

February 5, 2013

TO: Members of the MAG Management Committee

FROM: David Cavazos, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, February 13, 2013 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries also are being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA 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 Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
February 13, 2013**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Management Committee on activities of general interest.

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the January 16, 2013, Meeting Minutes

5A. Review and approval of the January 16, 2013, meeting minutes.

TRANSPORTATION ITEMS

*5B. Arizona Department of Transportation Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2012 to December 31, 2012. Please refer to the enclosed material.

5B. Information and discussion.

*5C. FY 2014 MAG Human Services Coordination Transportation Plan Update

On July 6, 2012, President Obama signed into law the Federal Transit Administration (FTA) Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 maintains the requirement established under SAFETEA-LU to develop locally coordinated human services-public transportation plans for projects funded under the revised titled Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. As required, MAG has developed the human services coordination transportation plan. The Fiscal Year (FY) 2014 MAG Human Services Coordination Transportation Plan Update strategies were recommended for approval by the MAG Human Services Technical Committee on January 10, 2013. The FY 2014 MAG Human Services Coordination Transportation Plan Update was recommended for approval by the MAG Human Services Coordinating Committee on January 30, 2013. Please refer to the enclosed material.

5C. Recommend approval of the FY 2014 MAG Human Services Coordination Transportation Plan Update.

*5D. Arterial Life Cycle Program Status Report - April 2012 Through November 2012

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between April 2012 and November 2012. The April 2012 through November 2012 ALCP Status Report was presented to the Street Committee on December 11, 2012, and to the

5D. Information and discussion.

Transportation Review Committee on January 24, 2013, for information and discussion. Please refer to the enclosed material.

*5E. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update

The Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-two times. Since then, there is a need to modify projects in the programs. A list of proposed administrative corrections and project changes in the Arterial Life Cycle Program, Highway, and Transit programs are included. The Transportation Review Committee recommended approval of the project changes on January 24, 2013. One project modification has been added and is tinted in yellow. Please refer to the enclosed material.

*5F. 2010 Census Boundary Smoothing Methodology

Federal Surface Transportation legislation - MAP-21 and its predecessors - allows the US Census-defined boundaries to be smoothed to address transportation needs. This smoothing does not affect funding apportioned and allocated to the region, but does affect where MAG Surface Transportation Program funds may be expended, reporting and programming requirements for federal funding, allocations of some types of Federal Transit Administration transit funding, and the application of certain standards for the development of some types of roadways. On January 24, 2013, the Transportation Review Committee recommended approval with corrections to include a commercial portion from Via Linda and 96th streets to be included in the urbanized area smoothed boundaries. The maps and listing reflect the addition. Please refer to the enclosed material.

*5G. Revisions to the National Highway System and Principal Arterial Network in the MAG Region

MAP-21 mandated the expansion of the National Highway System (NHS) to include all locally

5E. Recommend approval of the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, the 2012 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update.

5F. Recommend approval of the attached map of the 2010 Census smoothed boundaries for the MAG urban areas.

5G. Recommend approval of the included map and listing of roadways to be included in the National Highway System for approval by the Federal

owned, federally classified Principal Arterials. This expansion will impose significant federal requirements for these facilities without providing a reasonable expectation of increased federal funding. To address this issue, MAG prepared a proposal to revise the NHS system in the MAG area. This proposal will start from a base consisting of only roadways that were part of the NHS prior to the enactment of MAP-21. Minor modifications as identified in the enclosed materials reflecting four deletions and five additions as recommended by member agencies. This item was discussed at the Street Committee on November 13, 2012 and December 11, 2012, as well as recommended for approval by the Transportation Review Committee on January 24, 2013. Please refer to the attached material.

*5H. FY 2013 Road Safety Assessments at Intersections

Each year more than 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections and result in a total of nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended Road Safety Assessments as a regional road safety initiative to help identify and address safety issues at high risk intersections. In response to a MAG call for projects announced in October 2012, a total of ten (10) RSA sites have been identified. The MAG Transportation Safety Committee has recommended a list of 10 intersections for the second cycle of RSAs to be performed. Please refer to the attached material.

*5I. Amendment of the FY 2013 Unified Planning Work Program and Annual Budget to Provide Additional Funding for the Northwest Valley Local Transit System Contract

In September 2011, the MAG Regional Council approved an amendment to the MAG FY 2012 Unified Planning Work Program (UPWP) and Annual Budget to add the Northwest Valley Local Transit System Study Project. An additional \$25,000 is requested for a total contract amount of \$254,981.59 to support additional stakeholder and community meetings related to the

Highway Administration and the Arizona Department of Transportation.

5H. Recommend approval of the list of 10 intersections for performing Road Safety Assessments utilizing MAG on-call consultants at an estimated total cost of \$230,000.

5I. Recommend approval to amend the FY 2013 Unified Planning Work Program and Annual Budget to provide additional funding of \$25,000 for the Northwest Valley Local Transit System Study contract.

recommendations of the Study. Amendments to the FY 2013 UPWP and the Northwest Valley Local Transit System Study contract are requested. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5J. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including revisions to several projects for Chandler, Fort McDowell Yavapai Nation, Gilbert, Maricopa County, Mesa, Phoenix, and Scottsdale. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments are requested by February 22, 2013. Please refer to the enclosed material.

5J. Consultation.

GENERAL ITEMS

*5K. Social Services Block Grant Allocation Recommendations

Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Upon completion of research and a service ranking exercise, it is proposed to move \$75,039 to the highest priority services. The SSBG allocation recommendations were recommended for approval by the MAG Human Services Technical Committee on January 10, 2013, and by the MAG Human Services Coordinating Committee on

5K. Recommend approval to forward the Social Services Block Grant (SSBG) allocation recommendations for FY 2014 to the Arizona Department of Economic Security.

January 30, 2013. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

6. Public Safety Personnel Retirement System (15 minutes)

The Arizona Public Safety Personnel Retirement System (PSPRS) is one of several state retirement plans. The PSPRS compensation and benefits structure must be considered separately when budgeting and planning by its members. The structure of this retirement plan and an overview of the membership rules for the PSPRS is on the agenda today for information and discussion. Alan Maguire, from The Maguire Company will address the committee. Mr. Maguire has previously served on the boards of the Arizona State Retirement System and the PSPRS. The Maguire Company is an independent management analysis and public policy consulting firm.

7. Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget (10 minutes)

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2014 Work Program. The updated draft budget timeline, the invitation for the Budget Webinar presentation on February 22, 2013, at 1:30 P.M. in the MAG Palo Verde Room, and estimated dues and assessments are included with the budget documents. Please refer to the enclosed material.

8. Programming of Projects for Federal Congestion Mitigation and Air Quality Funding in the Draft FY 2014-2018 MAG Transportation Improvement Program (10 minutes)

The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and

6. Information and discussion.

7. Information and input on the development of the Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

8. Recommend approval of the lists of FY 2015 Congestion Mitigation and Air Quality funded projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, and to add the list of FY 2015, 2016, and 2017 projects to the Draft FY 2014-2018 MAG Transportation Improvement Program.

Air Quality (CMAQ) funds for Intelligent Transportation Systems (ITS), Bicycle, Pedestrian, and Air Quality projects. Federal Highway Administration funding levels are still estimated and are subject to change based on the Federal Surface Transportation Authorization, apportionments, and regional distributions. The estimated total amount of CMAQ funding available for programming in FFY 2015 through 2017 for PM-10 Pave Unpaved Road projects is \$10.7 million; \$18.5 million is available for ITS projects; \$23.5 million is available for Bicycle and Pedestrian projects; and \$9.5 million is available for Air Quality/Travel Demand Management Programs. In developing a draft FY 2014-2018 Transportation Improvement Program, a Call for Projects was held on August 6, 2012, with CMAQ project applications turned in on September 19, 2012. Projects have been reviewed and ranked based on the Congestion Management Process, Air Quality scoring, and multiple modal committee evaluations and project reviews. The scoring and ranking results and recommendations for programming are included. Please see attachments for committee recommendations and the listing of projects.

9. Legislative Update (5 minutes)

An update will be provided on legislative issues of interest.

10. Request for Future Agenda Items

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

11. Comments from the Committee

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

Adjournment

9. Information, discussion, and possible action.

10. Information and discussion.

11. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
January 16, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

1. Call to Order

The meeting of the MAG Management Committee was called to order by Vice Chair Spencer Isom at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chris Hillman, George Hoffman, Gary Neiss, and Wendy Kaserman joined the meeting via teleconference.

Vice Chair Isom stated that revised materials for agenda items 5D, 5G and 9 were at each place.

Vice Chair Isom announced that public comment cards were available to members of the public who wish to comment. Parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Vice Chair Isom stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

Vice Chair Isom recognized public comment from Dianne Barker, who wished everyone a successful 2013. She announced that she had moved downtown and would be closer to MAG. Ms. Barker stated that she read dialogue that said there were more highway deaths than gun deaths, and she felt there needed to be change in both areas. Ms. Barker noted that she had seen Dennis Smith at the light rail groundbreaking. She thanked MAG for the openness of its public involvement process, which was started under Dick Bowers. She expressed her hope that the city of Phoenix would adopt the same public involvement process. Vice Chair Isom thanked Ms. Barker for her comments.

Vice Chair Isom recognized public comment from John Rusinek, who stated that his problem with dust caused by his neighbors began in 2005. Mr. Rusinek stated that the neighbor laid down gravel, but it was the wrong sized rock to control dust. In addition, there is supposed to be a border to hold in the rocks, but they are spilling over into his property. Mr. Rusinek stated that his neighbors had received a variance of hardship seven days after the gravel was laid. He then read the ordinance for when a variance can be granted. Mr. Rusinek asked how there could be a hardship when his neighbor owns 17 rentals, has a Mercedes Benz, and drives the largest Toyota truck he has ever seen. He stated that the company who laid the gravel was not a registered contractor and applied an insufficient amount of dust suppressant. Mr. Rusinek said that the City of Phoenix has informed him that it is a civil matter. Vice Chair Isom thanked Mr. Rusinek for his comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith reported that the Thunderbird School of Global Management gave a presentation to the MAG Economic Development Committee on December 4, 2012. He noted that the event was for small- to medium-sized Sonora, Mexico, businesses, and was held in partnership with the Arizona-Mexico Commission, the Arizona Commerce Authority, and the Arizona Department of Transportation. Mr. Smith noted that 17 officials representing businesses from Sonora attended,

along with 100 other registrants. Mr. Smith noted that MAG's mayors have been invited to come for a visit to Nogales, and the visit is in the planning stages.

Mr. Smith stated that on January 30, 2013, MAG will host a meeting of the Intermountain West Transportation Management Agencies. Mr. Smith stated that on January 31, 2013, the National Association of Regional Councils will be hosting a regional roundtable at the MAG office about new federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21).

Mr. Smith stated that MAG was named a recipient of the Government Finance Officers Association Distinguished Budget Presentation Award for the 14th consecutive year. To receive this award, MAG had to satisfy nationally recognized guidelines for effective budget presentations.

Mr. Smith stated that he recently attended the groundbreaking for the Northwest Light Rail Extension in Phoenix, which extends the system 2.3 miles from Montebello Avenue to Dunlap Avenue. He added that the segment is anticipated to open in late 2015 or early 2016 and will serve 20,000 residents. Mr. Smith noted that Congressman Ed Pastor, who has been a champion of light rail, was at the groundbreaking.

Mr. Smith displayed maps of foreclosed and pending foreclosure residential properties as of December 2012. He noted that these properties total 16,233, compared to the 63,000 distressed properties in March 2010. Mr. Smith remarked that significant progress has been made. He noted that Arizona showed more improvement in its delinquency rate over the past year than any other state.

Mr. Smith announced that the meeting for the Working Group to discuss federal funding was going to be rescheduled to allow for greater participation.

Vice Chair Isom thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Vice Chair Isom stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the Consent Agenda.

Vice Chair Isom recognized public comment from Ms. Barker, who expressed support for Dr. Isom's comments at the last Management Committee meeting regarding the major amendment to the Regional Transportation Plan and the ALCP. Ms. Barker stated that as good as light rail is, she does not like the fact that it is at-grade because it interferes with traffic. She noted that there have been accidents for which light rail has not taken responsibility. Ms. Barker stated that light rail has benefits: it provides transit and is electric, for example. Ms. Barker stated that cities do not vote on major amendments but she thought they need to take more interest in the transfer of federal funds. She also noted a question by Scottsdale Mayor Lane asking if Mesa would be in competition for federal funds and apparently it will. Vice Chair Isom thanked Ms. Barker for her comments.

Vice Chair Isom asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. He asked if there were any requests to remove an item from the Consent Agenda. None were noted.

Mr. McClendon moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mr. Buss seconded. Vice Chair Isom asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of the November 7, 2012, Meeting Minutes

The MAG Management Committee, by consent, approved the November 7, 2012, meeting minutes.

5B. American Recovery and Reinvestment Act Project Completion in the MAG Region

The American Recovery and Reinvestment Act (ARRA) was passed by Congress and signed into law by President Obama in February 2009 to jump-start the economy and to create and save jobs. The Federal Highway Administration (FHWA) and Federal Transit Administration ARRA funding was programmed for projects in the MAG region. The deadline for completing the ARRA projects is fast approaching and the Arizona Department of Transportation has set dates for final expenditures and project closeouts. This item was to inform the Management Committee of upcoming deadlines. Any ARRA projects which have not yet been final vouchered must be paid out or reimbursed by the FHWA by September 2013. Contracts that need to be adjusted/shortened should be discussed and cleared with FHWA in advance.

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

The MAG Management Committee, by consent, recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis. On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. Formal comment on the proposed major amendment is required from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments. On November 14, 2012, the Maricopa County Board of Supervisors recommended approval, on November 15, 2012, the Regional Public Transportation Authority recommended approval, and on November 16, 2012, the State Transportation Board recommended approval of the proposed major amendment.

5D. MAG Federally Funded Locally Sponsored Project Development Status Report and Project Changes

The MAG Management Committee, by consent, recommended approval of federal fund projects to be deferred, deleted, advanced, and changed, and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outlines the requirements for local agencies to submit status information on the development of their federally funded projects. The MAG Federally Funded Locally Sponsored Project Development Status Report (Status Report) focuses mainly on projects funded with Congestion Mitigation and Air Quality (CMAQ) funds that are programmed to obligate in federal fiscal year (FFY) 2013 and FFY 2014. The information collected in the Project Development Status workbook enables the completion of a financial analysis of the Transportation Improvement Program (TIP) and the calculation of available funding for closeout. The Status Report contains all information gathered for a Tier 1 evaluation. Tier 2 information is also included where project sponsors are requesting to advance projects from FFY 2014 to FFY 2013. This item was recommended for approval at the December 10, 2012, Street Committee and the December 13, 2012, Transportation Review Committee. Additionally, an integrity check was performed on the ALCP changes approved on September 26, 2012, and minor administrative corrections to the TIP are included in the project change sheet. Additional Arizona Department of Transportation and Transit project changes have been included in the change sheets.

5E. Recommendation of Projects for the FY 2013 Traffic Signal Optimization Program

The MAG Management Committee, by consent, recommended approval of the list of FY 2013 Traffic Signal Optimization Program projects. On October 25, 2012, MAG announced a request for new projects for the FY 2013 Traffic Signal Optimization Program (TSOP). The budget available for new TSOP projects is \$243,000. A total of eight project applications was received. On November 15, 2012, the MAG Intelligent Transportation Systems (ITS) Committee reviewed all applications and recommended all eight projects plus two additional before-and-after evaluation projects. The completion of these projects would lead to improved traffic operations in a number of arterial corridors and would directly impact operations at 176 traffic signals in eight affected jurisdictions. The total cost for these projects is estimated at \$243,000. All projects will be carried out using MAG on-call consultants. On December 13, 2012, the MAG Transportation Review Committee recommended approval of the proposed list of TSOP projects.

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

A status report was 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 requested 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.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to projects for Fountain Hills, Glendale, Goodyear, Mesa, Peoria, Phoenix, and Youngtown. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments were requested by January 25, 2013.

5H. Status Update on the June 30, 2012 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2012

The MAG Management Committee, by consent, recommended acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2012. The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2012. An unqualified audit opinion was issued on November 12, 2012, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2012, CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2012, CAFR, this would be the agency's 15th consecutive award.

5I. Discussion of the Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget

Each year, the Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments and the proposed budget production timeline provides an opportunity for early input into the development of the Work Program and Budget. This item was on the

agenda for information and input on the development of the fiscal year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

5J. Draft MAG 208 Water Quality Management Plan Amendment for the Service Area Expansion of the Litchfield Park Service Company Doing Business As Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities

The MAG Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Service Area Expansion of the Litchfield Park Service Company Doing Business As Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities. The City of Glendale has requested that the MAG 208 Water Quality Management Plan be amended to allow subdivisions and facilities located within the Glendale Municipal Planning Area to be included in the service area for the Litchfield Park Service Company doing business as Liberty Utilities, formerly Liberty Water, Palm Valley and Sarival Water Reclamation Facilities. The facilities are located within the Goodyear Municipal Planning Area and are identified in the current MAG 208 Plan with reserve capacity to accommodate the sewer service needs of the expanded area. The project is within three miles of the City of Avondale, City of El Mirage, City of Goodyear, City of Litchfield Park, City of Peoria, City of Phoenix, Town of Youngtown, Luke Air Force Base, and unincorporated Maricopa County, and all have indicated no objections. A public hearing on the draft amendment was conducted on December 13, 2012. Following the hearing, the MAG Water Quality Advisory Committee unanimously recommended approval of the Draft 208 Plan Amendment.

6. Arizona Rooftop Solar Challenge

In December 2011, the Governor's Office of Energy Policy was awarded a grant of more than \$700,000 by the U. S. Department of Energy for Arizona's Rooftop Solar Challenge. This program will bolster Arizona's commitment to solar technology, allowing the creation of statewide, streamlined processes for permitting and interconnection of solar facilities at homes and businesses, with the ultimate goal of having statewide online permitting for solar equipment.

Vice Chair Isom called forward Blaine Miller from the Governor's Office of Energy Policy. He noted that Mr. Miller had given a presentation on Arizona's Rooftop Solar Challenge to the West Valley Managers.

Mr. Miller provided an update on the progress of the program and the program's next steps. He said that the grant for Arizona's Rooftop Solar Challenge was for one year. Mr. Miller stated that about 40 surveys on permitting processes have been returned from jurisdictions across the state and the results are being compiled by Arizona State University (ASU). He stated that the results of the surveys will be shared with jurisdictions to increase understanding of how these processes work in other communities and includes best practices.

Mr. Miller stated that a financial workshop is scheduled for February 6, 2013, at ASU and will provide information on agreements and leasing options for solar. He invited all communities to

participate in the workshop. Mr. Miller stated that plans are underway for a planning and zoning workshop where they will present best practices.

Vice Chair Isom thanked Mr. Miller for his report. No questions from the committee were noted.

7. Report on the Freight Transportation Framework

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

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

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

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

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

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

Mr. Strow stated that all three of the initial findings must work together or there is no opportunity. The first finding is that northbound and westbound commodity flows offer the greatest opportunity for the Sun Corridor. The second finding is that the Sun Corridor is an anchor market, due to its

population size. The third finding is near shoring, because it is more cost effective to do business in Mexico than Asia. Mr. Strow noted that Mexico is now the lowest cost producer of many goods and is also in the same time zone. He spoke of the companies who spoke about their relocations to Mexico at conferences hosted by Arizona State University.

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

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

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

Vice Chair Isom thanked Mr. Strow for his presentation and asked members if they had questions.

Mr. Hauskins asked if the study would identify gaps in infrastructure. Mr. Strow stated that the shippers and carriers have identified Interstate 10. Whenever there is a dust storm and the road is shut down, the costs of the delay add up. Mr. Strow stated that California has the same issues with Interstate 5. He stated that Interstate 10 also needs more capacity. Mr. Strow stated that the ports of entry with Mexico could also use improvement to move goods quickly and efficiently. He added that everyone in the state of Arizona needs to support those projects.

Mr. Smith stated that those who went on the trip to the Utah Transit Authority saw what they accomplished with their rail system and the political alignment in their linear corridor. Mr. Smith stated that the Sun Corridor is our linear corridor all the way to Nogales. He spoke of getting political alignment, deciding on a tool, and everyone from Nogales to MAG goes to the Legislature as one voice. Mr. Smith stated that projects needing work include the interchange at Nogales and the Red Rock Yard in Pinal County, and there could be an opportunity at Phoenix-Mesa Gateway Airport. Mr. Smith urged working as a team, not as individuals. He remarked that

there is a lot of talent in Arizona, but teamwork has been lacking because of the reliance on the home building industry. Mr. Smith added that the comeback of home building could be a distraction from diversifying the economy. He stated that Mr. Strow will come and speak to groups and he encouraged participation at the upcoming retreat to discuss working together.

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

Vice Chair Isom turned over the gavel to Chair Cavazos.

Chair Cavazos called forward Teri Kennedy, MAG staff, who began with some background. On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). She stated that MAP-21 restructures core highway formula programs, merges and consolidates Transit formula programs.

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

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

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

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

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

Ms. Kennedy stated that under MAP-21, the overall funding level for the statewide program is at the 2012 distribution level. She noted that there is more concentration on safety and performance.

Ms. Kennedy stated that three new eligible Metropolitan Planning Organizations are forming in Arizona (Sierra Vista, Lake Havasu City, and Casa Grande), and this will impact MAG's funding. Ms. Kennedy stated that \$481.7 million will be programmed in the FY 2014-2018 TIP, and no growth in federal funding during this period is projected.

