made available in EPA's electronic public docket.

Dated: June 28, 2010.

Kevin W. McLean,

Acting Associate General Counsel.

[FR Doc. 2010–16173 Filed 7–1–10; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–9170–9]

Proposed Consent Decree, Clean Air Act Citizen Suit

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Proposed Consent Decree; Request for Public Comment.

SUMMARY: In accordance with section 113(g) of the Clean Air Act, as amended (CAA), 42 U.S.C. 7413(g), notice is hereby given of a proposed consent decree, to address a lawsuit filed by Sandra L. Bahr, Diane E. Brown and David Matusow, *Bahr, et al.* v. *Jackson*, No. CV 09–2511–PHX–MHM (D. Ariz.). Plaintiffs filed a deadline suit to compel the Administrator to take final action under section 110(k)(2) of the CAA on the "MAG 2007 Five Percent Plan for PM–10 for the Maricopa County Nonattainment Area," Maricopa Association of Governments, 2007 (the 5% Plan), a State implementation plan (SIP) revision submitted to the U.S. Environmental Protection Agency (EPA or Agency) in December 2007 by the State of Arizona pursuant to section 189(d) of the CAA. The proposed consent decree establishes deadlines for EPA action on the 5% Plan.

DATES: Written comments on the proposed consent decree must be received by *August 2, 2010*

ADDRESSES: Submit your comments, identified by Docket ID number EPA–HQ–OGC–2010–0428, online at http://*www.regulations.gov* (EPA's preferred method); by e-mail to *oei.docket@epa.gov;* mailed to EPA Docket Center, Environmental Protection Agency, Mailcode: 2822T, 1200 Pennsylvania Ave., NW., Washington, DC 20460–0001; or by hand delivery or courier to EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave., NW., Washington, DC, between 8:30 a.m. and 4:30 p.m. Monday through Friday, excluding legal holidays. Comments on a disk or CD–ROM should be formatted in Word or ASCII file, avoiding the use of special characters and any form of encryption, and may be mailed to the mailing address above.

FOR FURTHER INFORMATION CONTACT: Geoffrey L. Wilcox, Air and Radiation Law Office (2344A), Office of General Counsel, U.S. Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460; telephone: (202) 564–5601; fax number (202) 564–5603; e-mail address: *wilcox.geoffrey@epa.gov.*

SUPPLEMENTARY INFORMATION:

I. Additional Information About the Proposed Consent Decree

The proposed consent decree would resolve a lawsuit seeking to compel action by the Administrator to take final action under section 110(k)(2) of the CAA on the 5% Plan submitted by the State of Arizona to EPA as revisions to the SIP for the Maricopa County serious PM–10 nonattainment area as required by section 189(d) of the CAA.

The proposed consent decree requires EPA to sign for publication in the **Federal Register** no later than September 3, 2010, a notice of the Agency's proposed action on the 5% Plan pursuant to section 110(k) of the CAA and sign for publication in the **Federal Register** by January 28, 2011, a notice of the Agency's final action on the 5% Plan pursuant to section 110(k). If EPA fulfills its obligations, Plaintiffs have agreed to dismiss this suit without prejudice.

For a period of thirty (30) days following the date of publication of this notice, the Agency will accept written comments relating to the proposed consent decree from persons who were not named as parties or intervenors to the litigation in question. EPA or the Department of Justice may withdraw or withhold consent to the proposed consent decree if the comments disclose facts or considerations that indicate that such consent is inappropriate, improper, inadequate, or inconsistent with the requirements of the CAA. Unless EPA or the Department of Justice determines, based on any comment submitted, that consent to this consent decree should be withdrawn, the terms of the decree will be affirmed.

II. Additional Information About Commenting on the Proposed Consent Decree

A. How can I get a copy of the consent decree?

The official public docket for this action (identified by Docket ID No. EPA–HQ–OGC–2010–0428) contains a copy of the proposed consent decree. The official public docket is available for public viewing at the Office of Environmental Information (OEI) Docket in the EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave., NW., Washington, DC. The EPA Docket Center Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the OEI Docket is (202) 566–1752.

An electronic version of the public docket is available through *http://www.regulations.gov*. You may use the *http://www.regulations.gov* to submit or view public comments, access the index listing of the contents of the official public docket, and to access those documents in the public docket that are available electronically. Once in the system, key in the appropriate docket identification number then select "search".