Ms. Kennedy reported that the Transportation Alternatives program incorporates eligibilities from many current programs. She said that it includes most of the former Transportation Enhancement-eligible activities, such as the Safe Routes to Schools program and Recreational Trails program, and allows more local control for programming. Ms. Kennedy then gave an example of the Transportation Alternatives funding distribution.

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

Chair Cavazos thanked Ms. Kennedy for her report. No questions from the committee were noted.

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

Ms. Kennedy presented the year end closeout report of Federal Fiscal Year (FFY) 2012 funds and FFY 2013 funding levels for Tier 3 programming. She reported that more than \$42 million was available for programming, but after a call for projects, transfers to transit, and some project modifications, there is still a carry forward of \$16.5 million for FFY 2012.

Ms. Kennedy then addressed the funding levels for closeout of FY 2013. She said that a 94.6 percent rate is assumed on the regional allocations. Funding for the FHWA FFY 2013 budget, including FFY 2012 carry forward, is estimated at more than \$62.7 million in CMAQ and almost \$46 million in STP. Ms. Kennedy stated that for FFY 2013 approximately \$14.2 million is available for CMAQ funding but the STP funds are overprogrammed by approximately \$2 million. She added that for FFY 2014, both CMAQ and STP are overprogrammed.

Ms. Kennedy stated that they have requested that ADOT and FHWA allow up to \$8 million of CMAQ carry forward to address FY 2014. She noted that until obligation authority is announced and exact funding levels are known, STP programming will be addressed later in the year.

Ms. Kennedy presented Scenario One, which would fully fund all currently programmed projects in FY 2013 for ITS, bicycle and pedestrian, and paving projects in the TIP at the maximum CMAQ level, leaving \$6.3 million available to spend and \$7.8 million on the books. Ms. Kennedy stated that Scenario Two incorporates Scenario One and in addition, funds the design for FFY 2014 construction projects. She added that carry forward to FFY 2014 would be approximately \$6.6 million.

Ms. Kennedy added that transferring funds to transit for bus purchase and preventive maintenance was also an option and had been exercised in the past. She noted that rail is currently over-programmed under current projections. Ms. Kennedy stated that another option would be to review ALCP projects that could accept CMAQ for eligible activities. Ms. Kennedy concluded her presentation by stating the action recommended by the Transportation Review Committee: Recommend approval of Scenario Two for the Tier 3 closeout of Federal Fiscal Year (FFY) 2013 projects. Scenario Two funds all Congestion Mitigation and Air Quality (CMAQ) project phases that will obligate in FFY 2013 at the maximum federal share, up to 94.3 percent, of eligible project costs, and fund the design phases that can obligate by June 28, 2013, for currently programmed FFY 2014 CMAQ construction and procurement projects; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

Chair Cavazos thanked Ms. Kennedy for her presentation. No questions from the committee were noted.

Mr. Crossman moved to recommend approval, Mr. Brady seconded, and the motion passed unanimously.

10. Assignment of Designated Recipient for Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program in the MAG Region

Ms. Kennedy stated that under MAP-21 legislation, urbanized areas of more than 200,000 in population in coordination with the State may determine which agency will be their Designated Recipient of Federal Transit Administration (FTA) Section 5310 program funding. She explained the process.

Ms. Kennedy stated that several agencies are eligible to accept the responsibilities of the Designated Recipient for the Phoenix-Mesa urbanized area, the top two candidates are the Arizona Department of Transportation (ADOT) and the City of Phoenix Transit Department. Ms. Kennedy stated that once the Regional Council takes action on a recommended agency, a letter of preference is sent to ADOT, which then forwards the letter to the Governor, who forwards it to the FTA. Once the Designated Recipient is finalized, it will implement the program and call for projects that will be awarded in Fall 2013.

Ms. Kennedy reported that the MAG Transportation Review Committee, the MAG Human Services Technical Committee, the MAG Ad Hoc Elderly & Persons with Disabilities Transportation Committee, and the MAG Transit Committee have recommended approval that the City of Phoenix Transit Department be the designated recipient. She noted that the recommendation of the MAG Management Committee will be provided to the MAG Human Services Coordinating Committee, who will make a recommendation to the MAG Regional Council on January 30, 2012.

Chair Cavazos thanked Ms. Kennedy for her report. No questions from the committee were noted.

Mr. Crossman moved to recommend approval that the City of Phoenix Transit Department assume the responsibility as the FTA Designated Recipient of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, beginning FFY 2013, for the Phoenix-Mesa urbanized area. Mr. Buss seconded, and the motion passed, with Mr. Roehrich abstaining.

11. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He first addressed House Bill 2005, which makes political subdivision entities subject to the Open Meeting Law. Mr. Pryor noted that MAG already complies with open meeting laws, although extra measures might need to be implemented in regard to archiving if this legislation passes.

Mr. Pryor stated that House Bill 2006 would prohibit new employees of political subdivision entities from joining the Arizona State Retirement System. He noted that there are 15 entities, including MAG, that this bill would impact. Mr. Pryor stated that the ASRS staff projected that the total cost of contributions to ASRS will increase by approximately \$27.6 million over 30 years. This equates to a contribution effect from zero percent in 2013 to .03 percent in 2022, which will have to be borne by ASRS members.

Mr. Pryor noted that MAG is 99.995 percent public funded and its work is done in support of government and public programs.

Chair Cavazos thanked Mr. Pryor for his report. No questions from the committee were noted.

12. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

13. Comments from the Committee

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

Vice Chair Isom announced the groundbreaking of the El Mirage Police Department facility will take place on Friday, January 25, 2013, at 10:00 a.m.

Mr. Crossman stated that he had attended the MAG ITS committee meeting in December. He said that there is a lot of talent in Arizona, as Mr. Smith said earlier, and especially with ITS. Mr. Crossman stated that he had enjoyed the meeting and MAG staff, Sarath Joshua, does a fine job staffing the committee. He stated that he was at the meeting because he was interested in

developing a regional traffic signal preemption program for use by public safety agencies. He noted that he had requested that the ITS Committee look into this.

Adjournment

There being no further business, the meeting was adjourned at 1:04 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

Arizona Department of Transportation Red Letter Process

SUMMARY:

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

Notifications:

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

Advance acquisitions:

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

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

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

ADOT has forwarded a list of notifications from July 1, 2012 to December 31, 2012. Of the 118 notices, no impact responses were received.

PUBLIC INPUT:

None.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: This item was on the January 24, 2013, agenda for information and discussion.

MEMBERS ATTENDING

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

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

EX-OFFICIO MEMBERS ATTENDING

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

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

*Members neither present nor represented by Proxy

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or Richard Erickson, ADOT, (602) 712-7085.



Arizona Department of Transportation
Intermodal Transportation Division
 206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Jennifer Toth
State Engineer

January 7, 2013

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

Re: Red Letter Report - Notices from July 01, 2012 to December 31, 2012

Dear Mr. Smith:

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

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2012 to December 31, 2012. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	03	00
City of Avondale	05	00
City of Scottsdale	07	00
Town of Buckeye	00	00
City of Chandler	04	00
Town of Gilbert	03	00
City of Glendale	00	00
City of Goodyear	36	00
Maricopa County	09	00
City of Mesa	02	00
City of Peoria	03	00
City of Phoenix	16	00
City of Surprise	12	00
City of Tempe	00	00
Other	<u>18</u>	<u>00</u>
Total Received	118	00

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

CITY OF SCOTTSDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact responses sent.

MARICOPA COUNTY: No impact responses sent.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

OTHER: No impact responses sent.

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Erickson', written over the word 'Sincerely,'.

Richard Erickson, Manager
Right of Way Project Management

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

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

DATE:

February 5, 2013

SUBJECT:

FY 2014 MAG Human Services Coordination Transportation Plan Update

SUMMARY:

The Maricopa Association of Governments (MAG) has developed the human services coordination transportation plans since 2007, as required under the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The federal legislation required the establishment of a locally developed, coordinated public transit-human services transportation plan for the Federal Transit Administration (FTA) program providing services for the underserved populations, Section 5310 Elderly Individuals and Individuals with Disabilities Program.

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 maintains the requirement established under SAFETEA-LU to develop locally coordinated human service-public transportation plans for projects funded under the revised titled Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

PUBLIC INPUT:

The plan update was created by engaging human services transportation stakeholder. A public meeting was held on December 11, 2012. Feedback from stakeholders was incorporated into the plan. An opportunity for public input at the committee level was offered at the MAG Human Service Coordination meeting on January 23, 2013 and the MAG Human Services Technical Committee meeting on January 10, 2012. Feedback from Committee members was incorporated into the plan.

PROS & CONS:

PROS: Coordinating human services transportation will make programs more efficient and will serve more people. Lack of coordination results in wasted resources, inefficient use of time and vulnerable people receiving poor quality service, or in the worst case, being left in dangerous circumstances.

CONS: There are no anticipated negative effects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: According to MAP-21 regulations, a coordinated human services transportation plan must be in place so that Section 5310 funds may be drawn down. This plan has been developed by a diverse group as mandated by federal regulations. Setting forth clear expectations will help to build a strong foundation for more intensive coordination in the future.

According to FTA guidance, the plans specifically include the following: an assessment of available services that identifies current providers (public, private, and nonprofit); an assessment of transportation needs for individuals with disabilities and older adults; strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

POLICY: Lack of coordination can result in lower productivity, wasted resources and lower quality services for a very vulnerable population. Elderly and people with disabilities are significantly affected by human services transportation. Ultimately, this service is not about buses, vans or cars but the quality of life people experience when they have access to medical care, employment and a good support system. Improving human services transportation coordination will result in better access to these opportunities and better utilization of existing resources. The first plan developed in 2007 helped to improve coordination through strategies focused on open communication with human services transportation stakeholders. The FY 2014 plan update continues to focus on coordination efforts and utilizing the available resources in the community.

ACTION NEEDED:

Recommend approval of the FY 2014 MAG Human Services Coordination Transportation Plan Update.

PRIOR COMMITTEE ACTIONS:

The MAG Human Services Coordinating Committee recommended the plan for approval on January 30, 2013.

COMMITTEE MEMBERS

- Councilmember Michael Nowakowski, Phoenix, Chair
- * Barbara Lloyd for Alreen Chin, Tempe Community Council
- # Councilmember, Trinity Donovan, Chandler
- * Councilmember, Chris Glover for Councilmember Alex Finter, Mesa
- Councilmember, Diane Landis, Litchfield Park
- Councilmember, Frank Scott, Avondale
- * Councilmember Manuel Martinez, Glendale
- Vice Mayor JoAnne Osborne, Goodyear, Vice Chair
- # Councilmember Jared Taylor for Councilmember Jordan Ray, Town of Gilbert
- * Supervisor Mary Rose Wilcox, Maricopa Co.
- * Councilmember Mike Woodard, Surprise

#Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

The MAG Human Services Technical Committee recommended the plan for approval on January 10, 2013.

COMMITTEE MEMBERS

- Tim Cole for Deanne Jonovich, Phoenix
- * Mary Berumen, Mesa
- # Kyle Bogdon, Department of Economic Security/ACYF
- * Krista Cornish, Buckeye
- # Lisa Elena Vallejo for Naomi Farrell, Tempe
- * Jessica Fierro, Gilbert
- Laura Guild, Department of Economic Security
- Jeffery Jamison, Phoenix
- Jeff Dean for Jim Knaut, Area Agency on Aging
- * Margarita Leyvas, Maricopa County, Vice Chair
- Joyce Lopez-Powell, Valley of the Sun United Way
- Steven MacFarlane, Phoenix
- Jayson Matthews, Tempe Community Council
- # Leah Powell, Chandler
- * Cindy Saverino, Department of Economic Security
- Stephanie Small, Avondale
- # Carol Sherer, Department of Economic Security/DDD

#Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

CONTACT PERSON:

DeDe Gaisthea, MAG, (602) 254-6300

Maricopa Association of Governments Human Services Coordination Transportation Plan



FY 2014 PLAN UPDATE



National winner of the
2008 United We Ride
Leadership Award for
major urbanized areas





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Executive Summary

The Maricopa Association of Governments (MAG) human services coordination transportation plans are developed in response to the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal legislation requiring applicants who receive federal funding to comply with a locally derived plan. On July 6, 2012, President Obama signed into law the Federal Transit Administration (FTA) Moving Ahead for Progress in the 21st Century Act (MAP-21), which also requires applicants to comply with coordination plans efforts. Each plan is federally required under 49 U.S.C. 5310 to include the following:

- Inventory of services.
- Gaps analysis.
- Prioritized strategies to meet the needs of the region.

The region's plans are an invaluable resource for regional human services transportation coordination efforts. Through the partnership of dedicated regional stakeholders, this region will continue to work together to provide human services transportation assistance to older adults, individuals with disabilities, and individuals with low incomes. It is the goal of every plan to coordinate and collaborate on resources to help the most vulnerable in the population move throughout the region. This goal will be achieved through the following strategies:

Priority	Short-Term Strategies for FY 2014	Lead
1	Develop solutions to maximize the use of the current vehicle inventory by eliminating insurance restrictions as a barrier. <ul style="list-style-type: none"> • Coordinate a work group focused on providing solutions on the insurance concerns identified from the workshop at the MAG Transportation Ambassador Program (TAP) June 2012 regional meeting. • Collaborative efforts will include engaging Arizona Department of Transportation (ADOT), insurance companies, and behavioral health stakeholders to work on solutions to address the costs of insurance and identify policy restrictions that inhibit the collaborative use of agencies' vehicles. • The workgroup will meet quarterly to develop strategies to address the insurance concerns. • Implement at least one of the strategies by the fourth quarter of FY 2014. • Progress will be reported to the MAG Human Services Coordinating Committee and TAP stakeholders on a quarterly basis. 	MAG, Arizona Department of Transportation (ADOT)
2	Ensure that requirements and standards are universally met for providers transporting older adults and people with disabilities through the delivery of training. <ul style="list-style-type: none"> • Develop brown bag trainings for human services provider agencies receiving federal awards and interested others. • Conduct at least four brown bag trainings on topics such as Passenger Safety and Securement, driver sensitivity training, Disadvantage Business Enterprise and civil rights requirements. 	MAG, ADOT, City of Phoenix, Valley Metro
3	Address regional concerns and engage providers in coordination planning efforts through mobility managers. <ul style="list-style-type: none"> • Maintain the utilization of sub-regional mobility managers. This will include strengthening sub-regional collaborative efforts by identifying a sub-regional mobility manager for the West Valley in the second quarter. • Sub-regional mobility managers will participate in designated workgroups, provide feedback on the brown bag trainings, and report on their agency's coordination efforts at the quarterly TAP meetings. 	MAG
Priority	Long-Term Strategies for FY 2014	Lead
1	Develop a one-call center to coordinate transportation services for older adults and people with disabilities. <ul style="list-style-type: none"> • Support the ADOT/Transit Plus plan to implement a one-call center. • Identify a partner organization to develop an internal system to develop a one-call service. This will include analysis of purchasing needed services, software, and identifying a host site. • Progress on this strategy will be reported at TAP meetings. 	MAG, ADOT, City of Phoenix, Valley Metro

To become involved in these efforts, please contact DeDe Gaisthea at dgaisthea@azmag.gov or by calling (602) 254-6300. All materials may be accessed at www.azmag.gov.



Introduction

Transportation is more than just streets and freeways; it involves the movement of people to critical employment opportunities, healthcare and social activities. For some people in the community, accessing transportation can be difficult when mobility restrictions or funding limitations are a concern. Meeting the transportation needs of a growing region on limited funding and resources is a challenge. The region is continuing to emerge from the economic downturn. One funding source that had been previously eliminated has been reinstated is the Local Transportation Assistant Funding (LTAF). LTAF will provide much needed support for transportation programs. Many agencies that experienced a funding decrease did not experience a decrease in the demand for service. Those on the front lines have worked hard to ensure that those who are most dependent on human services transportation are not left behind. Those affected by limited transportation options are those vulnerable members of the population such as older adults, persons with disabilities, and persons with low-incomes. This plan will report on the needs within the region and identify assets already in place to provide a solid foundation upon which to move forward in providing transportation to those most vulnerable in our community.

Nationally, the plans have been an invaluable resource to help meet the needs of those most vulnerable in the community, such as older adults, people with disabilities, and people with low incomes. Regionally, the accomplishments of these plans can be seen by the strong support from partners such as the Arizona Department of Transportation, the City of Phoenix, Valley Metro and committed stakeholders on the front lines who have significantly aided the sustainability of these planning efforts.

As federally required, this plan update is developed through a process that includes representatives of nonprofit and for profit agencies, transit providers, municipalities, faith-based and senior community representatives, and members of the general public. The MAG Transportation Ambassador Program (TAP) is a strategy from the *FY 2008 Coordination Plan* providing a venue to receive public input into regional coordination efforts. The Virginia G. Piper Charitable Trust has provided support for this program and laid the foundation for the work of TAP to continue.

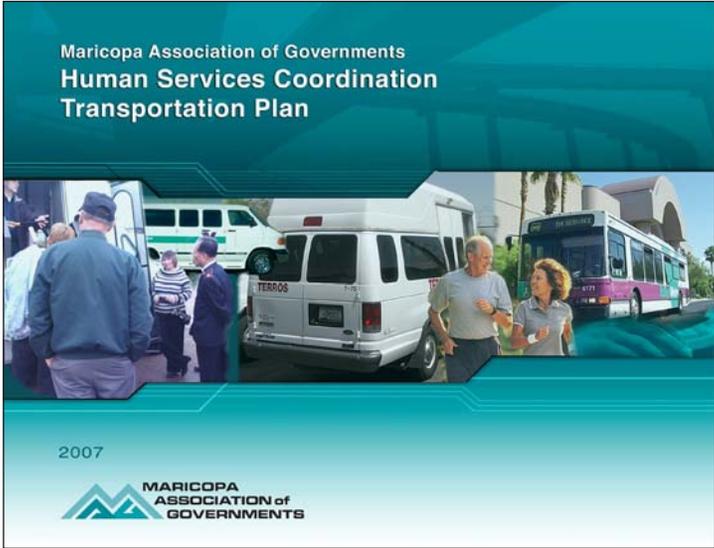
The Maricopa Association of Governments (MAG) has developed the human services coordination transportation plans since 2007, as required under the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The federal legislation required applicants who receive federal funding to comply and coordinate with a locally derived human services transportation plan. On July 6, 2012, President Obama signed into law the Federal Transit Administration (FTA) Moving Ahead for Progress in the 21st Century Act (MAP-21). Under MAP-21 locally coordinated human service-public transportation plans that are consistent with the policy established under SAFETEA-LU are still required for projects selected for funding under Section 5310.





TAP participants have been key stakeholders in the development of the plans providing feedback on the needs in the region and discussing strategies to assist in meeting the needs. TAP participants from nonprofit agencies, municipalities, senior and faith-based communities, and active consumers provide public input into the gaps analysis and strategies included in each plan. Once the plans are developed they are offered to the MAG Human Services Technical Committee, the MAG Management Committee, and MAG Human Services Coordinating Committee for review and recommendation for approval. This process ensures feedback opportunities are available throughout the process. The MAG Regional Council has demonstrated its support by approving the MAG Human Services Coordination Transportation plans every year since 2007.

Under the FTA statutory program guidelines 49 U.S.C. 5310, this plan update includes an inventory of services, gaps analysis, and prioritized strategies to meet the needs of the region. The FY 2014 plan update will report on the progress made on the strategies from the FY 2013 plan and highlight the positive impact of coordination efforts in the community. The strategies continue to focus on making the most of the available resources in the region.



The first MAG Human Services Coordination Transportation Plan was approved in 2007.



Progress on the FY 2013 Plan



Strategies in the FY 2013 plan focused on enhancing regional collaborative efforts and strengthening coordination efforts already in place. The strategies incorporate the United We Ride goals of providing more rides for the targeted population(s) for the same or fewer resources; simplifying customer access to transportation; and increasing customer satisfaction. The FY 2013 plan included both short-term and long-term strategies to ensure the sustainability of coordination efforts. Progress made on the strategies is as follows:

Short-Term Strategies

Human Services Transportation Resource Webpage

Outcome measure:

To design a webpage to accommodate the MAG Human Services Provider Inventory with search capabilities to make it more user friendly. This addresses the United We Ride goal of simplifying consumer's access to transportation by providing information regarding human services transportation resources that are available in the region. MAG, the Arizona Department of Transportation (ADOT), and Valley Metro will collaborate on elements necessary for an interactive inventory. Progress will be reported at TAP meetings.

Progress:

MAG collaborated with ADOT, Valley Metro, and other members of a workgroup to design a webpage to accommodate the MAG Human Services Provider Inventory. The workgroup includes MAG, Valley Metro, ADOT, City of Phoenix, sub-regional mobility managers and members of the MAG FTA Section 5310 Ad Hoc Committee. The workgroup attended the Arizona Institute for Transportation Coordination training sponsored by the Community Transportation Association of America in partnership with ADOT. The workgroup provided

a framework for the development of a user friendly website, identified design elements, and requested including a link to the AZ 211 website for additional resources. The MAG Human Services Provider Inventory will be located on the MAG website by the first quarter of the fiscal year.