It is important to note that EPA's policy is that public comments, whether submitted electronically or on paper, will be made available for public viewing online at *http://www.regulations.gov* without change, unless the comment contains copyrighted material, CBI, or other information whose disclosure is restricted by statute. Information claimed as CBI and other information whose disclosure is restricted by statute is not included in the official public docket or in the electronic public docket. EPA's policy is that copyrighted material, including copyrighted material contained in a public comment, will not be placed in EPA's electronic public docket but will be available only in printed, paper form in the official public docket. Although not all docket materials may be available electronically, you may still access any of the publicly available docket materials through the EPA Docket Center.

B. How and to whom do I submit comments?

You may submit comments as provided in the **ADDRESSES** section. Please ensure that your comments are submitted within the specified comment period. Comments received after the close of the comment period will be marked "late." EPA is not required to consider these late comments.

If you submit an electronic comment, EPA recommends that you include your name, mailing address, and an e-mail address or other contact information in the body of your comment and with any disk or CD ROM you submit. This ensures that you can be identified as the submitter of the comment and allows EPA to contact you in case EPA cannot read your comment due to technical difficulties or needs further information on the substance of your comment. Any identifying or contact information provided in the body of a comment will be included as part of the comment that is placed in the official public docket, and made available in EPA's electronic public docket. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment.

Use of the *http://www.regulations.gov* Web site to submit comments to EPA electronically is EPA's preferred method for receiving comments. The electronic public docket system is an "anonymous access" system, which means EPA will not know your identity, e-mail address, or other contact information unless you provide it in the body of your comment. In contrast to EPA's electronic public docket, EPA's electronic mail (e-mail) system is not an "anonymous access" system. If you send an e-mail comment directly to the Docket without going through *http://www.regulations.gov*, your e-mail address is automatically captured and included as part of the comment that is placed in the official public docket, and made available in EPA's electronic public docket.

Dated: June 28, 2010.

Kevin W. McLean,

Acting Associate General Counsel.

[FR Doc. 2010–16172 Filed 7–1–10; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

EPA–HQ–OPP–2010–0118; FRL–8829–1

Registration Review; Biopesticide Dockets Opened for Review and Comment

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: EPA has established registration review dockets for the pesticides listed in the table in Unit III.A. of this notice. With this document, EPA is opening the public comment period for these registration reviews. Registration review is EPA's periodic review of pesticide registrations to ensure that each pesticide continues to satisfy the statutory standard for registration, that is, the pesticide can perform its intended function without unreasonable adverse effects on human health or the environment. Registration review dockets contain information that will assist the public in understanding the types of information and issues that the Agency may consider during the course of registration reviews. Through this program, EPA is ensuring that each pesticide's registration is based on current scientific and other knowledge, including its effects on human health and the environment.

DATES: Comments must be received on or before August 31, 2010.

ADDRESSES: Submit your comments identified by the docket identification (ID) number for the specific pesticide of interest provided in the table in Unit III.A. of this notice, by one of the following methods:

• *Federal eRulemaking Portal: http://www.regulations.gov.* Follow the on-line instructions for submitting comments.

• *Mail:* Office of Pesticide Programs (OPP) Regulatory Public Docket (7502P), Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460–0001.

• *Delivery:* OPP Regulatory Public Docket (7502P), Environmental Protection Agency, Rm. S–4400, One Potomac Yard (South Bldg.), 2777 S. Crystal Dr., Arlington, VA. Deliveries are only accepted during the Docket Facility's normal hours of operation (8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays). Special arrangements should be made for deliveries of boxed information. The Docket Facility's telephone number is (703) 305–5805.

Instructions: Direct your comments to the docket ID numbers listed in the table in Unit III.A. for the pesticides you are commenting on. EPA's policy is that all comments received will be included in the docket without change and may be made available on-line at *http://www.regulations.gov*, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through regulations.gov or e-mail. The regulations.gov website is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through regulations.gov, your e-mail address will be automatically captured and included as part of the comment that is placed in the docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

Docket: All documents in the docket are listed in the docket index available at *http://www.regulations.gov.* Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either in the electronic docket at *http://www.regulations.gov*, or, if only available in hard copy, at the OPP Regulatory Public Docket in Rm. S–4400, One Potomac Yard (South Bldg.), 2777 S. Crystal Dr., Arlington, VA. The hours of operation of this Docket Facility are from 8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays. The Docket Facility's telephone number is (703) 305–5805.