Address the Issue of Insurance

Outcome measure:

Continue to address insurance as a barrier for agencies to coordinate services. This addresses the United We Ride goal of streamlining regulations that impede the coordinated delivery of services. This will include researching policies involving using drivers from other agencies to transport consumers with varying abilities. In collaboration with ADOT, insurance companies, and behavioral health stakeholders, identify the gaps and possible solutions. Progress made will be reported to the MAG Human Services Coordinating Committee and TAP stakeholders.

Progress:

At the June 25, 2012 TAP regional meeting a workshop on insurance was hosted by a representative from the Arizona Insurance Council. Participants in the workshop discussed the insurance liability of driving another agency's vehicles and identified additional concerns, including the cost of insurance, policy restrictions of transporting consumers with various mobility restrictions, and policy restrictions on using volunteer drivers. Stakeholders recommended the continuation of addressing insurance issues by engaging smaller focus groups to help identify possible strategies, and to engage insurance representatives, ADOT and the state insurance representative to support collaborative efforts. Progress has been reported to the MAG Human Services Technical Committee and MAG Human Services Coordinating Committee; it continues to be a topic of discussion with TAP stakeholders.



Engage Small and Rural Communities

Outcome measure:

Outreach to community members enriches the coordination activities for the region. This will be accomplished by engaging at least 10 new stakeholders in small and outlying communities to participate in TAP meetings, attending five human services community meetings and developing a TAP information flyer to disperse at community events. Increasing the number of additional stakeholders will provide additional resources for human services transportation and coordination activities to support the United We Ride initiative to simplify customer access to transportation.

Progress:

Outreach at community meetings resulted in seven new participants that include representatives from the Veteran Administration and VetTrans (a veteran's volunteer drivers program), Care 1st Health Plan, Living Solutions for Seniors in the West Valley, two for-profit providers, and the Scottsdale Transportation Commission. The MAG Human Services Transportation Planner attended four community meetings throughout the region. The meetings included the West Valley Human Services Alliance, the Sun City West Rotary Club, West Valley Transportation Stakeholders Group, and City of Phoenix Disability Commissioners. MAG will continue to reach out and offer presentations to any interested group. A TAP flyer was drafted and presented to the TAP participants for their feedback; once it has been finalized it will be distributed at community events.

Utilization of Sub-Regional Mobility Managers

Outcome measure:

Due to the size of the region, it has been determined that four sub-regional mobility managers would provide a network of coverage for regional coordination efforts. Three sub-regional mobility managers have been identified, in Central Phoenix,



the Northwest Valley and the East Valley, with a fourth yet to be determined in the West Valley. Increasing communication and the utilization of mobility managers offer the opportunity for collaborating on human services transportation efforts and support across the region. The impact will provide an opportunity for more nonprofit agencies to participate in collaborative effort. This supports the United We Ride initiative of improving the efficiency of services by using existing resources to provide more rides for the same or fewer resources.

Progress:

Monthly meetings were conducted with the sub-regional mobility managers from Foothills Caring Corps, TERROS, and the Marc Center for updates on projects and discussion on opportunities for further collaborative efforts. The mobility manager at the Foothills Caring Corps in the Northeast Valley reached out to various veteran associations and Verde Cares, Inc., as possible collaborative partners. TERROS in the Central Valley has engaged Lifewell, a newly merged nonprofit agency providing services in Central Phoenix and the West Valley, to participate in TAP meetings and workgroups. The Marc Center recently was awarded a mobility management project and has collaborated with MAG and the other mobility managers in the monthly meetings.



Long-Term Strategies

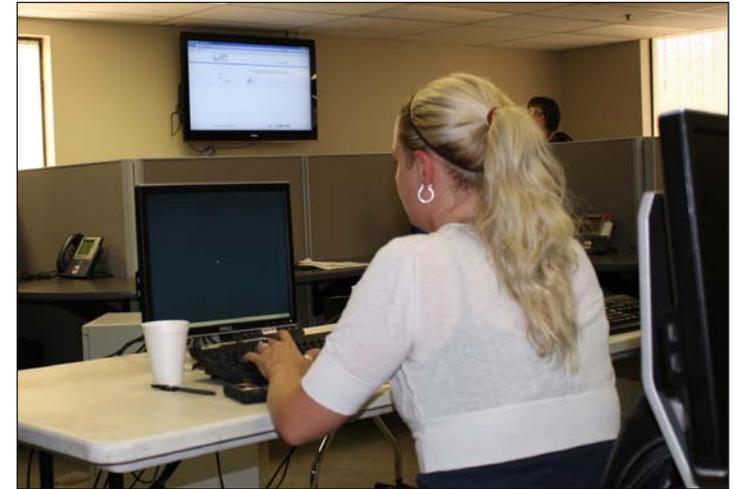
Facilitate One-Call Center Dialogue

Outcome measure:

Facilitate regional dialogue about establishing a one-call center to coordinate the schedule and dispatch of paratransit services for older adults and people with disabilities to benefit consumers in the region. Providing at least two presentations on national best practices at local events will aid with the discussion of a one-call center. This is consistent with the goal of the United We Ride initiative to reduce duplication of transportation services and improve the efficiency of services.

Progress:

Research was conducted on national best practices of one-call centers such as RidePlus, CT Ridenet in Minnesota, and Access Services Inc. in California. Research on these programs indicated that coordination efforts involve public transit agencies programs and referenced nonprofit information. Feedback from stakeholders suggests continuation of research on best practices or pilot programs that include public transit agencies transportation programs and nonprofit agencies programs. During the Arizona Institute for Transportation training ADOT offered the use of a consultant as a resource to assist with the project. Through ADOT, a consultant from TransitPlus drafted a scope of service for the development of a one-call service. The first phase outlined in the scope, to identify an inventory of service providers, was accomplished by the MAG Human Services Transportation Resource Webpage strategy previous noted. The second phase of the scope is to identify or work with a partner organization to develop an internal system to develop a one-call service. This includes the purchasing of needed services, software. Progress on this strategy has been reported to TAP.





Gaps Analysis

The following section addresses the federal requirement for coordination plans to provide an assessment of the transportation needs for the targeted population. While funding reductions continue, opportunities are being explored to provide transportation to the region's most vulnerable populations. It is estimated our region will grow to 4.5 million people by 2020 and to 5.4 million by 2030. The 2010 U.S. Census reports 12.5 percent of residents in Maricopa County are age 65 and over. By the year 2020, approximately 15 percent of the residents in the region will be age 65 or older. Of this number, approximately forty percent will be 75 years or older. The 2011 American Community Survey one year estimates reports 9.9 percent of people in the region live with a disability of any kind. The human services transportation solutions identified for people with disabilities often benefit all people by making transportation more accessible for everyone. The 2011 American Community Survey one year estimates reports 17.4 percent of people in the region live below the poverty level. Income affects access to a variety of resources, including transportation. People with low incomes are more likely to utilize transit services. This population growth will increase the strain on services already at capacity.



As the region experiences population growth it has also seen growth in transportation. In the West Valley, the Zoom circulator in the City of Avondale has been so successful they are partnering with the City of Tolleson to expand the route. In the East Valley, the City of Mesa and Valley Metro developed the East Mesa Circulator Pilot Program Bus Route 277, which will run east of the Superstition Springs Transit Center. Ridership on the light rail has exceeded expectations with extensions scheduled to expand the lines in Mesa and West Phoenix. In October 2012, Valley Metro started the Northwest Valley Dial-A-Ride that includes the City of El Mirage, City of Surprise, Town of Youngtown, Sun City and Sun City West, with portions

of the City of Peoria and portions of unincorporated Maricopa County. Exploring alternative transportation options is a resource that is available to help meet the needs of the community. Also, utilizing the sub-regional mobility managers in creating a network for sharing human services resources, identifying additional community partners, and disseminating transportation information can benefit the consumer.

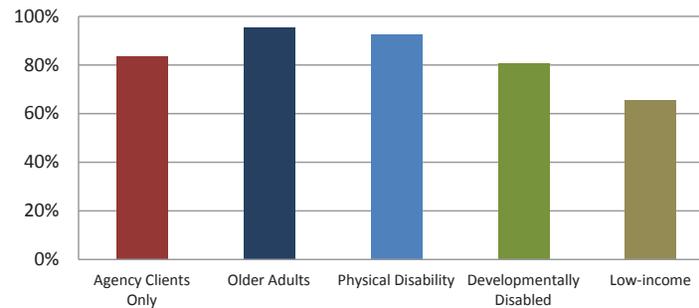
The next section will provide an overview of population demographics, gaps in services, and opportunities for possible collaborative efforts. The deep funding reductions for transportation have resulted in municipalities cutting back on services or eliminating routes. Nonprofits have also had to make difficult decisions to reduce funding for services they provide, resulting in additional reductions to transportation services. Those affected most by limited services have been the most vulnerable in the population such as older adults, persons with disabilities and persons with low-incomes.

MAG Human Service Transportation Provider Survey

The *MAG Human Services Transportation Provider Survey* received 82 responses from human services transportation providers of transportation services or resource information. Respondents included nonprofits and for profit agencies, volunteer drivers programs, municipalities, and community organizations. This is an increase of six additional agencies from the previous year. Of the agencies that responded to the survey, 67 provide transportation to consumers in the region; these included both nonprofit and public agencies. Survey results on eligibility for services indicated 84 percent of the agencies provided services to their clients only. The category of Older Adults and People with Physical Disabilities received the most transportation services. Agencies



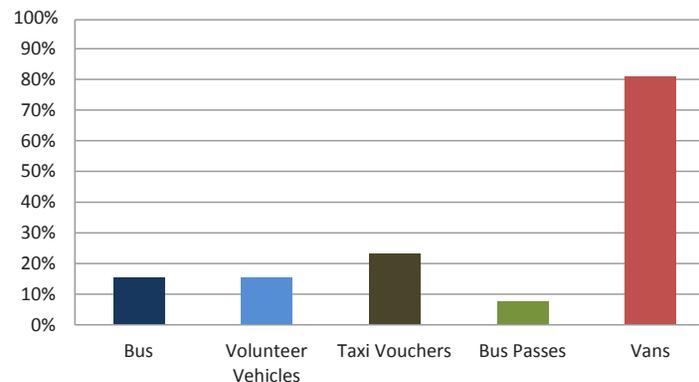
Eligibility Requirements



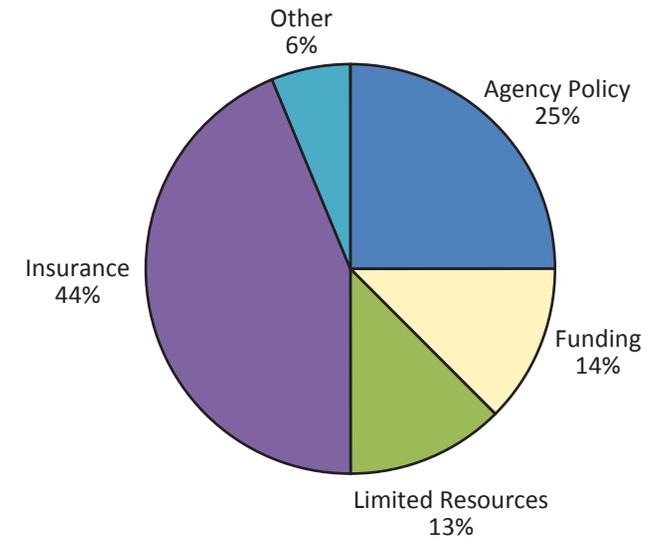
provided various types of transportation options to the consumer; the use of an agency’s vans was the most often cited form of providing transportation services.

The survey results indicated agencies were able to meet the transportation requests of their clients. This could be a result of agencies implementing changes such as reducing/eliminating services, stricter eligibility requirements, and an increase of agencies offering services only to their clients. Survey responses also indicated 62 percent of agencies would now consider partnering with another agency to

Type of Transportation



Barriers to Partnering with Another Agency



provide transportation services. This is an increase from the previous year survey when 41 percent of agencies considered partnering with another agency. Agencies also were questioned on what barriers, if any, would prevent them from partnering with another agency. The following chart illustrates reported barriers to partnering. The top response indicates insurance as a barrier to limiting agencies from partnering with another agency. The second most reported barrier to partnering was agency policy, followed by limited resources, such as lack of drivers, and funding restrictions.



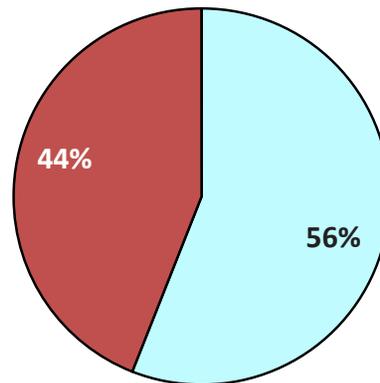
Inventory of 5310 Agencies

To support agencies providing human services transportation to the most vulnerable in the communities, it is imperative to explore alternative modes of transportation. Agencies

receiving federal funds through Section 5310 were surveyed if they provided travel training on alternative modes of transportation. Survey results indicated that 56 percent of the agencies that responded provided some type of travel training to their clients. A follow up question for agencies that did not provide travel training inquired if the agency would be interested in receiving information. Of those that responded, five of the agencies indicated they would be interested in travel training information.

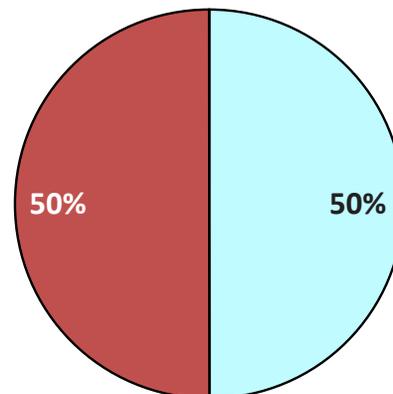
Agencies Providing Travel Training

Yes No



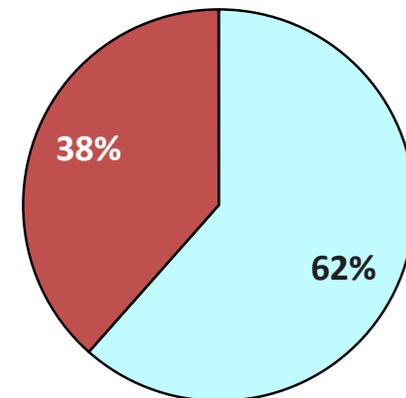
Agencies Interested in Travel Training

Yes No



Transportation Requests from the General Public?

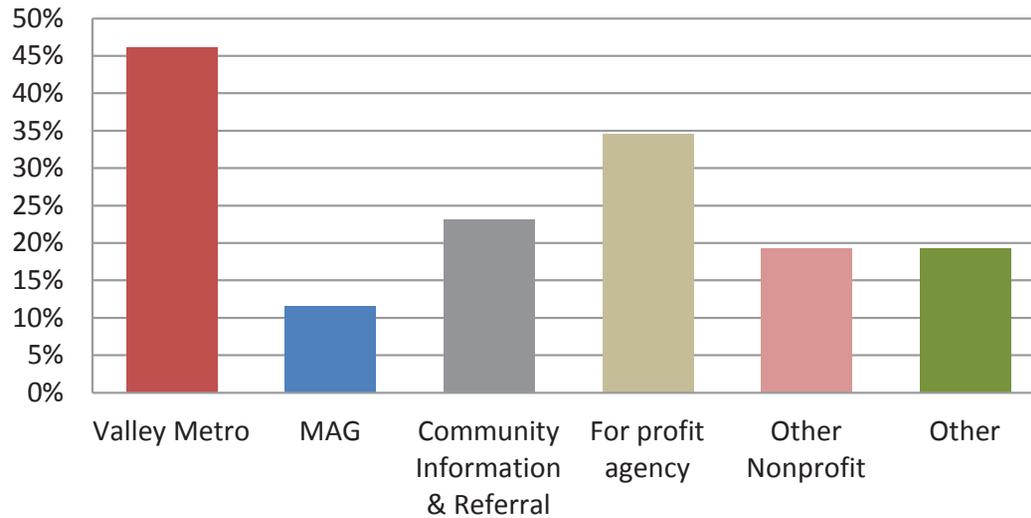
Yes No



Feedback from respondents who were not interested in receiving travel training included having no public transit available or near their agency. Respondents also noted the extent of their client's disability limited them from taking an alternative mode of transportation without proper supervision.



Referrals

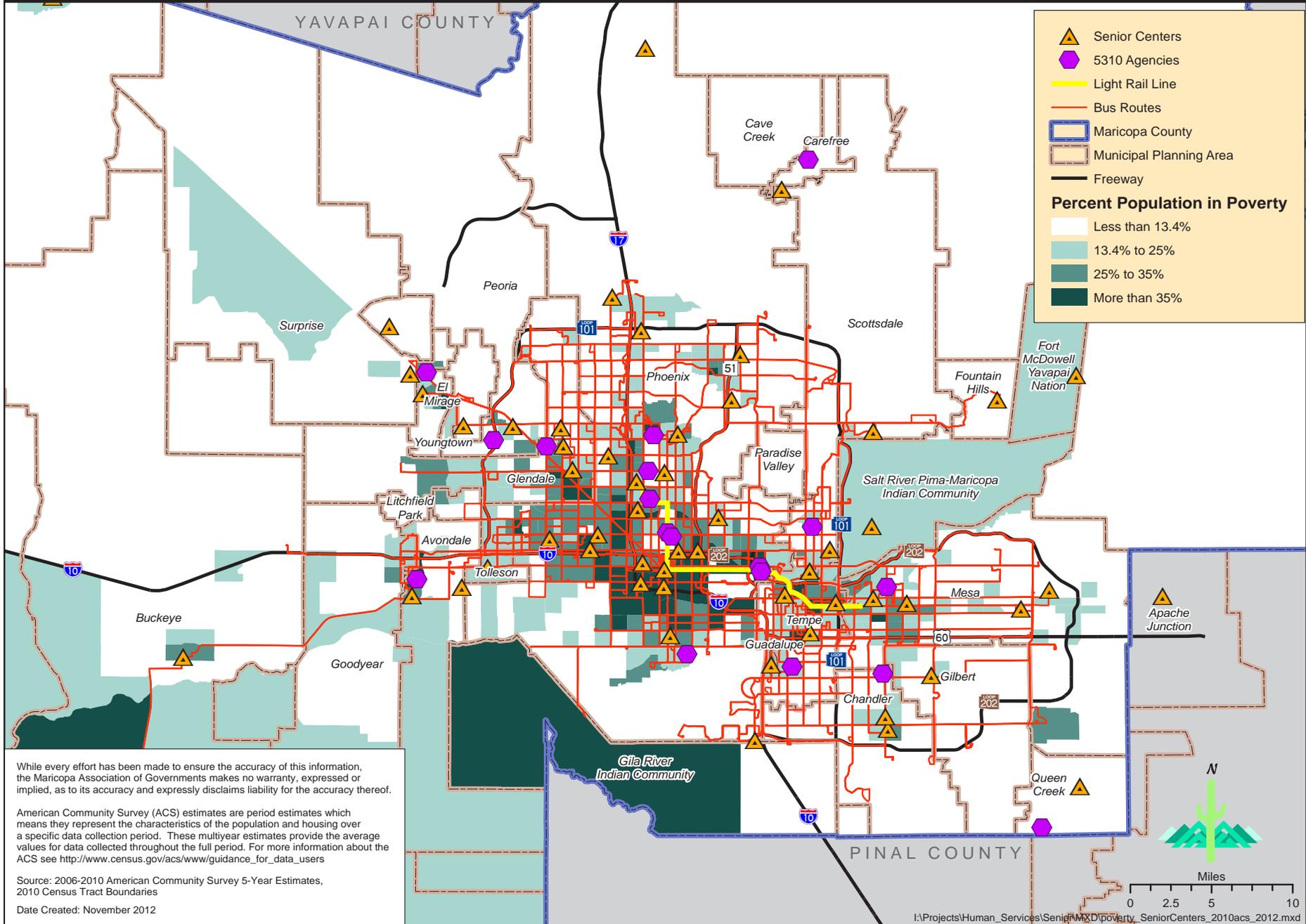


A survey question inquired if agencies received calls from the general public regarding transportation. Survey responses indicated more than half of the agencies did receive transportation requests from the general public. A follow up question for the agencies that received public requests inquired if the agency referred the transportation request call and to what agency. Survey responses indicated Valley Metro was the top referral choice with for profit agencies as the second most referred. Calls were also referred to other nonprofit agencies or to “Other” agencies such as a volunteer driver programs or community centers.

The following maps were developed to explore other opportunities to coordinate on providing transportation alternatives to the underserved. One map provides an overview of agencies that have received Section 5310 awards along with senior center locations overlaid with public transit and light rail routes for the population aged 65 years and more. The next map provides an overview of agencies that have received Section 5310 awards along with senior centers overlaid with public transit and light rail routes for the population living below the poverty level.



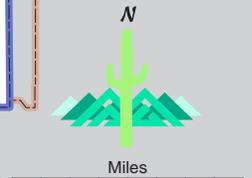
5310 Agencies with Senior Centers and Percent Population in Poverty



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.

American Community Survey (ACS) estimates are period estimates which means they represent the characteristics of the population and housing over a specific data collection period. These multiyear estimates provide the average values for data collected throughout the full period. For more information about the ACS see http://www.census.gov/acs/www/guidance_for_data_users

Source: 2006-2010 American Community Survey 5-Year Estimates, 2010 Census Tract Boundaries
 Date Created: November 2012



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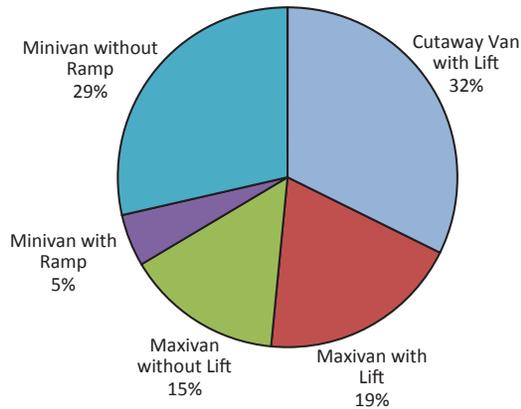
Vehicle Inventory

A Vehicle Inventory Survey of agencies that are recipients of federal funds awarded through the FY 2012 Section 5310 Elderly and Individuals with Disabilities Transportation Program was developed to examine the types of vehicle and the time of day they were most in use. Data analysis indicated

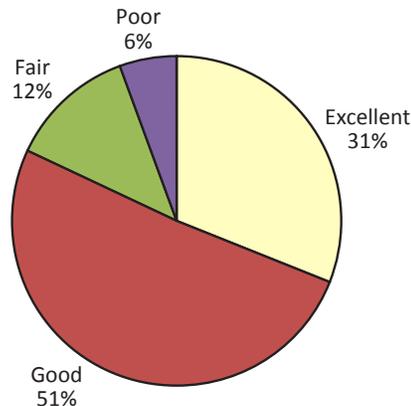
46 percent of the vehicles in agency’s fleets were under ADOT lien. This signifies that a vehicle has not yet reached four years or 100,000 miles of service. The following charts indicate the vehicle type and condition. The cutaway van at 32 percent was the most reported type of vehicles in an agency’s fleet followed by the minivan without a ramp at 29 percent. The condition of the majority of vehicles was reported in the excellent to good range, meaning vehicles were relatively new or well-maintained with no ongoing mechanical problems. Agencies reported some vehicles being in fair condition meaning they were near the midpoint of useful life, showing signs of wear but with regular maintenance the vehicle would be safe and operable. A few also reported vehicles in the poor condition meaning they were becoming unsafe and unreliable to operate with frequent breakdowns and excessive repair costs.

The Vehicle Inventory Survey indicated vehicles were primarily in use five days a week Monday through Friday, with Saturday usage less than 43 percent, and Sunday less than 30 percent of the time. Agencies also reported a few vehicles were in use occasionally and were needed as back-up in case of emergencies, while other vehicles are rotated out of service due to high mileage.

Types of Vehicles in Fleet

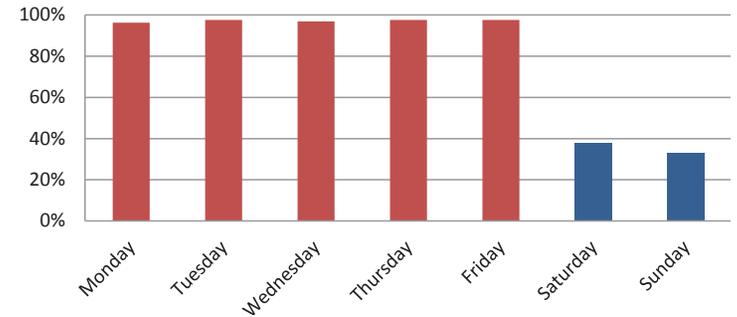


Condition of Vehicles in Fleet

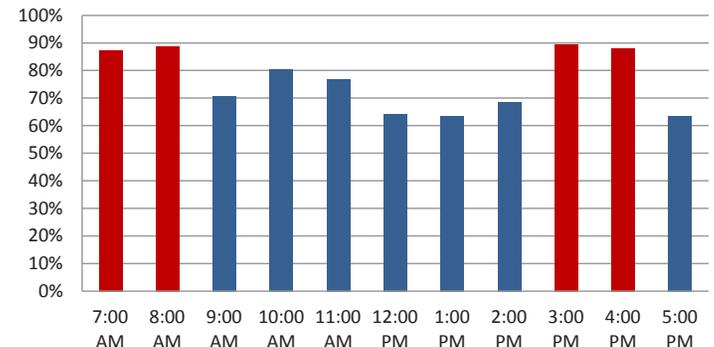


Survey results indicated agencies’ vehicles were in use to some extent throughout the day. Usage of agency’s vehicles outside of the peak hours accounted for less than 80 percent of a vehicle’s time. The highest percent of an agency’s peak vehicle usage time occurs between the hours of 7:00 a.m. through 8:00 a.m. and 3:00 p.m. through 4:00 p.m. Analysis of vehicle usage along with continuing to research insurance issues on the collaboration of vehicles will assist in exploring opportunities to utilize available vehicles.

Days Vehicles are in Use



Time of Day Vehicles are in Use





Highlight on Useful Coordination Practices

The MAG Transportation Ambassador Program presented the third annual Regional Excellence in Coordination awards on June 13, 2012. The awards recognize champions in the region who have displayed tireless commitment through their work in human services transportation coordination efforts. The categories included nonprofit, public entities, and individual. Judges for the awards included Dave Cyra, United We Ride Region IX Ambassador; Ellen Solowey, Virginia G. Piper Charitable Trust; and Jamie Bennett from Governor Brewer's Office. Those awarded have increased access to transportation for older adults, persons with disabilities, and people with low incomes in their community.

The agency has continually been a stakeholder with human services transportation coordination efforts.

The City of Scottsdale, Transit Division, was recognized for the *Regional Excellence in Coordination for Public Entity*. The City of Scottsdale Transit Services works collaboratively to connect members of Scottsdale's community and visitors with transportation resources. City staff personalizes services with a family of transportation options to meet the transportation and life needs of the community particularly for older adults, persons with disabilities, and persons with low-incomes. They work with the City's Human Services team to provide day-to-day coordination and outreach to community members from neighborhoods, senior living centers, low income housing, and dialysis centers.



Foothills Caring Corps Award
Recipient

Foothills Caring Corps was recognized for the *Regional Excellence in Coordination Nonprofit Organization* award. Foothills Caring Corps provides transportation to residents in Carefree and the surrounding communities in the North Phoenix area. They have coordinated an innovative approach with the use of volunteers to provide door-to-door, one-on-one medical transportation. More than 500 volunteers and 650 "neighbors" provide outreach to community members. Foothills Caring Corps is dedicated to promoting independence and enhancing the quality of life for older residents throughout the community.

Over the last four years, Foothill Caring Corps has expanded its transportation fleet from one van to five vans. These vans provide trips for homebound citizens to community centers, hospitals, churches, local municipalities, shopping, and social opportunities for residents who lack access to appropriate transportation. Foothill Caring Corps works with the local fire departments to plan evacuation for homebound and people with disabilities in the community and works with veterans associations to provide transportation to VA hospitals. Homebound citizens would not have the transportation options they have without the Foothills Caring Corps.



City of Scottsdale, Transit Division, Award Winners



The City of Scottsdale Transit Services coordinates with Valley Metro to provide two Reduced Fare ID application intake locations, with the City of Tempe for the Trolley to Orbit transfer point, and with the Salt River Pima-Maricopa Indian Community and the Town of Paradise Valley to coordinate the Hospitality Route transfer points amongst the three seasonal circulator routes. Scottsdale has also been involved in a long standing partnership with four other East Valley cities, including Chandler, Gilbert, Mesa, and Tempe, to provide the East Valley Dial-A-Ride service. Most recently they have worked with Arizona State University students to translate the Trolley Circulator brochure into languages represented in the City's population: Spanish, Chinese, Russian, and French.

toward bringing people to the table, identifying existing services, educating and informing the public about services to ensure that those who need transportation services have a voice for affordable and accessible transit. Ms. Dionisio is a believer and advocate for partnerships and collaboration to achieve the best solutions possible.



Michelle Dionisio accepting the Regional Excellence in Coordination Overall Champion Award

Michelle Dionisio was recognized for the *Regional Excellence in Coordination Overall Champion*. Ms. Dionisio is the President/CEO of Benevilla, a non-profit human services organization serving the far Northwest Valley since 1981. Ms. Dionisio has been with Benevilla since 1989 and was named President/CEO in 2000. In December 2010, the Sun Cities Area Transit service also known as SCAT, discontinued their services due to lack of funding. Upon hearing of the elimination of this vital transportation service, Ms. Dionisio invited representatives from various Sun City groups to meet at Benevilla in hopes of reaching some short-term resolutions to the transportation challenges facing Sun City residents.

The group has evolved into the Transportation Stakeholders of the Northwest Valley meeting monthly to discuss and problem-solve short-term and longer term solutions, not just for the Sun City area, but for the entire Northwest Region. Those now attending the meetings include representatives from the Cities of El Mirage, Glendale, Peoria, and Surprise, the Town of Youngtown, Area Agency on Aging, Maricopa Association of Governments, Sun City West Foundation, Total Transit, Valley Metro, and concerned citizens from Northwest Valley communities. Ms. Dionisio has consistently worked



Strategies to Address Gaps

As required under federal guideline 49 U.S.C. 5310, the strategies identified for this year focus on continuing coordination efforts and utilizing the available resources in this community. The plan's strategies are consistent with the goals of the United We Ride initiative to simplify customer access to transportation, reduce duplication of transportation services, and streamline federal rules and regulations that may impede the coordinated delivery of services, and improve the efficiency of services using existing resources of providing more rides for the same or fewer resources.

Following these guidelines, the Human Services Coordination Transportation plans have provided a continuum of efforts to ensure the transportation needs of the vulnerable population that includes older adults, people with disabilities and people with low-income are met. This plan update offers short-term and long-term strategies to ensure the sustainability of the region. The new strategies proposed for the FY 2014 Plan include the following:



Priority	Short-Term Strategies for FY 2014	Lead
1	Develop solutions to maximize the use of the current vehicle inventory by eliminating insurance restrictions as a barrier. <ul style="list-style-type: none"> • Coordinate a work group focused on providing solutions on the insurance concerns identified from the workshop at the MAG Transportation Ambassador Program (TAP) June 2012 regional meeting. • Collaborative efforts will include engaging Arizona Department of Transportation (ADOT), insurance companies, and behavioral health stakeholders to work on solutions to address the costs of insurance and identify policy restrictions that inhibit the collaborative use of agencies' vehicles. • The workgroup will meet quarterly to develop strategies to address the insurance concerns. • Implement at least one of the strategies by the fourth quarter of FY 2014. • Progress will be reported to the MAG Human Services Coordinating Committee and TAP stakeholders on a quarterly basis. 	MAG, ADOT
2	Ensure that requirements and standards are universally met for providers transporting older adults and people with disabilities through the delivery of training. <ul style="list-style-type: none"> • Develop brown bag trainings for human services provider agencies receiving federal awards and interested others. • Conduct at least four brown bag trainings on topics such as Passenger Safety and Securement, driver sensitivity training, Disadvantage Business Enterprise and civil rights requirements. 	MAG, ADOT, City of Phoenix, Valley Metro
3	Address regional concerns and engage providers in coordination planning efforts through mobility managers. <ul style="list-style-type: none"> • Maintain the utilization of sub-regional mobility managers. This will include strengthening sub-regional collaborative efforts by identifying a sub-regional mobility manager for the West Valley in the second quarter. • Sub-regional mobility managers will participate in designated workgroups, provide feedback on the brown bag trainings, and report on their agency's coordination efforts at the quarterly TAP meetings. 	MAG
Priority	Long-Term Strategies for FY 2014	Lead
1	Develop a one-call center to coordinate transportation services for older adults and people with disabilities. <ul style="list-style-type: none"> • Support the ADOT/Transit Plus plan to implement a one-call center. • Identify a partner organization to develop an internal system to develop a one-call service. This will include analysis of purchasing needed services, software, and identifying a host site. • Progress on this strategy will be reported at TAP meetings. 	MAG, ADOT, City of Phoenix, Valley Metro

To become involved in these efforts, please contact DeDe Gaisthea at dgaisthea@azmag.gov or by calling (602) 254-6300. All materials may be accessed at www.azmag.gov.



Conclusion

The region continues to make great strides in meeting the transportation needs of older adults, people with disabilities and people with low-income. Some funding streams have been reinstated, community partners from the private sector and outlying communities are being engaged, and regional support of the coordination plans continue to keep the region moving forward. Stakeholders not only identify gaps in services for the underserved in their communities, they are also part of the dialogue in developing strategies to overcome those gaps. Strategies in each of the coordination plans build upon each other to provide attainable outcomes for stakeholders to employ in meeting the needs for the vulnerable in our region. Strategies from previous plans can be found in the Attachments section. Transportation is more than just getting from one destination to another, for some it's a lifeline to much needed services for a quality of life. With the support of the dedicated partners, the region will continue to keep moving forward in meeting the needs for the most vulnerable in our communities.

To become involved in these efforts, please contact DeDe Gaisthea, Human Services Transportation Planner I, at dgaisthea@azmag.gov or by calling (602) 254-6300. All materials may be accessed at www.azmag.gov.

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Participant List

See the following page for the Human Services Coordination Transportation Plan Participant List.

Resource Inventory

As federally required, the table beginning on page 22 is a list of public, private and nonprofit agencies that provide human services transportation.

Please contact DeDe Gaisthea, MAG Human Services Transportation Planner, at dgaisthea@azmag.gov with any questions or changes.



Participant List

Human Services Coordination Transportation Plan Participant List

About Care	Davita	Phoenix Mayor's Commission on Disability Issues
Alliance of Arizona Nonprofits	Davita, Scottsdale Dialysis Center	Phoenix Revitalization Corp
Area Agency on Aging, Region One	Department of Veterans Affairs	Phoenix VA Health Care System
Arizona Bridge to Independent Living	Desert Dialysis	Phoenix VA Medical Center
Arizona Center for Disabilities Law	Developmental Disabilities Planning Council	PPEP Encompass, Inc
Arizona Community Action Alliance	Duet	Quality Transport Services of Arizona
Arizona Council of the Blind, Inc.	Foothills Caring Corps	Scottsdale Training and Rehabilitation Services (STARS)
Arizona Department of Economic Security	Foundation for Senior Living	Scottsdale Transportation Commission
Arizona Department of Transportation	Fresh Start Community Service	Senior Elite
Arizona Developmental Disabilities Planning Council	Friendship Village of Tempe	Southwest Behavioral Network
Arizona Recreation Center for the Handicapped (ARCH)	Friendship Foundation	SRI/Davita
Arizona Spinal Cord Injury Association	Foundation for Senior Living	STAR-Stand Together and Recover
Arizona Transit Association	Gila River Indian Community	Statewide Independent Living Council
Beatitudes Campus	Golden Gate Community	Sun City West Foundation
Benevilla / The New Face of Interfaith	Gompers Rehabilitation Services	Sunnyslope Village Alliance
Community Care	Hacienda Healthcare	Tempe Union High School District
Blessings! For Seniors	Horizon Human Services	TERROS, Inc.
Care 1st Health Care	J & T Transportation	The Centers for Habilitation (TCH)
Central Arizona Shelter Services (CASS)	Lifewell Behavioral Health	The Salvation Army
Chandler Gilbert Arc	Living Solutions for Seniors	Total Transit
Citizens	Lutheran Social Service of the Southwest	Town of Buckeye
City of Avondale	Magellan Behavioral Health	Town of Guadalupe
City of Chandler	Manistee Manor	Town of Youngtown
City of El Mirage	Marc Center of Mesa	Triple R Behavioral Health
City of Glendale	Maricopa County	UMOM, Inc.
City of Goodyear	Mosaic of Arizona	United Cerebral Palsy of Central Arizona
City of Litchfield Park	MTBA - Medical Transportation	Valley Center of the Deaf
City of Mesa	MV Transportation, Inc.	Valley of the Sun United Way
City of Peoria	NAU Senior Companion Program	Valley Metro
City of Phoenix	National Federation of the Blind of Arizona	ValleyLife
City of Scottsdale	National Kidney Foundation of Arizona	Veolia Transportation Services Inc.
City of Surprise	Native American Connections	Verde Cares, Inc.
City of Tolleson	Native Health	VetTrans, Inc.
Civitan Foundation	Navigator Mobility Consulting	Virginia G. Piper Charitable Trust
Clean Air Cab	Neighbors Who Care	Wheel Help, Palo Cristi Presbyterian Church
D Team Education Fund	Netcor Transports	
	Nobody's Perfect, Inc.	
	One Step Beyond	



Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low Income	Agency Description and Fees
PHOENIX SERVICE AREA									
AIRES 2140 W. Greenway Road Ste, 140 Phoenix, AZ 85023	Ph: (602) 995-3591 aires@aires.org www.aires.org	Contact agency.	Agency operated vehicles only.	•			•		Nonprofit. Contact agency.
American Cancer Society 4550 E. Bell Road Ste, 126 Phoenix, AZ 85032	Marianne Blanchard Ph: (602) 778-7681 www.cancer.org	8:30 a.m. - 5:00 p.m. Mon through Fri	Transportation for patient education, summer camp for children with cancer and their siblings. Must be ambulatory and getting treatment for cancer.		•	•		•	Nonprofit. No fee.
Arizona Bridge to Independent Living 5025 E. Washington Street Suite 200, Phoenix, AZ 85034	Ann Pasco Ph: (602) 256-2245 annp@abil.org www.abil.org	8:00 a.m. - 5:00 p.m. Mon through Fri	Agency operated vehicles only.			•	•	•	Nonprofit. Contact agency.
Arizona Center for Disability Law 5025 E. Washington Street #202, Phoenix, AZ 85034	Kathy Roberts or Donna Powers, Ph: (602) 274-6287 kroberts@azdisabilitylaw.org dpowers@azdisabilitylaw.org www.azdisabilitylaw.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Advocacy, technical assistance regarding disability law and disability awareness training.			•	•		Nonprofit. Contact agency.
Arizona Foundation for the Handicapped 3146 E. Windsor Avenue Phoenix, AZ 85008	Ph: (602) 956-0400 www.azafh.com	Contact agency.	Agency operated vehicles only.			•	•		Nonprofit. Contact agency.
Arizona Housing Inc. 1735 NW. Grand Avenue Phoenix, AZ 85007	John Wall Ph: (602) 258-3876 ext 4002 jwall@cass-az.org	24 hours a day, 7 days a week.	Provides transit passes to AHI resident only.	•					Nonprofit. Contact agency.
Beatitudes Campus 1610 W. Glendale Avenue Phoenix, AZ 85021	Christie Munson, Comm./Grant Manager Ph: (602) 995-6139 cmunson@beatitudescampus.org www.beatitudescampus.org	7:30 a.m. - 4:00 p.m. Mon through Fri	Agency operated vehicles only.	•	•	•	•	•	Nonprofit, faith-based organization. Varies, depending on distance, first two miles free.



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PHOENIX SERVICE AREA									
Carl T. Hayden Veterans Affairs Medical Center 650 E. Indian School Road Phoenix, AZ 85012	Ph: (602) 277-5551 (800) 554-7174	Call for schedule.	Agency vehicles and service provided by contract providers.	.					Nonprofit. Contact agency.
Fresh Start Community Resources 7206 N. 55th Avenue, #101 Glendale, AZ 85301	Bruce Relf, Ph: (623) 931-2801 connect@fresh-start.org www.fresh-start.org	9:00 a.m. - 4:00 p.m. Mon through Fri	Transportation to food banks, job interviews and clothing stores.	.					Nonprofit, no fee.
Gompers Habilitation Center, Inc 6601 N. 27th Avenue Phoenix, AZ 85017	Mark Jacoby Ph: (602) 336-0061 mjacoby@gomperscenter.org www.gomperscenter.org	7:30 a.m. - 5:00 p.m. Mon through Fri	Agency operated vehicles only. Agency clients only.	.	.	.	.	.	Nonprofit. Contact agency.
MV Transportation Project Senior Cab 1001 S. 4th Street Phoenix, AZ 85004	Ph: (602) 801-1163	9:00 a.m. - 5:00 p.m. Mon through Fri	Senior cab voucher program.		.				Books of 20- \$1.00 Taxi Coupons cost \$6.00 and two books are allowed per month.
NATIVE HEALTH Native American Community Health Care Center Inc. NHW Community Health Center 2423 W. Dunlap, Suite 140 Phoenix AZ 85021	Kim Yarbrough, Program Manager Ph: (602) 279-5351 www.nativehealthphoenix.org	8:00 a.m. - 5:00 p.m. Mon through Fri	Free medical transportation to and from NHW for NHW patients. Patients may be transported to medical appointments referred by the NHW physician.	.	.	.	.	.	Nonprofit. No fee.
Perry Rehabilitation Center 3146 E. Windsor Avenue Phoenix, AZ 85008	Ph: (602) 956-0400 perrycenter@qwest.net www.azafh.com	Contact agency.	Agency operated vehicles only.			.	.		Nonprofit. Contact agency.
Phoenix (City of) Human Services Department Sunnyslope Family Services Center 914 W. Hatcher Road Phoenix, AZ 85021-2453	Ph: (602) 495-5229	Contact agency.	Bus tickets for local transit system, for medical or work for low income individuals.		.			.	Public agency. Contact agency for more information.