FOR FURTHER INFORMATION CONTACT: *For pesticide specific information contact:* The Regulatory Action Leader (RAL) identified in the table in Unit III.A. for the pesticide of interest.

For general information contact: Kevin Costello, Pesticide Re-evaluation Division (7508P), Office of Pesticide

CAROLYN S. ALLEN
DISTRICT 8

STATE SENATOR
FORTY-NINTH LEGISLATURE

COMMITTEES:

HEALTH, CHAIRMAN
VETERANS & MILITARY AFFAIRS
COMMERCE

Arizona State Senate

July 6, 2010

Mr. Glenn Hamer, President and CEO
Arizona Chamber of Commerce and Industry
1850 North Central Avenue, Suite 1433
Phoenix, AZ 85004

Mr. Todd Sanders, President and CEO
Greater Phoenix Chamber of Commerce
201 North Central Avenue, 27th Floor
Phoenix, AZ 85004

Mr. Barry Broome, President and CEO
Greater Phoenix Economic Council
Two North Central Avenue, #2500
Phoenix, AZ 85004-4469

Mr. Roger Ferland, Partner
Quarles and Brady, LLP
Two North Central Avenue
Phoenix, AZ 85004-2391

RE: ARIZONA AIR QUALITY ISSUES AND RELATED ENVIRONMENTAL CONCERNS

Dear Messrs. Hamer, Sanders, Broome and Ferland:

There is a looming environmental issue with potentially negative economic consequences that requires your attention: The possibility of US Environmental Protection Agency (EPA) sanctions against the State of Arizona for its failure to adequately address the reduction of particulate matter (PM10) required to meet the health standards under the Clean Air Act (CAA) National Ambient Air Quality Standards (NAAQS). From a public health and economic perspective, this is an issue that must receive immediate priority and attention.

My tenure in the Arizona Legislature concludes at the end of this year and so my bully pulpit to raise these issues will be diminished. This issue and other important environmental matters will require a long-term sustained effort, if we ever hope to make Arizona truly sustainable and globally competitive. It is imperative, therefore, that you and your organizations, on behalf of your members and the citizens of this state, petition the appropriate elected officials of this state for a specific and scientifically sound strategy for addressing the environmental strategies needed to address our air quality, water quality and other general environmental concerns on the county and state level. This must happen as early as possible.

1700 W. Washington, Senate Wing, Room 303, Phoenix, AZ 85007
Phone: (602) 926-4480; Fax (602) 926-3429 EMAIL: callen@azleg.gov

I am requesting that as business leaders in Arizona you rally your members to support a healthy environment, which is so important to Arizona's long-term success, and that you start with the immediate concern regarding the threat from EPA to impose a federal implementation plan (FIP) to address PM10 emissions in Maricopa and Pima Counties, and to inflict a sanction on the state in the form of withdrawing federal highway funds.

As you know, the history of Arizona's efforts to comply with the PM10 NAAQS has been a long and difficult one. The counties and ADEQ have submitted state implementation plans (SIPs) to EPA in the past that were designed to bring us into compliance. These were sound plans at that time, but there are unique challenges for desert communities like ours and the measures in those plans have failed to prevent situations where we exceed NAAQS at air quality monitors stationed in Maricopa and Pinal Counties.

For our state to avoid the FIP sanctions, we must have policy and business leaders take up this issue and drive the necessary changes in state and local laws and regulations, to allow us to comply with the federal requirements. Your organizations' help in resolving this issue is critical, and time for your engagement is now. Failure to collectively succeed on this issue must not be acceptable because the loss of federal highway funds, especially at this time, will be extraordinarily painful as we seek to bring Arizona out of the current recession and work to improve our infrastructure in preparation for the economic upturn.

I respectfully request that you take these issues to your respective boards and, if necessary, seek permission to work with all relevant stakeholders to develop an effective SIP for PM10 that will be acceptable to the EPA.

This is not a one-time effort. Arizona needs strong leadership to plan for future environmental policies for our counties and the state, and I hope you will be counted among those who will make continuous effort to ensure that Arizona's environmental policies remain within the influence of Arizona stakeholders.

Please contact me no later than Monday, July 19, to respond to this letter. I look forward to hearing from you.

Sincerely,

Carolyn S. Allen

CAROLYN S. ALLEN
State Senator

cc: Gov. Jan Brewer
Senate President Bob Burns
House Speaker Kirk Adams
ADEQ Director Ben Grumbles