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PHOENIX SERVICE AREA									
Phoenix (City of) Human Services Department (HSD) Travis L Williams Family Services Center 4732 S. Central Avenue Phoenix, AZ 85040-2150	Ph: (602) 534-4732 jennifer.turk@phoenix.gov	Contact agency.	Limited bus tickets for local transit system, for medical or work for low income individuals.		•	•		•	Public agency. Contact agency for more information.
Phoenix Dial-a-Ride 302 N. 1st Avenue, Suite 900 Phoenix, AZ 85003	Ph: (602) 253-4000 1 (800) 775-7295 www.cityofphoenix.gov/ PUBTRANS/dialride.html	5:00 a.m. - 10:00 p.m. 7 days a week.	Agency operated vehicles operated by contractors. Seniors and ADA certified individuals.		•	•	•		Paratransit service. Contact agency.
Phoenix Indian Medical Center 4212 N. 16th Street Phoenix, AZ 85016	Anne Silversmith Ph: (602) 263-1500 anne.silversmith@ihs.gov	8:00 a.m. - 4:30 p.m. business office / Hospital hours 24/7, Mon through Fri	Agency operated vehicles supplemented by contract services. Agency clients only - AHCCCS IHS eligibility required.		•	•	•	•	Nonprofit Hospital - Federal. No fee.
Phoenix Revitalization Corp. 1310 W. Hadley Street Building B Phoenix, AZ 85007	Wendoly Abrego Ph: (602) 253-6895 wendoly@phxrevitalization.org www.phxrevitalization.org	7 a.m. - 6:00 p.m. Mon through Thurs	Community revitalization including, community gardens, leadership academies, resource center. No agency operated vehicles.		•	•	•	•	Nonprofit. Contact agency.
Phoenix Van Services PO Box 7756 Chandler, AZ 85246-7756	Myriam Ph: (480) 857-8260 1 (866) PHX-VANS reservations@phxvans.com www.phxvans.com	5:00 a.m. - 12:00 a.m. 7 days per week.	Private for-hire carrier.		•	•			Nonprofit. Flat rates, call for rates.
South Mountain Community Center 212 E. Alta Vista Road Phoenix, AZ 85040-4219	Ph: (602) 262-4093 culshoef@phoenix.gov	Contact agency for more information.	Members discount transportation tickets for shopping and other errands. Seniors age 60 and over and persons with Title XX or physician certified disabilities.	•	•	•			Nonprofit. Contact agency.
Stand Together and Recover Centers, Inc. (STAR) 2144 E Roosevelt St., Phoenix, AZ 85006	Suzy Lyons Ph: (602) 685-1295 recovery@thestarcenter.org www.thestarcenters.org	7:30 a.m. - 3:30 p.m. Mon through Fri	Day recovery center for adults with mental illness	•	•	•	•	•	None. Nonprofit, billed through Magellan Health services.



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PHOENIX SERVICE AREA									
Sunnyslope Village Alliance 755 E. Hatcher Road Phoenix, AZ 85020	Shelley MacDonald Ph: (602) 674-5063	8:00 a.m. - 2:00 p.m. Mon through Fri	Provide community resource information. No agency operated vehicles or contract services available.		•	•	•	•	Nonprofit. Contact agency.
The Salvation Army Project HOPE 2702 E. Washington Street Phoenix, AZ 85034 MAILING: PO Box 52177 Phoenix, AZ 85072	John Landrum Ph: (602) 267-4196 John.Landrum@ usw.Salvationarmy.org	8:00 a.m. - 3:30 p.m. Mon through Fri	Agency operated vehicles only.					•	Nonprofit. Contact agency.
U.S. Vets - Phoenix Site 804 E. Jones Avenue Phoenix, AZ 85040	Teresa Livingston Ph: (602) 305-8585 tlivingston@usvetsinc.org www.usvetsinc.org	24 hours a day, 7 days a week.	Reconnect Vets with VA hospital-medical, VA Regional-benefits; Workforce residential program.					•	Nonprofit. No fee.
UMOM New Day Centers 3320 E. Van Buren Street Phoenix, AZ 85008	LaShawn Thompson Ph: (602) 527-5895 lthompson@umom.org www.umom.org	24 hours a day, 7 days a week.	Agency operated vehicles and bus passes through case management.	•	•	•		•	Nonprofit, faith-based organization. No fee.
UMOM New Day Centers, Watkins Overflow Shelter 1120 W. Watkins Street Phoenix, AZ 85007	LaShawn Thompson Ph: (602) 527-5895 lthompson@umom.org www.umom.org	24 hours a day, 7 days a week.	Transport of Overflow Shelter clients to/from shelter and pickup/drop-off points. Bus passes for work, appointments for family homeless and domestic violence shelter clients.	•					Nonprofit, faith-based organization. No fee.
United Cerebral Palsy (UCP) of Central Arizona, Inc. 1802 W. Parkside Lane Phoenix, AZ 85027-1322	Marilyn Zepeda Ph: (602) 943-5492 mzepeda@ucpofaz.org www.ucpofcentralaz.org	8:00 a.m. - 6:00 p.m. Mon through Fri	Transportation to and from UCP services for physically and/or developmentally disabled adults and children.	•		•	•		Nonprofit. No fee.
Valley Life 1142 W. Hatcher Road Phoenix, AZ 85021	Mary E. Brannoch Ph: (602) 331-2415 mbrannoch@vsshc.org www.valleyofthesunschool.org	24 hours a day, 7 days a week.	Agency vehicles. Physically and developmentally disabled, visually impaired, older adults.		•	•	•		Nonprofit. No fee.



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EAST VALLEY SERVICE AREA									
About Care, Inc. 600 W. Ray Road, Suite B5 Chandler, AZ 85225-7264	Ann Marie McArthur Ph: (480) 802-2331 information@aboutcare.org www.aboutcare.org	9:00 a.m. - 3:00 p.m. Mon through Fri, 7 days a week, anytime a volunteer can fill the service.	Client transportation to and from medical or social service appointments and pharmacy if needed.		•	•	•	•	Nonprofit. No fee.
Chandler/Gilbert ARC 3250 N. San Marcos Place Chandler, AZ 85225	William Parker Ph: (480) 892-9422 wparker@cgarc.org www.cgarc.org	7 days a week, 24 hours per day.	Housing, Life Skill Training and Employment. Agency operated vehicles only.	•			•		Nonprofit. No fee.
Disability Development Resources LLC 1356 E. McKellips Road Suite 104 Mesa, AZ 85203	Deborah Lamoree, Owner/ Director Ph: (480) 844-5265 dlamoree@ddresources.com www.ddresources.com	9:00 a.m. - 5:00 p.m. - Mon through Fri by phone appointment only. Please call to schedule.	Home and Community Based Services and independent Living.		•	•	•		Private, for-profit. Contact agency.
East Valley Adult Resources Inc./Apache Junction Active Adult Center 45 W. University Drive, Suite B Mesa, AZ 85201	Dan Taylor Ph: (480) 964-9014 dantaylor@evadultresources.org www.evadultresources.org	8:00 a.m. - 4:00 p.m. Mon through Fri	Transports AIL agency clients to shopping or medical trips within East Valley (Mesa, Apache Junction, Chandler, Gilbert and Tempe)		•	•			Nonprofit. \$1.00 donation suggested to East Valley Adult Resources Inc.
East Valley Adult Resources Inc./Red Mountain Active Adult Center 7550 E. Adobe Street Mesa, AZ 85207	Peg Reed Ph: (480) 218-2221 preed@evadultresources.org www.evadultresources.org	8:00 am. - 3:00 p.m. Mon through Fri	Van transportation provided to and from the senior centers for persons who are age 60 and over.		•				Nonprofit. Donation requested.
East Valley Family Care Center 2204 S. Dobson Road Ste 101 Mesa, AZ 85202-6457	Ph: (480) 491-6235 admin@evseniorservices.org	Contact agency.	Limited medical transportation.		•				Nonprofit. Contact agency.



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EAST VALLEY SERVICE AREA									
East Valley Ride Choice 3320 N. Greenfield Road Mesa, AZ 85215	Arleen Schenck Ph: (480) 962-RIDE (7433) www.ValleyMetro.org	Please contact agency for further information.	This program allows customers to travel wherever they want using taxi's. The program includes Coupons for Cabs, Dialysis Vouchers and Mileage reimbursement.		•	•	•		Public/Private. Fees varies depending on the city of residence.
East Valley Senior Services Inc./Mesa Active Adult Center 247 N. MacDonald Street Mesa, AZ 85201	Ph: (480) 962-5612 dejongmsc@evseniorservices.org www.evadultresources.org	Contact agency.	Purchase of subsidized Dial-a-Ride tickets.	•	•				Nonprofit. Contact agency.
East Valley Senior Services, Inc./Apache Junction Active Adult Center 1035 N. Idaho Road Apache Junction, AZ 85219	Ph: (480) 474-5260 www.evseniorservices.org tcrawford@evseniorservices.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Van transportation provided to and from the senior centers for persons who are age 60 and over.	•	•				Nonprofit. Donations requested.
Foothills Caring Corps PO Box 5892 Carefree, AZ 85377	Jayne Hubbard, Maggie Palmer Ph: (480) 488-1105 Services@FoothillsCaring-Corps.com www.FoothillsCaringCorps.com	8:30 a.m. - 4:30 p.m. Mon through Fri	Serving homebound elderly.		•	•	•	•	Nonprofit. Donations Accepted.
Fountain Hills Taxi & Shuttle 7222 E. Northridge Street Mesa, AZ 85207	Ph: (480) 837-7500	Contact agency.	Private for-hire carrier.						Private. Contact agency.
Friendship Village 2645 E. Southern Avenue Tempe, AZ 85282	Brian Scott Ph: (480) 831-3155 scottbrian@friendshipvillageaz.com www.friendshipvillageaz.com	7 days per week, depending on service.	For residents: bus, van or limo. Ride-share van for commuting employees.	•	•	•			Nonprofit / retirement community. From \$1.50-\$3.50 depending on service and vehicle.
Good Samaritan Society - Mesa Good Shepherd 5848 E. University Drive Mesa, AZ 85205	Jason L. Wright Ph: (480) 981-0098 jwright@good-sam.com www.good-sam.com	8:00 a.m. - 4:00 p.m. every day except Sat	Senior housing, assisted living, skilled nursing/rehab.	•	•	•			Faith-based. Fees included in client's monthly rent.



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EAST VALLEY SERVICE AREA									
Good Shepherd Villa 5848 E. University Drive Mesa, AZ 85205-7443	Ph: (480) 981-0098	Contact agency.	Agency operated vehicles only. Agency clients only.	•	•				Nonprofit. Contact agency.
Guadalupe Senior Services 9401 S. Avenida Del Yaqui Guadalupe, AZ 85283	Theresa Rodriguez, Director Ph: (480) 505-5393 trodriguez@guadalupeaz.org www.guadalupeaz.org	7:00 a.m. - 4:00 p.m. Mon through Thurs	Agency operated vehicles only.		•	•			Local government - public agency. Contribution requested or donation. Funded in part by the Area Agency on Aging.
Horizon Human Services 210 E. Cottonwood Lane Casa Grande, AZ 85222	Marsha Ashcroft Ph: (520) 836-1688 mashcroft@horizonhumanservices.org www.horizonhumanservices.org	Group Homes: 24 hrs per day, 7 days per week, Office: 8 a.m. - 5 p.m. Mon through Fri	Agency operated vehicles only.	•					Nonprofit. No fee.
MARC Center of Mesa 924 N. Country Club Drive Mesa, AZ 85201	Mark Tompert Ph: (480) 797-8466 mark.tompert@marccenter.com www.marccenter.com	Seven days per week.	Agency operated vehicles only. Agency clients only	•			•		Nonprofit. Contact agency.
Mesa (City of) PO Box 1466 (300 E 6th St.) Mesa, AZ 85211	Julie Howard Ph: (480) 644-4131 Julie.Howard@mesaaz.gov	Varies / Transportation: 7:00 a.m. - 6:00 p.m.	Contact agency for more information.		•	•	•	•	Public agency. Varies contact agency.
Neighbors Who Care, Inc 10450 E. Riggs Road Suite 113 Sun Lakes, AZ 85248-7760	Chris Stage, Executive Director Ph: (480) 895-7133 nwcsunlakes@aol.com www.neighborswhocare.com	8:30 a.m. - 4:30 p.m. Mon through Fri	Volunteers provide medical transportation, shopping, respite, friendly visiting, reassurance calls, business assistance, dinner delivery.	•	•				Nonprofit. No fee.
Nobody's Perfect Inc. 18911 E. San Tan Boulevard Queen Creek, AZ 85142	Philip M. Pajak Ph: (480) 840-9351 admin@nobodysperfectinc.org www.nobodysperfectinc.org	7:00 a.m. - 5:00 p.m. Mon through Fri	Providing transportation to clients in day programs and work programs.	•			•		Nonprofit. No fee.



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EAST VALLEY SERVICE AREA									
Paradise Valley Senior Center 17402 N. 40th Street Phoenix, AZ 85032-2200	Ph: (602) 495-3785 paradise.valley.cc.hsd@phoenix.gov www.phoenix.gov/SRCNTRS/cntrpara.html	8:00 a.m. - 5:00 p.m. Mon through Fri	Contract service providers. ADA certified individuals only.		•	•			Nonprofit. Contact agency.
Scottsdale (City of) - Trolley 7447 E. Indian School Road Suite 205 Scottsdale, AZ 85251	John Kelley Ph: (480) 312-7626 Jkelley@scottsdaleAZ.gov www.ScottsdaleAZ.gov	Downtown Trolley 11:00 a.m. - 6:00 p.m. except Thurs Artwalk 11:00 a.m. - 9:00 p.m. Neighborhood Trolley 7:00 a.m. - 9:00 p.m.	Downtown Trolley, bus, taxi vouchers and transit passes. <i>Hours of Operation (cont.)</i> Miller Road Trolley (formerly Route 76) 5:15 a.m.-11:15 p.m. Mon - Fri 5:45 a.m.- 7:20 p.m. Sun and holidays.		•	•	•	•	Public agency. Trolley no fare, DAR \$3.50, please call agency for more information.
Scottsdale (City of) Transportation Department Cab Connection Program 7447 E. Indian School Road Suite 205 Scottsdale, AZ 85251-3915	Ed Jones Ph: (480) 312-7519 ejonesIII@scottsdaleaz.gov www.scottsdaleaz.gov/traffic/alltransmethod/specialservices.asp	8:00 a.m. - 3:00 p.m. Mon through Fri	Subsidized taxi voucher program for residents who are disabled or are age 65 and over. May request up to 16 subsidized taxi vouchers per month.	•	•	•			Public agency. City pays 80% of cab fare up to a \$10.00 maximum.
Scottsdale Training and Rehabilitation Services (STARS) 7507 E. Osborn Road Scottsdale, AZ 85251	Debbie Kattelman Ph: (480) 994-5704 www.starsaz.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Agency operated vehicles only. Agency clients only.	•			•		Nonprofit. Contact agency.
Stand Together and Recover Centers, Inc. (STAR East) STAR East 1310 W. University Dr; Mesa AZ 85201	Jeni Serrano Ph: (480) 649-3642 recovery@thestarcenter.org www.thestarcenters.org	7:30 a.m. - 3:30 p.m. Mon through Fri	Day recovery center for adults with mental illness.	•			•		Nonprofit. None, billed through Magellan Health services.
Tempe (City of) - Pyle Adult Recreation Center 655 E. Southern Avenue Tempe, AZ 85282	Lyn Cahill-Ramirez, Senior Rec. Coord. Ph: (480) 350-5211	8:00 a.m. - 5:00 p.m. Mon through Fri	Contact agency for more information.	•		•			Public agency recreation center. Contact agency.



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EAST VALLEY SERVICE AREA									
The Arc of Tempe 501 E. Broadway Road Tempe, AZ 85282	Mike Mayhew, Executive Director Ph: (480) 966-8536 community@tempearc.org www.tempearc.org	4:00 p.m. - 8:00 p.m. Mon through Fri. 9:00 a.m. - 4:00 p.m. Sat	Life Skills & Recreation program for adults with developmental disabilities. Transportation to community activities.	•			•		Nonprofit. There are no fees for this transportation, however, participants pay a monthly fee for the program.
The Centers for Habilitation 215 W. Lodge Drive Tempe, AZ 85283	Jesus Daniel Diaz Ph: (480) 838-8111 jesusdiaz@tch-az.com www.tch-az.com	8:00 a.m. - 5:00 p.m. Mon through Fri	Agency operated vehicles only. Agency clients only.	•					Nonprofit. Contact agency.
The Salvation Army- Apache Junction 605 E. Broadway Avenue Apache Junction, AZ 85219-5214	Richard Ph: (480) 982-4110 lindaraymond@ uswsalvationarmy.org www.salvationarmy.org	7:00 a.m. - 4:00 p.m. Tues through Thurs	Transportation for seniors and individuals with disabilities.		•	•		•	Nonprofit. Contact agency.
Valley Metro East Valley RideChoice 3320 N. Greenfield Road Mesa, AZ 85215	Arleen Schenck Ph: (480) 962-RIDE (7433) aschenck@valleymetro.org www.valleymetro.org	Contact agency.	East Valley only, programs vary, contact agency for more information.		•	•	•		Public/Private. Fees vary based on services used.
Valley Metro East Valley Dial-A-Ride 101 N. 1st Avenue, Ste 1100 Phoenix, AZ 85003	Ph: (480) 633-0101 Reservation: Valley Metro Customer Service www.valleymetro.org	3:00 a.m. - 2:00 a.m. Mon through Sun, Scottsdale/ Tempe, 4:00 a.m. - 12:00 a.m. Mon through Sun, Chandler/ Gilbert/Mesa.	Agency operated vehicles and contracted services. East Valley Dial-a-Ride serves Chandler, Gilbert, Mesa, Tempe, Scottsdale and Maricopa County Islands.		•	•	•	•	Public transit agency.
Y OPAS Outreach Programs for Ahwatukee Seniors 1030 E. Liberty Lane Phoenix, AZ 85048-8461	Judy Lewisohn, Program Manager Ph: (602) 212-6088 opas@vosymca.org http://www.valleymca.org/ ahwatukee/news.cfm	8:30 a.m. - 4:00 p.m. Mon-Sun, Office 9 a.m. - 12 p.m. 1 p.m. - 4 p.m. Mon to Fri	Volunteer drivers for persons 62 years of age or older who resides in Ahwatukee.		•				Nonprofit. Contact agency.



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WEST VALLEY SERVICE AREA									
Arizona Center for the Blind & Visually Impaired 3100 E. Roosevelt Street Phoenix, AZ 85008-5036	Sharon Gibbs Ph: (602) 273-7411 Sgibbs@ACBVI.org www.acbvi.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Agency operated vehicles only.	•		•			Nonprofit. Membership fee based on ability to pay; charges for some special events.
Avondale (City of) 11465 W. Civic Center Drive, Avondale, AZ 85323	Kristen Sexton Ph: (623) 333-1030 ksexton@avondale.org www.avondale.org	7:00 a.m. - 6:00 p.m. Mon through Thurs	Provides taxi cab vouchers.						Public Agency. 25% of the fare – Avondale pays 75% up to \$15.00.
Benevilla, The New Face of Interfaith Community Care 16752 N. Greasewood Street Surprise, AZ 85374	Darlene Turner Ph: (623) 979-7126 dturner@benevilla.org www.benevilla.org	Office: 8:00 a.m.-4:30 p.m. Mon through Fri Day Centers: 7:30 a.m. - 5:30 p.m. Mon through Fri	Agency vehicles supplemented by volunteers and purchased transportation.						Nonprofit. Contact agency.
Buckeye Family Care Center 306 E. Monroe Street Buckeye, AZ 85326	Pam Kurczynski Ph: (623) 386-4814 pkurczynski@caichc.com	Mon, Tues, Thur, Fri: 8:00 a.m. - 5 p.m. Wed: 11:00 a.m. - 8:00 p.m.	Limited medical transportation.		•			•	Nonprofit. Contact agency.
Duet 555 W. Glendale Avenue Phoenix, AZ 85021-8799	Ricardo Samano Ph: (602) 274-5022 Samano@duetaz.org www.centerdoar.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Transportation to medical and social service appointments 9 a.m.-3 p.m. Mon-Fri (rides scheduled 3-5 working days in advance and service limited to 1 ride/week and within 10-12 miles of home and no electric wheelchairs or carts.)	•	•	•			Nonprofit. Faith Based. No fee.
El Mirage Dial-a-Ride 12145 NW. Grand Avenue El Mirage, AZ	Ph: (623) 876-2977 www.cityofelmirage.org	8:00 a.m. - 4:00 p.m. Mon through Fri	Transportation services for ADA eligible residents to medical appointments, work, and social service needs.		•	•		•	Municipality. \$2.00 each way.
Gila Bend Primary Care Center 100 N. Gila Boulevard Gila Bend, AZ 85337	Ph: (928) 683-2269	Contact agency.	Limited medical transportation.						Public agency. Contact agency for more information.



Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low Income	Agency Description and Fees
WEST VALLEY SERVICE AREA									
Glencroft Retirement Community 8611 N. 67th Avenue Glendale, AZ 85302	Ph: (623) 939-9475 info@glencroft.com www.glencroft.com	8:00 a.m. - 4:30 p.m. Sun through Sat	Agency operated vehicles only.	•	•				Contact agency.
Glendale (City of) Glendale Adult Center 5970 W. Brown Street Glendale, AZ 85302	Anthony Garcia Ph: (623) 930-4335 agarcia@glendaleaz.com www.glendaleaz.com	8:00 a.m. - 8:00 p.m. Mon through Fri	Contact agency for more information.	•	•				Public agency. \$2.00 regular \$1.00 seniors each way.
Glendale (City of) Taxi Subsidy Program 6210 W. Myrtle Avenue Building S Glendale, AZ 85301-1700	John Bullen Ph: (623) 930-3501 jbullen@glendaleaz.com www.livinginmotionaz.net	7 days per week.	Subsidized taxi rides for Glendale residents to and from on-going medical treatment facilities within the City of Glendale.	•	•	•		•	Nonprofit. Vouchers issued for 75% of one way fare plus tip. Max value \$15.00+tip. Passengers are responsible for remaining amount.
Glendale (City of) Transit 6210 W. Myrtle Avenue Building S Glendale, AZ 85301-1700	Kevin Link Ph: (623) 930-3501 klink@glendaleaz.com www.glendaleaz.com/transit	7:00 a.m. - 6:00 p.m., Mon through Sun. ADA paratransit as requested.	Dial-A-Ride, circulator services (GUS) ADA paratransit service, taxi subsidy program within the City of Glendale.		•	•	•	•	\$2.00 general public and ADA, \$1.00 for seniors and disabled. Contact agency for further information.
John C. Lincoln Health Network 303 Eva Street Phoenix, AZ 85020	Ph: (602) 320-9656	7:00 a.m. - 5:00 p.m. Mon through Fri	Agency operated vehicles only. Clients participating in adult day care, Head Start, living in senior apartments or transport to/from hospital.	•	•	•		•	Health organization. No fee.
Manistee Manor 7987 N 53rd Avenue Glendale, AZ 85301	Debi Windahl Ph: (623) 915-5039 office@manistee Manor.phxcoxmail.com www.manistee Manor.com	7:00 a.m. - 5:30 p.m. Mon through Thurs	Transportation for clients within a 2 to 5 mile radius.	•	•			•	Nonprofit. \$1.00
One Step Beyond, Inc 9299 W. Olive Avenue Suite 311 Peoria, AZ 85345	Jerry Ketelhut Ph: (623) 215-2449 www.osbi.org	6:30 a.m. - 6:00 p.m. Mon through Fri	Service provider for individuals with developmental disabilities, life skills and vocational training.	•		•	•	•	Nonprofit. \$2.50 each trip.



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WEST VALLEY SERVICE AREA									
Peoria (City of) Transit 8850 N. 79th Avenue Peoria, AZ 85345-7965 Mailing: 8401 W Monroe Street Peoria, AZ 85345	Bill Mattingly Ph: (623) 773-5151 bill.mattingly@peoriaaz.gov www.peoriaaz.com	6:00 a.m. - 6:00 p.m. Monday through Friday. Reservations 8:00 a.m. - 5:00 p.m. Mon through Fri	Transportation for any individual anywhere within the City of Peoria.	•	•	•	•	•	Public Agency. Yes, contact agency for more information.
PPEP, Inc. 901 E. 46th Street Tucson, AZ 85713	Jaclyn Johnson Ph: (520) 594-6499 jjohnson@ppep.org www.ppep.org	8:00 a.m. - 3:00 p.m. Mon through Fri 24 hours/ 7 days a week for residential.	Agency vans, from Avondale, Ajo, Sells, Globe, Casa Grande, Tucson and Green Valley.	•	•	•	•		Nonprofit. No fee.
Property Owners & Residents Association (PORA) 18229 N. 130th Avenue Sun City West, AZ 85375	Ph: (623) 584-7802 www.porascw.org	9:00 a.m. - 3:00 p.m. Mon through Fri	Local and state governmental representation to our residents.	•					Nonprofit, Neighborhood Association. Contact agency.
R & R Respite Care 246 N. Washington Street Wickenburg, AZ 85390-4414	Rachel Minton Ph: (928) 684-3480 minton@aaaphx.org www.wickenburgrespite.com	7:30 a.m. - 5:30 p.m. Mon through Fri	Personal services. Food service including snacks and hot lunches, personal care, health monitoring, transportation, and pet therapy for individuals with Alzheimer's Disease, Parkinson's Disease, related dementia or stroke, social isolation, depression and anyone who needs daytime supervision.		•	•			Nonprofit. \$7.00 round trip for non-clients living within Wickenburg. Sliding scale fees, scholarships available based upon financial need.
Stand Together and Recover Centers, Inc. (STAR West) 605 N. Central Avenue Avondale AZ 85323	Debbie Tisino Ph: (623) 882-8463 recovery@thestarcenter.org www.thestarcenters.org	7:30 a.m. - 3:30 p.m. Mon through Fri	Day recovery center for adults with mental illness.	•			•		Nonprofit. None, billed through Magellan Health services.
Sun City West Foundation 14465 W. RH Johnson Sun City West, AZ 85375	Ph: (623) 544-3020 www.scwfoundation.org	7:30 a.m. - 3:30 p.m. Mon through Fri	Transportation for Sun City West.	•	•	•	•	•	Nonprofit. \$3.00 each way or 10 tickets for \$25.00.



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WEST VALLEY SERVICE AREA									
Surprise (City of) Senior Center 15832 N. Hollyhock Street Surprise, AZ 85374	Leslie Rudders Ph: (623) 222-1500 leslie.rudders@surpriseaz.com www.surpriseaz.com	8:00 a.m. - 4:00 p.m. Mon through Fri	Agency operated vehicles only	•	•	•			Public Agency. \$1.
Surprise Dial-a-Ride 16000 N. Civic Center Plaza Surprise, AZ 85374-4175	Ph: (623) 222-1622 www.surpriseaz.com/ index.asp?NID=1353	7:00 a.m. - 5:00 p.m. Mon through Fri	Transportation Services. Contact agency for more information.		•	•	•	•	Municipal Government. \$1.00 within Surprise / \$1.25 outside Surprise.
The Salvation Army Glendale Corps 6010 W. Northern Avenue Glendale, AZ 85312	Ph: (623) 934-0469 christina.arnold@ usw.salvationarmy.org	Contact agency for more information.	Provide bus tokens for medical appointments for people in need.					•	Contact agency.
Tidwell Family Care Center 16560 N. Dysart Road Surprise, AZ 85374-3747	Ph: (623) 546-2294	Contact agency for more information.	Limited medical transportation.						Contact agency.
Tolleson (City of) 9555 W. Van Buren Street Tolleson, AZ 85353	Michael White Ph: (623) 936-2751 mwhite@tollesonaz.org www.tollesonaz.org	8:00 a.m.- 4:00 p.m. Mon through Fri	Dial-a-Ride.	•	•	•		•	Public Agency. No fees.
Town of Buckeye Community Services 201 E. Central Avenue Buckeye, AZ 85326	Ph: (623) 349-6600 (623) 349-6616 www.buckeyeaz.gov	8:00 a.m. - 5:00 p.m. Mon through Fri	Door to door transportation to medical, dialysis, shopping, social services.		•	•	•	•	Municipality. No Fee - Contribution Encouraged: \$2.00
Valley Metro Mobility Service 3320 N. Greenfield Road Mesa, AZ 85215	Susan Tierney Ph: (602) 266-8723 reservations stierney@valleymetro.org www.valleymetro.org	7:00 am - 5:00 p.m., Mon-Fri, El Mirage/Sun City portions of Maricopa County.	Contracted services through Total Transit (Discount Cab).		•	•	•		Public transit agency. Call agency for more information.
Wickenburg Family Care Center 811 N. Tegner Street, #113 Wickenburg, AZ 85390	Ph: (928) 684-9555	Mon-Wed & Fri: 8:00 a.m. - 5:00 p.m. /Thurs: 11:00 a.m. - 3:00 p.m. & 4:00 p.m. - 8:00 p.m.	Limited medical transportation.					•	Nonprofit. Contact agency.



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REGIONAL SERVICES									
Arizona Bridge to Independent Living 5025 E Washington Street Ste. 200, Phoenix, AZ	Ann Pasco Ph: (602) 296-0514 annp@abil.org www.abil.org	8:00 a.m. - 5:00 p.m. Mon through Fri, occasionally Sat	Agency operated vehicles only.	•		•	•	•	Nonprofit. \$2.00 one way – this fee can be waived.
Arizona Recreation Center for the Handicapped (ARCH) 1550 W. Colter Street Phoenix, AZ 85015	Vera Martinez Ph: (602) 230-2226 Vera_Martinez@archaz.org www.archaz.org	7:00 a.m. - 10:00 p.m. Mon through Fri	Agency operated vehicles only.	•		•			Nonprofit. Minimal charge for drop in and special interest programs. Up to \$5.00 per trip for non-agency users (round-trip).
Central Arizona Shelter Services (CASS) 230 S. 12th Avenue Phoenix, AZ 85007	Ph: (602) 256-6945 lsnidecor@cass-az.org www.cassaz.org	7:00 a.m. - 4:00 p.m. Mon through Fri	Job-related transportation for the homeless.	•				•	Nonprofit. No fee.
Civitan Foundation, Inc. 3509 E. Shea Boulevard #117 Phoenix, AZ 85028	Dawn Trapp Ph: (602) 953-2944 dtrapp@campcivitan.org www.campcivitan.org	7 days per week.	Provide respite, habilitation, attendant care and transportation to clients. To and from Civitan programs and events.	•		•	•		Nonprofit. No fee.
Clean Air Cab 1600 W. Main Street Mesa, AZ 85201	Steve Lopez Ph: (480) 268-6721 steve.lopez@cleanaircab.com www.cleanaircab.com	7 days per week.	Taxi cab service.		•	•	•	•	For-profit. 2.50 initial fee, 1.90 per mile.
Coolidge Cotton Express 131 W. Pinkley Avenue Coolidge, AZ 85228	Cotton Express Ph: (520) 723-6085 mhoffman@coolidgeaz.com www.coolidgeaz.com	6:45 a.m. - 10:00 p.m. Mon through Fri	Agency operated vehicles only. Central Pinal County and City of Coolidge.		•	•	•	•	Public Agency. Route: \$1.25 Children: \$.75 Dial-A-Ride: \$1.50 Regional Child: \$1 Regional Adult: \$2
Express Transportation, Inc. (d/b/a Affiliated Transportation) 44991 W. Jack Rabbit Trail Maricopa, AZ 85239	Ph: (480) 994-1616	Contact agency.	Private for-hire carrier.		•	•	•	•	Private. Contact agency.



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REGIONAL SERVICES									
Foundation for Blind Children 1235 E. Harmont Drive Phoenix, AZ 85020	Ann Greig Ph: (602) 331-1470 x114 (800) 322-4870 Agreig@seeitourway.org www.seeitourway.org	8:00 a.m. - 5:00 p.m. Mon through Fri	Agency operated vehicles only.			•			Nonprofit. No fee.
Hacienda Healthcare, Inc. 1402 E. South Mountain Avenue Phoenix, AZ 85042	Ed Roggenstein Ph:(602) 243-4231 Transport@haciendainc.org www.haciendahealthcare.org	Please contact agency for further information.	Agency operated vehicles only, agency clients residing in our facilities.	•		•	•		Nonprofit. Contact agency.
Horizon Human Services 160 W. University Dr. Mesa, AZ 85201	Marsha Ashcroft Ph: (520) 836-1688 mashcroft@horizonhumanservices.org www.horizonhumanservices.org	Group Homes: 24 hrs per day, 7 days per week, Office: 8 a.m.-5 p.m. Mon through Fri	Agency operated vehicles only, demand response.	•			•		Nonprofit. No fee.
Interfaith Cooperative Ministries 501 S. 9th Avenue Phoenix, AZ 85007 PO Box 2225 Phoenix, AZ 85002	Renae Gentry Ph: (602) 254-7450 renea@icmaz.org www.icmaz.org	9:00 a.m. - 11:00 a.m. Mon through Sat	Bus tickets for local transit system for job interviews for low income individuals.		•	•	•	•	Nonprofit food and clothing bank. No fee.
Just for You Transportation Service 917 E. Buckeye Road Phoenix, AZ 85034	Willie E. Gray Ph: (602) 477-8256 willie.gray@justforyourtransportation.com www.justforyourtransportation.com	8:00 a.m. - 6:00 p.m. Mon through Sat	Private for-hire carrier.		•	•	•	•	Private. Contact agency for more information.
Kora's Radio Taxi Corp. 1205 S. 25th Avenue Phoenix, AZ 85009	Ph: (602) 233-2031	Contact agency for more information.	Private for-hire carrier.		•	•	•	•	For-profit. Call for rates, based on service requested and distance.
Lifewell 202 E Earl Drive Phoenix, AZ 85012	Jim Rogers Ph:(602) 599-5459 jrogers@lifewell.us www.lifewell.us		Agency operated vehicles only. Agency clients only - indigent adults with serious mental illness.	•			•		Nonprofit. None, please call agency for more information.



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REGIONAL SERVICES									
Maricopa Transportation System Inc. 19428 N. John Wayne Parkway, Suite D, Maricopa, AZ 85139	Udoamaka Obiekea (Mr. Peace) Ph: (520) 413-7911 peace@maricopatrans.org www.maricopatrans.org	5:00 a.m. - 7:30 p.m. Mon through Fri	Provide bus and accessible van services for City of Maricopa and Casa Grande residents.		•	•	•	•	Nonprofit. General public \$1, free for seniors and qualified disabled.
Medi-Trans 4600 W. Camelback Glendale, AZ 85301	Ph: (602) 200-2010	Contact agency for more information.	Nonemergency medical transportation.						Private. Contact agency.
Mehari Transportation PO Box 97628 Phoenix, AZ 85060	Ph: (602) 577-4419	Contact agency for more information.	Taxi service		•	•	•	•	Private. Contact agency.
National Kidney Foundation of Arizona 4203 E. Indian School Road Suite 140 Phoenix AZ 85018-5341	Lisa Romero or James Ivie Ph: (602) 840-1644 lisar@azkidney.org or jive@azkidney.org www.azkidney.org	8:30 a.m. - 4:30 p.m. Mon through Fri	Provide transportation to and from dialysis treatments. Maricopa County (including rural areas). Patients use public transportation provided by NKF AZ. Must have vouchers stamped and approved by NKF AZ for the approval of 25%; must meet mileage requirements. Vouchers/tickets used for Phoenix and East Valley DAR, 31-day City Bus pass, Taxi.	•					Nonprofit. No fee, see <i>Service</i> column for more detailed information.
NATIVE HEALTH Native American Community Health Care Center Inc. 4520 N. Central Avenue, Suite 620, Phoenix, AZ 85012	Susan Levy Ph: (602) 279-5262 x3302 slevy@nachci.com www.nativehealthphoenix.org	7:00 a.m. - 6:00 p.m. Mon through Fri	Non emergency medical and dental transportation for NATIVE HEALTH patients only. To Phoenix Indian Medical Center by physician referral for NATIVE HEALTH patients. Wheelchair accessible.	•	•	•	•	•	Nonprofit. No fee.
Phoenix EI Transportation 2730 W. Agua Fria Fwy # 286 Phoenix, AZ 85027	Jeff S. Say Ph: (602) 230-1414 info@phoenixeitransportation.com www.phoenixei.com	7:00 a.m. - 7 p.m. Mon-Fri; 7:00 a.m. - 3:00 p.m. Sat.	Private for-hire carrier		•	•	•	•	Private. Varies Contact agency.



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REGIONAL SERVICES									
Phoenix Fire Department Night Rescue 150 S. 12th Street Phoenix, AZ 85034-2301	Ray Temple Ph: (602) 495-5555 ray.c.temple@phoenix.gov	24 hours a day, 7 days a week.	Contract services. Persons with disabilities who use wheelchairs who are stranded.		•	•	•		Municipality. \$14.73
Senior Companion Program NAU Civic Service Institute 7550 E Adobe Street Mesa, AZ 85208	Emily P. Taylor Ph: (480) 352-2314 emily.p.taylor@nau.edu www.nau.edu/sbs/cis www.seniorcorps.gov	8:00 am. - 5:00 p.m. Mon through Fri	Friendly visiting, shopping/errands, medical appointment transportation, home management, respite care, referral services.		•				Nonprofit. No fees.
Southwest Behavioral Health 3450 N. 3rd Street Phoenix, AZ 85012	Ph: (602) 265-8338 geoffd@sbhservices.org www.sbhservices.org	8:00 a.m. - 5:00 p.m. Mon through Fri	Agency operated vehicles only. Agency clients only						No fee.
Stand Together and Recover Centers, Inc. (STAR) 1014 N. 24th Street, #11 Phoenix, AZ 85008	Suzanne Legander Ph: (602) 717-5049 suzannel@thestarcenters.org www.thestarcenters.org	7:00 a.m.-4:00 p.m. Mon through Fri, Sat, and Sun various hours.	Day recovery center for adults with mental illness.	•	•	•	•	•	Nonprofit. No fee.
TERROS Inc. 3003 N. Central Avenue Suite 200 Phoenix, AZ 85012	Barbara Garden / Ben Baxter Ph: (602) 685-6105 (602) 512-2960 barbg@terros.org www.terros.org	8:00 a.m. - 5:00 p.m. Mon thru Fri. Mobile crisis services 7 days a week/24 hours a day	Behavioral Health Services.	•		•	•		Nonprofit. Contact agency.
Valley Metro Bus 302 N. 1st Avenue Suite 700 Phoenix, AZ 85003	Customer Service: Ph: (602) 523-5000 Valley Metro Customer Service (480) 633-0101, East Valley Dial-a-Ride Reservation csr@valleymetro.org www.valleymetro.org	Varies depending on city. Please call for information.	Agency operated vehicles and contract services. East Valley Dial-a-Ride.		•	•	•	•	Public transit agency. Please call for more information.



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STATE-WIDE SERVICES									
AAA Cab (includes: TLC Taxi, Fiesta Taxi, Neils, Courier, Checker, AAA Sedans), 4525 E. University Drive Phoenix, AZ 85034	Joe Dibazar Ph: (602) 252-525 joe@aaayellowaz.com www.aaayellowaz.com	24 hours a day, 7 days a week.	Full Transportation services, including taxicab, wheelchair and stretcher.		•	•		•	Private, for-profit. Taxi Street Rates: \$2.50 drop, \$2 each mile, \$28 per hour. Airport Taxi Rates: \$16 min, \$5 first mile, \$2 each additional mile, \$20 per hour traffic delay time, \$1 Phoenix Airport Tax.
All Valley Transportation PO Box 68023 Phoenix, AZ 85052	Anthony Ph: (602) 302-6868 (888) 399-1300 info@allvalleytransportation.com www.allvalleytransportation.com	24 hours a day, 7 days a week.	Private for-hire carrier.		•	•	•	•	Private, for-profit. \$55 per hour, two hour minimum.
American Handicapped Transport Services HTS 1401 E. Washington Street Phoenix, AZ 85034	Ph: (602) 253-0911	Contact agency for more information.	Nonemergency medical transportation.		•	•		•	Private. Contact agency.
Angel Flight West 3161 Donald Douglas Loop South Santa Monica, CA 90405-3210	Josh Olson Ph: (310) 390-2958 (888) 426-2643 info@angelflightwest.org www.angelflightwest.org	8:30 a.m. - 4:30 p.m. Mon through Fri. Pacific time. 24 hour on call for emergency purposes.	Air transportation to and from medical treatment or other compelling human need, must be able to walk and sit up.		•	•	•	•	Nonprofit, 501c3. No cost to requesting agency or to passengers. All cost provided by volunteer pilots. Must have financial or other compelling reason for needing assistance.
Arizona Chapter Paralyzed Veterans of America, Inc. 5015 N 7th Avenue, Ste 2, Phoenix, AZ 85013	Peter Quinn Ph: (602) 244-9168 azpva@azpva.org www.azpva.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Resources.			•			Nonprofit Veteran Service Organization. \$125/day. Volunteer Drivers.



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STATE-WIDE SERVICES									
Arizona Recreation Center for the Handicapped (ARCH) 1550 West Colter Street Phoenix, AZ 85015	Vera Martinez Ph: (602) 230-2226 Vera_Martinez@archaz.org www.archaz.org	7:00 a.m. - 10:00 p.m. Mon through Fri	Agency operated vehicles only.	•	•	•	•		Nonprofit. Transportation fees are built in to program/outing fees.
Arizona Spinal Cord Injury Association 5025 E. Washington Street Suite 110 Phoenix, AZ 85034-2005	Ashleigh Turner Ph: (602) 507-4209 or (888) 889-2185 ashleigh@azspinal.org www.azspinal.org	9:00 a.m. - 5:00 p.m. Mon through Fri	Transportation Service. Local day and overnight trips for individuals in wheelchairs. Social support service for individuals with SCI and their families including peer mentoring, social and recreational activities, discussion groups I&R, etc.			•			Nonprofit. TBA (rates will be increased / rates to be determined).
Arizona State Hospital 2500 E. Van Buren Street Phoenix, AZ 85008	Anthony Johnson Ph: (602) 220-6175 johnsona@azdhs.gov www.AZDHS.gov	24 hours a day, 7 days a week.	Transportation.	•			•		State public agency. No fee.
CD Transport, LLC 4933 E. Halifax, Mesa, AZ 85205. Mailing: PO Box 321 Mesa, AZ 85211	Ph: (602) 989-5115	Call for schedule.	Private for-hire carrier.		•	•	•		Private. Contact agency.
Civitan Foundation, Inc 3509 E. Shea Blvd. # 117, Phoenix, AZ 85028	Dawn Trapp Ph: (602) 953-2944 dtrapp@campcivitan.org www.campcivitan.org	6:00 a.m. - 7:00 p.m. Mon through Fri, hours vary on weekend.	Provides respite, habilitation, attendant care and transportation of our clients to and from Civitan programs and events.	•	•	•	•	•	Nonprofit. Contact agency.
ComTrans 2336 E. Magnolia Phoenix, AZ 85034	Neal Thomas Ph: (602) 231-0102 neal@gocomtrans.com	5 a.m. - 10 p.m. Sun 7:00 a.m. - 9:00 p.m. / Sat 6:00 a.m. - 9:00 p.m. / 7 days per week	Private for-hire carrier. Depends on requirements of contracting agencies		•	•			Private. Contact agency.
Dependable Medical Transport Services (DMTS) 2237 N. 36th Street Phoenix, AZ 85008	Richard Ganley Ph: (602) 235-2255 info@dmststransport.com www.DMTStransport.com	24 hrs a day, 7 days a week.	Nonemergency medical transportation. (Specialize in Wheelchair, stretcher, and Oxygen transports.)		•	•		•	Private. Call for rate info.



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STATE-WIDE SERVICES									
Flights for Life, Inc. Confidential location Mailing: PO Box 26485, Phoenix, AZ 85068-6485	Mcllvoy Ph: (602) 992-4327 president@flightsforlife.org www.FlightsForLife.org	24 hours a day, 7 days a week.	Non-emergency round-trip air transportation for ambulatory individuals in financial need who must travel for medical treatment.		•			•	Private, nonprofit. No fee.
Foundation for Senior Living 1201 E. Thomas Road Phoenix, AZ 85014	Dan Ball Ph: (602) 285-1800 ainiguez@fsl.org dball@fsl.org www.fsl.org	7:00 a.m. - 5:00 p.m. Mon through Fri	Agency operated vehicles only.	•	•				Nonprofit. No fee.
J & T Transportation, LLC 14851 N. 25th Drive #12, Phoenix AZ	Jany Deng Ph: (602) 759-8096 jttransports@jttransports.com www.Dengenterprises.com	24 hours a day, 7 days a week.	Private for hire carrier including wheelchair, stretcher and ambulatory transport. Non-emergency and non-medical transportation.		•	•			For-profit. Please call for more information.
Lifestar Ambulette 1501 W. Fountainhead Parkway, Tempe, AZ 85282	Ph: (602) 957-2800	Contact agency for more information.	Nonemergency medical transportation.		•	•	•	•	Private. Contact agency.
Medical Transportation Broker of Arizona (MTBA) 3401 E. Elwood Street Phoenix, AZ 85040-1610	Van Means, Director Ph: (888) 700-6822 van@mtbofarizona.com	24 hours a day, 7 days a week.	Transportation administrator.		•	•	•	•	Transportation brokerage. Contact agency for administrative services provided.
Phoenix EI Transportation 2730 W. Agua Fria Fwy # 206, Phoenix AZ 85027	(602) 230-1414 info@phoenixeitransportation.com www.phoenixeitransportation.com	24 hours a day, 7 days a week.	Private for-hire carrier.		•	•	•		For-profit. \$35.00 dollars pick up and \$3.50 per mile.
Quality Transport Services of Arizona 2323 E. Magnolia Street Suite 112, Phoenix AZ 85039	Andrew Beran Ph: (602) 371-1000 info@QTSaz.com www.qtsaz.com	24 hours a day, 7 days a week.	Call agency for more information		•	•			For-profit. Call for rates, based on service requested and distance. Discount for Veteran.
Safe Ride Services, Inc. 2001 W. Camelback Road Phoenix, AZ 85015	Scott Rogers, Area General Mgr Ph: (800) 797-7433 voice: (602) 627-6700 talktous@saferideservices.com www.saferideservices.com	24 hours a day, 7 days a week.	Ambulatory, Wheelchair and Stretcher, non-emergency medical and specialized transportation.		•	•	•	•	Contract with various Medicaid health insurance plans at no cost to the member



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STATE-WIDE SERVICES									
Total Transit, Inc. d/b/a Discount Cab & Meditrans 4600 W. Camelback Road Glendale, AZ 85301-7609	Bill Blair Ph: (602) 200-5500 bblair@totaltransit.com www.totaltransit.com	12:00 a.m. to 11:59 p.m. 7 days per week.	Private for-hire carrier, 24 hours a day seven days a week.		•	•	•	•	Private, for-profit. \$2.95 drop/\$2.10 mile ambulatory, \$25.00 drop/\$2.25 mile for wheelchair.
TRIBAL SERVICES									
Gila River Indian Community—Community Services Department 252 W. Giu U Ki, PO Box 2137, Sacaton, AZ 85147	Ph: (520) 562-9691 www.gilariver.org	8:00 a.m. - 5:00 p.m. Mon-Fri, as requested	Elderly Services: Accessible van, contact agency for more information.	•	•	•	•	•	Tribal entity. Contact agency.
Salt River Pima-Maricopa Indian Community 10005 E. Osborn Road Scottsdale, AZ 85256	Melvina Ray Ph: (480) 362-7312 melvina.ray@srbmic-nsn.gov	Contact agency for more information.	Agency operated vehicles only.		•				Tribal entity. Contact agency.
San Lucy District of the Tohono O’odham Nation PO Box GG Phoenix, AZ 85337	Albert Manuel Jr. Ph: (928) 683-2913 amanuel@toua.net	Contact agency for more information.	Agency operated vehicles only. Tribal members only.	•	•				Sub-Tribal Government. Contact agency.
San Lucy District of the Tohono O’odham Nation, Elderly Program PO Box GG Phoenix, AZ 85337	Eva Celaya Ph: (928) 683-6315 egcelaya@yahoo.com	Contact agency for more information.	Contact agency.	•	•				Nonprofit. Contact agency.
Tohono O’odham Nation PO Box 837 Sells, AZ 85634	Fred Stevens Jr. Ph: (520) 383-5546 fredwhatgis@yahoo.com	8:00 a.m. - 5:00 p.m. Mon through Fri	Contact agency.	•					Tribal entity. Contact agency.



Background

United We Ride – A National Initiative

United We Ride implements the Executive Order on Human Service Transportation Coordination (#13330) issued by President Bush in February 2004. United We Ride is a national initiative to enhance human service transportation for older adults, individuals with disabilities, children, and individuals with lower income. United We Ride offers state and local agencies support with technical assistance and other resources to aid with transportation coordination. The Executive Order requires eleven federal departments to work together to enhance transportation access, minimize duplication of federal services, and facilitate the most appropriate, cost-effective transportation for older adults, people with disabilities, and low-income populations. More information on United We Ride can be found at the following link, <http://www.unitedweride.gov/>.

Explanation of Affected Funding Sources

SAFETEA-LU

On August 10, 2005, President Bush signed into law the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The federal transit law requires projects selected for funding under the Section 5310 Elderly Persons and Persons with Disabilities program, as well as the Section 5316, Job Access and Reverse Commute program and Section 5317, New Freedom program, be derived from a locally developed, coordinated public transit-human services transportation plan. The coordination plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. For more information please go to this link, <http://www.fhwa.dot.gov/safetealu/>.

Moving Ahead to Progress in the 21st Century

On July 6, 2012, President Obama signed into law the Moving Ahead to Progress in the 21st Century (MAP-21). The program went into full effect October 1, 2012, authorizing programs through 2014 providing steady and predictable funding, and consolidates certain transit programs to improve efficiency. New Freedom 5317 has been repealed and is now consolidated as an eligible program under Section 5310 renamed to Enhanced Mobility of Seniors and Individuals with Disabilities (5310). MAP-21 authorized levels of \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 FTA is operating under a continuing resolution until March 27, 2013. Under MAP-21 locally coordinated human service-public transit plans that are consistent with the policy established under SAFETEA-LU are still required for projects selected for funding under Section 5310. The federal transit law requires projects selected for funding under the Section 5310 Elderly Persons and Persons with Disabilities program, as well as the Section 5316, Job Access and Reverse Commute program and Section 5317, New Freedom program, be derived from a locally developed, coordinated public transit-human services transportation plan. The coordination plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

In urbanized areas over 200,000 in population, the recipient charged with administering the Section 5310 Program must be officially designated through a process consistent with FTA sections 5303 and 5304 prior to grant award. The Metropolitan Planning Organization (MPO), State, or another public agency may be a preferred choice based on local circumstances. The designation of a recipient shall be made by the governor in consultation with responsible local officials and publicly owned operators of public transportation, as required in sections 5303 and 5304. As such, FTA asks that in the large urbanized areas, the MPO initiate the process for





Background

designating a 5310 Designated Recipient (DR) as soon as possible. Funds cannot be awarded until this designation is on file with the FTA Regional office. A State agency could be designated as the recipient of section 5310 funds for a large urbanized area. However, if the State is selected as the designated recipient in a large urbanized area, the apportioned funds for the large urbanized area must be allocated to agencies within the urbanized area. Current Section 5310 designations remain in effect until changed by the Governor of a State by officially notifying the appropriate FTA regional administrator of designation. The designated DR preference for the region must be on file with the FTA regional office. For more information please go to, <http://www.fta.dot.gov/map21/>.



Section 5310

Under MAP-21, the Elderly and Persons with Disabilities Transportation Program Section 5310 has been renamed the Enhanced Mobility of Seniors and Individuals with Disabilities Program, Section 5310. This program provides formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of seniors and individuals with disabilities when the transportation service provided is insufficient, inappropriate, or unavailable, typically carried out by non-profit agencies. Revision to the program includes the consolidation of eligible projects from the former New Freedom Program, Section 5317 into Section 5310.

MAP-21 expands the eligibility of the funds to be used for operating, in addition to capital, for transportation services that address the needs of seniors and individuals with disabilities. The acquisition of public transportation services remains an eligible capital expense under this section. At least 55 percent of the program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Remaining funds may be used for public transportation projects that exceed the requirements of the ADA, which improves access to fixed-route service and decreases reliance by individuals with disabilities on complementary paratransit and are alternatives to public transportation that assist seniors and individuals with disabilities. Eligible sub-recipients include states or local government authorities, private nonprofit organizations, or operators of public transportation that receive a grant indirectly through a recipient. For more information please go to this link, <http://www.fta.dot.gov/map21/>.

Section 5316

The Job Access and Reverse Commute (JARC) program was established through SAFETEA-LU to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Under MAP-21 the JARC Section 5316 program was repealed, however, job access and reverse commute projects are now eligible under Sections 5307 and 5311 programs. Eligible activities include projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs, and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations. For more information please go to, <http://www.fta.dot.gov/map21/>.

Section 5317

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA)



Background

of 1990. To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Under MAP-21 the New Freedom Section 5317 program was repealed with eligible activities consolidated under Section 5310. For more information please go to, <http://www.fta.dot.gov/map21/>.

Roles

Maricopa Association of Governments

In June 2006, the MAG Regional Council approved MAG to develop the coordination plans in response to the SAFETEA-LU regulations. MAG has developed and supported the implementation of the regional human services coordination plans since 2007. All of the plans integrate the United We Ride goals of providing more rides for the targeted populations for the same or fewer resources (efficiency) by maximizing the capacity of the current system. Under MAP-21 locally coordinated human service-public transit plans that are consistent with the policy established under SAFETEA-LU are still required for projects selected for funding under Section 5310. The plans may be accessed at the following link, http://www.azmag.gov/Human_Services/default.asp.

In addition to developing the coordination plans, MAG has facilitated the Section 5310 application process for the region. The MAG Elderly and Persons with Disabilities Transportation Program Committee evaluate potential applicants and develop a priority listing of projects. Once the MAG Regional Council has taken action, the list is forwarded to the official Designated Recipient for the MAG region.

Arizona Department of Transportation

ADOT has worked to promote the coordination of human services and public transportation statewide through the Governor's Arizona Rides initiative and Executive Order – itself an outgrowth of the federal United We Ride Executive Order and

Program. The Governor's Executive Order formally ended in December 2008. The role of ADOT's Transit Programs & Grants within the Multimodal Planning Division is to ensure a multi-modal approach to mobility, congestion and air quality issues throughout the State. The Transit Programs & Grants staff administers several FTA grant programs including Section 5310 for urbanized areas less than 200,000 and in rural areas. They provide technical assistance and expertise to local transit agencies and decision makers, coordinates and funds state transit planning efforts. The ADOT Multimodal Planning Division continues its support of regional coordination planning efforts as a key program cross-cutting element to reflect the federal emphasis. For further information please go to this link, http://www.azdot.gov/mpd/Transit_Programs_Grants/.

City of Phoenix

The City of Phoenix is a critical partner in the coordination planning process. Historically, the City has been the designated recipient for JARC funding for the urban areas in the region and the New Freedom funding program. Under MAP-21 JARC eligible projects have been consolidated under Section 5307 and New Freedom eligible project have been consolidated under Section 5310. The City of Phoenix is eligible to be the designated recipient for Section 5310 funding allocations for the MAG region under MAP-21. A Phoenix representative also serves on the MAG committee that evaluates the Section 5310 applications. The City of Phoenix also provides funding to support staffing for the regional coordination planning process. In addition, Phoenix staff is an active partner to develop and implement the coordination plans. Their participation provides a staunch base of support that ensures the plans may be implemented quickly and effectively. For further information on the City of Phoenix grant application process please go to this link, <http://phoenix.gov/publictransit/grants.html>.





Past Strategies

Past Strategies

FY 2012

- **Coordination with Title VI Stakeholders**—This strategy is to identify and implement additional opportunities to coordinate with Title VI stakeholders. Results from this outcome include minimizing disproportionately high and adverse health and environmental effects, including social and economic effects, on minority populations and low-income populations. The impact will result in opportunities for public input for transportation planning activities in the MAG region. This will ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
Outcome—In 2011, the MAG Regional Council approved the MAG Environmental Justice and Title VI Plan. Activities listed in the plan respond directly to the guidance provided by the FTA including identifying the locations of Title VI and Environmental Justice groups, and identifying the transportation needs of people with low incomes and minority populations. MAG is actively engaging in Title VI and Environmental Justice activities by attending community-based stakeholder meetings and will continue to hold quarterly TAP meetings in the East, West, and Central Valley to provide stakeholders throughout the region an opportunity to participate in human services transportation coordination efforts.
- **Outreach to Private Sector and Native Communities**—The purpose of this strategy is to enhance TAP by including additional private sector representatives, Native Communities, and with communities adjacent to this region. The impact will result in better coordination of existing resources and improve services for clients. Stakeholders will benefit in engaging other resources to provide valuable input to address transportation needs in the community.
Outcome—Efforts to engage new partners in TAP resulted in an 11 percent increase in the number of participants, to 365 people, and a four percent increase in the total number of agencies represented, to 164 agencies. Newly engaged stakeholders include two private sector transportation providers, the Arizona Developmental Disabilities Planning Council and a representative from the Mesa Public School District. Outreach efforts to engage Native Communities resulted in the Gila River Indian Community successfully being awarded a FY 2011 Section 5310 Elderly and Individuals with Disabilities Transportation Program grant. The MAG Human Services Transportation Planner and the MAG Intergovernmental Policy Coordinator will continue to coordinate efforts to outreach to other Native Communities.
- **Domestic Violence and Homeless Shelter Clients' Travel Needs** — This strategy is to identify and map domestic violence and homeless shelter clients' travel needs. This builds on the strategy from the FY

2011 MAG Human Services Coordination Transportation Plan Update to research the transportation needs of shelter clients. The impact will be that homeless and domestic violence shelter clients have better access to transportation that supports their employment and work-preparation activities. This strategy incorporates the United We Ride goals of providing more rides for the targeted population(s) for the same or fewer resources.

Outcome—MAG completed a survey among clients at homeless and domestic violence shelters to identify their transportation needs. The survey included questions regarding the demographics and needs of agencies' clients, the cost agencies spend annually on transportation services, and information on any underutilized vehicles. Presentations to the MAG Continuum of Care Regional Committee on Homelessness, the MAG Regional Domestic Violence Council, and other related stakeholder groups provided information about the survey and encouraged participation in the survey. Maps were developed indicating shelter proximity to public transit lines, Community Action Program offices, and employment centers. The maps were distributed to shelters to assist staff in identifying transportation opportunities. MAG and Valley Metro have met to discuss collaboration opportunities through the utilization of a vanpool program.

- **Insurance as a Barrier**—The issue of barriers in insurance policies was explored to support collaborations among agencies. The purpose of this strategy is to research opportunities to reduce insurance as a barrier to volunteer opportunities and the use of agency vehicles for collaboration. Successful implementation will be documented by at least 20 percent of agencies attending the TAP meeting reporting that they will use this information to collaborate with other agencies. Progress made will be reported on a quarterly basis to the MAG Human Services and Technical Committees.
Outcome—Feedback from nonprofit agencies and insurance companies indicated they have found ways to address insurance issues regarding volunteer drivers. Both groups have reported barriers with having paid drivers from other agencies use their vehicles to transport clients. Evaluation results of TAP participants indicate 64 percent found the information informative and would share the information with their respective agencies/communities. This strategy was suggested for continuation.
- **Agencies Vehicle Inventory**—This strategy is to inventory human services transportation providers' vehicle downtime and times and days when agency vehicles are available. This activity builds on the agency matching strategy from the FY 2011 plan and to enhance opportunities for collaboration. The impact will be better utilization of existing resources and improved services for clients.



Past Strategies

Outcome—An analysis was completed of the 15 agencies awarded from the FY 2011 Section 5310 Elderly and Individuals with Disabilities Transportation Program of vehicle usage and operating costs. Results indicated that 76 percent of agency vehicles are in use during peak operating times. Cost analysis indicated of the 24 percent of vehicles not in use, agencies are spending approximately \$190,000 in insurance cost and more than \$2,000,000 in total operating costs. Results of the agency vehicle inventory have been presented to human services transportation stakeholders

Long-term Strategy

- **Volunteer Drivers Program**—This strategy is to research the development of a coordinated volunteer drivers program on a regional basis. The results will include an inventory of volunteer drivers programs, identifying opportunities to partner with faith-based communities, and to centralize information regarding programs and opportunities online. Providing volunteer drivers program information online enables individuals who want to volunteer or individuals looking for services easy access to available programs and opportunities.

Outcome—MAG and Valley Metro collaborated on an assessment of the volunteer drivers programs in the region. A matrix was developed that identified nine volunteer driver programs, program descriptions, area of service and contact information. Differences were identified between volunteer programs that recruit and oversee the volunteers who provide the services, and reimbursement programs, where participants recruit friends or neighbors to drive them and the volunteer is reimbursed for the miles driven.

FY 2011

- **Implement more service programs**—The Federal Transportation Administration initiates capital awards programs to meet the transportation needs of consumers when transportation services are unavailable and/or insufficient. Providing information to agencies regarding available grants increases transportation resource opportunities to agencies that provide services particularly in outlying areas such as the West and East Valleys. This strategy focused on increasing more programs using the available federal funding program already in place, addressing the United We Ride goal of providing more rides for targeted population(s) for the same or fewer resources.

Outcome—MAG facilitates the federal funding process of the FTA Section 5310 Elderly Individuals and Individuals with Disabilities. Information regarding the availability of this federal funding program was presented to MAG's Human Services Committees and other community partners. This resulted in an increase from 13 agencies to 19 agencies applying during the 2010 application process. Grantees include one agency providing services in the Northeast Valley, three agencies providing services in the East Valley, and five agencies providing services

in the West Valley. Agencies servicing the outlying areas of the region where public transit has been reduced or eliminated can now provide transportation services to their clients due to these efforts.

- **Target travel training to clients of non-profit agencies**—This strategy targets travel training to clients of nonprofit agencies including homeless and domestic violence shelters. Providing basic information such as how to ride the bus or light rail offers service providers and their clients with viable options to alternative transportation options. Travel training enables the targeted population access to their community, services, social and recreational activities, and to necessary medical appointments. Simplifying customer access to transportation is a United We Ride goal.

Outcome—A Valley Metro Transit Education representative provides public transit information along with travel training opportunities at TAP quarterly meetings. Providing travel training information at the TAP meetings expanded outreach to a wider audience that included six homeless and domestic violence shelters. The outcome is that more providers are aware of the travel training opportunities available to their clients. Valley Metro has also received funding to provide travel training for persons with disabilities.

- **Vanpools**—This strategy researched the possibility of implementing vanpools to bring domestic violence and homeless shelter clients to work and work-preparation activities. Providing transportation resources to employment opportunities and employment can lead to the self-sustainability of the clients. This strategy addresses the United We Ride goal of simplifying customer access to transportation by bringing options to the consumer in the shelters and integrating it into their service program.

Outcome—Through Arizona State University's Community Action Research Experiences (CARE) Program, MAG acquired an intern to begin research on the possibility of van pools for domestic violence and homeless shelters. Focus group discussions and supplemental survey questions have been conducted collaborating with domestic violence and homeless shelters in the region. This strategy is recommended for continuation with next steps to include mapping shelter clients' travel needs and organizing collaborative services among the shelters.

- **Data quality standards**—Develop and offer training on data quality standards for reporting as well as a common set of definitions. Providing a common set of definitions on training and data quality standards will result in streamlined reporting. The outcome will enable agencies to spend less time on paperwork and more time on providing services to consumer resulting in an increase of customer satisfaction which is a component of the United We Ride goal.

Outcome—During the June 2010 MAG Transportation Ambassador



Past Strategies

Program regional meeting, small group discussion focused on streamlining the reporting requirements for federal grant programs. Information received from the stakeholders will support ADOT in developing a webinar. The webinar will provide training and address federal standard reporting requirements. MAG is collaborating with ADOT and the City of Phoenix to develop a set of definitions for transportation terminology to further assist agencies with reporting.

Long-term strategy

- **Taxi cab and mileage reimbursement programs**—This strategy focused on establishing more taxi cab and mileage reimbursement programs for consumers in areas with less transportation infrastructure. Focusing on areas with less transportation infrastructure benefits the consumer who once relied on public transit which has been reduced or is no longer available. Introducing the taxi cab and mileage reimbursement programs will provide consumers in the outlying areas with alternative transportation options.
Outcome—The City of Avondale established a taxi subsidy program for dialysis and other recurring medical treatments and the City of Phoenix began a new Senior Cab program. Valley Metro was approved to receive a New Freedom grant to off-set operating expenses for taxi subsidy services for recurring medical trips in El Mirage, Peoria, Surprise, and other cities in the Southwest Valley. Valley Metro is preparing a regional Dial-a-Ride and publicly-funded taxi subsidy and mileage reimbursement passenger survey in early 2011. The purpose of the survey is to gather information on trip making, demographics, customer satisfaction with existing services, and accessing unmet transportation needs of the programs.
- **Volunteer drivers program**—Coordinate volunteer drivers program to include training for volunteer drivers and the agencies that work with them and centralize information about programs and opportunities online. Cohesive driver trainings benefit volunteers and agencies in meeting necessary requirements for offering services. Providing volunteer drivers program information online enables individuals who want to volunteer or individuals looking for services easy access to available programs and opportunities.
Outcome—At the June regional TAP meeting, small group discussions focused on components of volunteer drivers programs. Wheel Help, a faith based community program, offered information on the recruitment of volunteers. Duet, a nonprofit agency serving older adults, presented information on its volunteer driver program and a representative from the Arizona Department of Economic Security provided information on new requirements for volunteer drivers. This strategy is recommended for continuation. Next steps will be to research stakeholder suggestions such as establishing additional partnerships with the faith-based communities, conducting an inventory of volunteer programs in the region,

and developing a list of volunteer requirements to support implementation of this strategy.

FY 2010

- **Shared Vehicles**—To continue the implementation of the United We Ride goals, this strategy focused on maximizing resources and reducing unused capacity by rewarding Section 5310 applicants who request shared vehicles. A coordinated effort among agencies is essential to meet the demands of an increasing population. MAG, along with Arizona Department of Transportation and the City of Phoenix, monitored requests of agencies that partner their efforts through the application processes for Section 5310, 5316 and 5317.
Outcome—During the Section 5310 application process the review panel took into consideration the requests of agencies for shared vehicles during the scoring process by rewarding agencies who requested shared vehicles. No impact has been seen this year since no agencies have requested shared vehicles. Recognizing partnerships between agencies for shared vehicles will continue to be taken into consideration in the application process. Insurance has been identified as a critical barrier. Solutions are being researched.
- **Travel Training Inventory**—The goal of this strategy was to complete an inventory of agency travel training programs in the region. The inventory will lead to a better understanding of the availability of programs, better coordination, and development of new programs to fill gaps in service. The inventory will provide information on agencies that can offer, or would be willing to offer travel training to others outside of their agency.
Outcome—MAG and Valley Metro developed a travel training inventory survey that has been forwarded and distributed to human services transportation providers. Survey results have been received and forwarded to Valley Metro. Valley Metro is in the process of identifying additional means to collect information, continue to collect results, and analyzing the data for gaps in travel training programs in the region.
- **Match Mechanism**—Develop a mechanism for matching agencies with the capacity to offer more trips with agencies needing transportation for their clients as well as people in need from the community. This strategy helped to maximize available resources to meet the increasing demand for services. Determining capacity meets the United We Ride goal of providing more rides for the same or fewer resources.
Outcome—MAG surveyed human services transportation providers inquiring if they are currently, or would consider, transporting people who are not their clients. The information received indicated a number of the agencies would consider transporting people outside their clientele. The data was provided to Community Information and Referral, a twenty-four hour hotline that provides human services information



Past Strategies

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to the public. The information is currently being used as an additional resource given to people calling for assistance.

- **United We Ride Goal Consistency**—This strategy encouraged and awarded applicants that have supported the development and implementation of the coordination plans. This is evident by an agency's inclusion in the plan update Participant List. Agencies listed participated in projects that promote the United We Ride goals to improve efficiency, effectiveness and quality. By participating in the implementation of the plans, agencies strengthen human services transportation coordination efforts in the region. MAG, along with Arizona Department of Transportation and the City of Phoenix, monitors applicant's participation and implementation efforts through the application processes for Sections 5310, 5316 and 5317.

Outcome—MAG has tracked grantee participation of activities associated with the planning process such as meeting attendance and compliance with data requests. The information of agencies' participation has been forwarded to ADOT and the City of Phoenix for use with their application review process. Grantees and potential grantees have added to the success of implementation strategies in the region such as the MAG Transportation Ambassador Program while providing valuable feedback on the development of future coordination plan.

FY 2009

- **Ambassador Program**—This program will connect people from the community with standardized travel training, sensitivity training, and information about human services transportation resources. Ambassadors will be kept current through monthly e-mails, quarterly sub-regional meetings and an annual regional meeting to celebrate the efforts of the ambassadors. Pending the acquisition of funding, incentives such as free bus passes will be given to the volunteers as incentives for participation in the program. This activity will increase the capacity of the region to disseminate accurate information about human services transportation. People will receive more individualized assistance. The burden on agencies to provide both this assistance and information will be lessened. This will allow them to focus more time and energy on transporting people.
Outcome—The TAP program has been made possible through the generous sponsorship of the Virginia G. Piper Charitable Trust. Funding from the Federal Transit Administration has assisted with the implementation of this project as well. To date, two of the quarterly meetings have been held. Although the program year is only half over, 75 out of the projected 100 participants have attended the meetings. The meetings have offered trainings and information relevant to human services transportation stakeholders. Such topics have included how to create sustainable programs, sensitivity training, and transit updates.

- **Standardized Driver Training**—Drivers from nonprofit and for profit agencies, whether volunteers or paid staff, will have the opportunity to complete free online trainings for a certificate of completion. The training will address key areas that will enhance the quality service people receive. This will include client transfer and handling, especially in wheel chairs. Standardized online training will improve the quality of drivers, assist the agencies in keeping staff trained and available to work, and benefit people because more services will be available.

Outcome—ADOT expanded their training program to include free online driver training. The new training will launch in Spring 2009. All stakeholders will be able to access the training at no charge. Trainings that require more hands on instruction like client transfers in wheel-chairs will be addressed more effectively by increasing the number of in-person trainings throughout the year. ADOT has arranged for this increase to be available statewide.

- **Standardized Coordination Policies**—Templates for standardized policies about coordination will be developed and made available to agencies providing human services transportation programs. Different requirements from funders will be taken into account when developing the templates. Feedback from the agencies affected, ADOT, and community partners will be used to develop the templates. Agencies receiving funding Sections 5310, 5316 or 5317 will be required to have a coordination policy using the templates as a guide. This initiative will set a standard for coordination throughout the region. This will facilitate greater coordination among the agencies involved with human services transportation. This will result in greater maximization of resources and reduction in duplication.

Outcome—The template was developed with feedback from stakeholders and addresses the fundamental elements that will facilitate better coordination among agencies. The coordination policy template has been distributed. The Sections 5310, 5316 and 5317 applications and/or evaluation panels will address the implementation of the coordination policies with the applicants. Applicants will be evaluated on the success of the implementation.

- **Need and Demographic Tracking**—In order to offer the most appropriate information about resources instruction on how to use the directory will be provided on the Web site, to all ambassadors, and to the general public through AZ 211's outreach efforts. In addition, the system will track the unmet needs of the user by asking if the resources presented met the user's needs. If the resources are not appropriate, the system will track reasons such as lack of availability, outside the service delivery area and ineligible. The data gleaned will be tracked, reported and used to assess gaps and to develop new programs. As AZ211 expands their service to include a call center, there will be additional support available. The system will be marketed through mainstream venues



Past Strategies

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such as community cable stations, the network of human services and transportation providers and MAG member agencies.

Outcome—State funding for AZ211 had been completely eliminated. This goal is not attainable as planned. MAG will continue to keep an accurate inventory of services available in the region and to make this available to the public.

- **Travel Training for Older Adults and People with Disabilities**—Free, standardized travel training will be provided to assist people in using public transit options. Training is currently available to older adults through a variety of sources including but not limited to regional entities like Valley Metro RPTA, statewide agencies such as the Arizona Department of Economic Security's Rehabilitation Services Administration and municipalities like the City of Glendale. This strategy supports the expansion of Valley Metro's new travel training program for people with disabilities, including people with visual impairments, as supported by a Section 5317 grant. Emphasis in the training will be placed on helping people use the bus, or the fixed route system. This improved mobility will enhance people's quality of life and increase the capacity of the system to serve more people who are not able to use buses due to advanced age or impairment. Travel training has been proven an efficient way to cost effectively empower people to fully use public transit options.
Outcome—Valley Metro/RPTA has expanded its travel training program for older adults and added a program for people with disabilities. These programs were made available with section 5317 grants. Trainings are offered by instructors with peer mentors as available. Training participants receive information about transit and paratransit services. People who may be eligible for the Americans with Disabilities Act are given information to apply for appropriate benefits. To date, 44 presentations to 630 older adults and 26 field trips with 116 older adults have been offered.

FY 2008

- **Online Comprehensive Service Directory**—Both consumers and agencies need one comprehensive directory that offers information about all available services, whether publicly or privately provided. Such a directory currently does not exist. This resource will help streamline information about services and improve accessibility, which will ultimately empower people as a result. A web-based comprehensive directory of both public and private providers will be made available to the general public. This will result in greater knowledge, access and coordination of human services transportation.
Outcome—Sub-regional groups have been engaged in the West Valley, East Valley and Phoenix to promote relationships and communication. An impressive number of stakeholders have participated in three meetings in each of the sub-regions. A regional meeting for

250 people has been scheduled for April 8, 2008. This event will promote the most promising practices identified at the sub-regional level to be replicated at the regional level. Housing has been added to the conference in deference to the interdependence of the two issues. An informal group of primary partners and leadership from throughout the region has lent oversight to the implementation of this strategy.

- **Coordination of Sub-Regional and Regional Meetings**—A regional process will be formalized so that service providers will have a forum to discuss issues of common concern, explore opportunities for operational coordination, and discuss successful examples of coordination. At least three sub-regional groups (East Valley, West Valley and Central) of agencies providing human services transportation will meet at least quarterly to develop local solutions to human services transportation coordination. All groups will report on their activities and plans at a regional meetings.
Outcome—The City of Phoenix, the Arizona Department of Transportation and the Maricopa Association of Governments host the application processes for the Sections 5310, 5316 and 5317 grant programs. These agencies are tracking compliance with the plan through the applications. All applicants in 2007 signed commitment forms to support the implementation of the plan. The 2008 application process will include additional measures to monitor full compliance.
- **Ongoing Assessment and Evaluation**—Existing human services agencies will report their current coordination activities in the applications for Section 5310, 5316 and 5317. These will be assessed throughout the year by the agencies coordinating the application processes. Local practices will be analyzed for regional relevance. The most promising practices will be offered for inclusion in the update to this plan next year. All agencies applying for Section 5310, 5316, and 5317 funds in 2007 will report their current coordination practices as part of the application process. These practices will be monitored and assessed for regional relevance. This will result in at least three of the most promising activities being included in the update of the plan.
Outcome—The sub-regional groups have supplemented and refined the data currently available for human services transportation programs. This expanded database has been utilized by AZ211 to expand their information. Valley Metro is currently reviewing the database to ensure all the public transit information is included appropriately. MAG will work with AZ211 to make the search results more accurate and specifically appropriate to the needs expressed. With the inclusion of the public transit data and links between to ensure seamless searching, this goal as it was originally written will be completed.



5310 Receipts

Section 5310 Receipts: 2012

Year	Agency	Location	Work	Funding	Federal	Local	Total
2012	Arizona Recreation Center for the Handicapped (ARCH)	Phoenix	(1) Expansion Maxivan No Lift	5310	20,565	2,285	22,850
2012	Benevilla	Northwest Phoenix, El Mirage, Glendale, Peoria, Sun City Youngtown	(1) Replacement Cutaway With Lift	5310	48,179	5,354	53,533
2012	Catholic Community Services/Valley Center of the Deaf	Region-wide	(1) Expansion Minivan No Lift	5310	20,222	2,247	22,469
2012	Chandler/Gilbert ARC	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	(2) Replacement Minivan No Lift	5310	40,445	4,494	44,939
2012	City of Surprise	Surprise	(1) Replacement Cutaway With Lift	5310	48,180	5,353	53,533
2012	Foothills Caring Corps	Carefree, Cave Creek, North Phoenix	Funds to support existing Mobility Management Project.	5310	24,300	2,700	27,000
2012	Friendship Foundation	Glendale, Peoria, Phoenix, Surprise	(1) Expansion Maxivan With Lift	5310	45,097	5,011	50,108
2012	Hacienda Healthcare Inc.	Region-wide	(2) Replacement Minivan With Ramp	5310	57,484	6,387	63,871
2012	Lifewell Behavioral Wellness	Region-wide	(2) Replacement Minivan No Lift	5310	40,444	4,494	44,938
2012	MARC Center	Mesa	Funds to support new Sub-Regional Mobility Manager Position.	5310	42,930	4,770	47,700
2012	MARC Center	Mesa	(4) Replacement Cutaway With Lift	5310	192,719	21,413	214,132
2012	One Step Beyond	Peoria, Glendale, Surprise, Sun Cities, Phoenix	(1) Expansion Minivan With Ramp	5310	28,742	3,194	31,936
2012	PPEP, Inc. - Encompass	Avondale, Goodyear, Tolleson, Litchfield Park, Phoenix, Glendale	(1) Replacement Maxivan With Lift	5310	45,097	5,011	50,108
2012	Scottsdale Training and Rehabilitation Services, Inc. (STARS)	Scottsdale, Northeast Valley	(1) Replacement Minivan No Lift	5310	20,222	2,247	22,469
2012	Stand Together and Recover (STAR)	Mesa, Chandler, Gilbert, Ahwatukee	(2) Expansion Maxivan No Lift	5310	41,131	4,570	45,701
2012	Stand Together and Recover (STAR)	Mesa, Chandler, Gilbert, Ahwatukee	(7) Vehicle Step and Pole - Step and Pole for 5 existing vehicles and the 2 expansion requested in FY 2012.	5310	3,005	334	3,339
2012	Terros, Inc.	Region-wide	Funds to support existing Mobility Management Project.	5310	60,750	6,750	67,500
2012	The Centers for Habilitation	Chandler, Tempe, Mesa, Phoenix	(2) Replacement Cutaway With Lift	5310	96,359	10,707	107,066
2012	United Cerebral Palsy of Central Arizona	North Central Phoenix, Paradise Valley, Glendale, Peoria	(1) Replacement Cutaway With Lift	5310	48,180	5,353	53,533
2012	Valley Life	Avondale, Goodyear, Litchfield Park, Glendale, Phoenix, Tolleson,	(1) Replacement Minivan No Lift	5310	20,222	2,247	22,469
	Total				944,273		1,049,194



5310 Receipts

Section 5310 Receipts: 2011

Year	Agency	Location	Work	Funding	Federal	Local	Total
2011	Chandler/Gilbert ARC	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	(1) Replacement Cutaway With Lift	5310	55,800	6,200	62,000
2011	City of Avondale	Avondale, Goodyear, Litchfield Park	Scheduling Hardware/Software	5310	7,200	800	8,000
2011	Foothills Caring Corps	Carefree, Cave Creek, North Phoenix	Funds to support existing Mobility Management Project, (1) Replacement Maxivan No Lift	5310	52,200	5,800	58,000
2011	Gila River Indian Community	Gila River Indian Community, District 6 and 7	(1) Replacement Cutaway With Lift	5310	55,800	6,200	62,000
2011	Hacienda Healthcare Inc.	Region-wide	(1) Replacement Cutaway With Lift	5310	55,800	6,200	62,000
2011	Horizon Human Services (Phoenix/Tempe)	Phoenix, Tempe	(1) Expansion Maxivan With Lift	5310	51,300	5,700	57,000
2011	Horizon Human Services (Assisted Living Program Tempe)	Tempe	(1) Replacement Maxivan With Lift	5310	51,300	5,700	57,000
2011	MARC Center	Region-wide	(1) Replacement Cutaway With Lift	5310	55,800	6,200	62,000
2011	Mosaic, Inc.	Phoenix	(1) Replacement Cutaway With Lift	5310	55,800	6,200	62,000
2011	Nobody's Perfect	Chandler, Gilbert, Mesa, Queen Creek	(1) Expansion Minivan No Ramp	5310	24,300	2,700	27,000
2011	One Step Beyond	Peoria, Glendale, Surprise, Sun Cities, Phoenix	(1) Expansion Minivan With Ramp	5310	34,200	3,800	38,000
2011	PPEP - Encompass	Avondale, Goodyear, Tolleson, Litchfield Park, Phoenix, Glendale	(1) Replacement Maxivan No Lift	5310	25,200	2,800	28,000
2011	Scottsdale Training & Rehabilitation Services (STARS)	Scottsdale, Northeast Valley	(1) Expansion Maxivan With Lift	5310	51,300	5,700	57,000
2011	Stand Together and Recover-East (STAR)	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	(1) Expansion Maxivan No Lift	5310	25,200	2,800	28,000
2011	Stand Together and Recover-West (STAR)	Phoenix, Sunnyslope, East Glendale	(1) Replacement Maxivan No Lift	5310	25,200	2,800	28,000
2011	Tempe Community Action Program	Tempe	(1) Replacement Maxivan No Lift	5310	25,200	2,800	28,000
2011	Terros, Inc.	Region-wide	Mobility Mgmt, 10 tracking units, 10 GPS Navigational Devices (Garmin), Lifetime Updated Maps Software	5310	91,800	10,200	102,000
2011	The Centers for Habilitation	Chandler, Tempe, Mesa, Phoenix	(1) Replacement Cutaway With Lift	5310	55,800	6,200	62,000
2011	Triple R Behavioral Health	Region-wide	(1) Replacement Maxivan No Lift	5310	25,200	2,800	28,000
2011	Valley Life	Avondale, Goodyear, Litchfield Park, Glendale, Phoenix, Tolleson,	(1) Replacement Minivan No Ramp	5310	24,300	2,700	27,000
	Total				848,700	94,300	943,000



5310 Receipts

Section 5310 Receipts: 2010

Year	Agency	Location	Work	Funding	Federal	Local	Total
2010	Terros, Inc.	Region-wide	Mobility Management position	5310	45,000	5,000	50,000
2010	Terros, Inc.	Region-wide	28 tracking units	5310	30,240	3,360	33,600
2010	Terros, Inc.	Region-wide	6 computer screens	5310	1,080	120	1,200
2010	Foothills Caring Corps	Carefree, Cave Creek, North Phoenix	Mobility Management position	5310	27,252	3,028	30,280
2010	Chandler/Gilbert ARC	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	(1) Maxivan With Lift	5310	51,300	5,700	57,000
2010	The Centers for Habilitation #1	Chandler, Tempe, Mesa, Phoenix	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	PPEP - Encompass	Avondale, Goodyear, Tolleson, Litchfield Park, Phoenix, Glendale	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	Horizon Human Services	Phoenix, Tempe	(1) Minivan No Ramp	5310	23,400	2,600	26,000
2010	Valley Life	Avondale, Goodyear, Litchfield Park, Glendale, Phoenix, Tolleson,	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	Hacienda Healthcare Inc.	Region-wide	(1) Cutaway With Lift	5310	55,800	6,200	62,000
2010	United Cerebral Palsy	North Central Phoenix, Paradise Valley, Glendale, Peoria	(1) Cutaway With Lift	5310	55,800	6,200	62,000
2010	Nobody's Perfect	Chandler, Gilbert, Mesa, Queen Creek	(1) Cutaway With Lift	5310	55,800	6,200	62,000
2010	Foothills Caring Corps	Carefree, Cave Creek, North Phoenix	(1) Minivan With Ramp	5310	34,200	3,800	38,000
2010	One Step Beyond #1	Peoria, Glendale, Surprise, Sun Cities, Phoenix	(1) Maxivan With Lift	5310	51,300	5,700	57,000
2010	Triple R Behavioral Health #1	Region-wide	(1) Maxivan With Lift	5310	51,300	5,700	57,000
2010	Civitan Foundation #1	Region-wide	(1) Minivan No Ramp	5310	23,400	2,600	26,000
2010	Interfaith Community Care	Northwest Phoenix, El Mirage, Glendale, Peoria, Sun City Youngtown	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	Scottsdale Training & Rehabilitation Services (STARS)	Scottsdale, Northeast Valley	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	Stand Together And Recover (STAR) Mesa #1	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	Stand Together And Recover (STAR) Phoenix	Phoenix	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	Salvation Army #1	Phoenix	(1) Maxivan With Lift	5310	51,300	5,700	57,000
2010	The Centers for Habilitation	Region-wide	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	One Step Beyond	Peoria, Glendale, Surprise, Sun Cities, Phoenix	(1) Minivan With Ramp	5310	34,200	3,800	38,000
2010	Triple R Behavioral Health	Region-wide	(1) Maxivan No Lift	5310	24,300	2,700	27,000
2010	Civitan Foundation	Region-wide	(1) Minivan No Ramp	5310	23,400	2,600	26,000
2010	Salvation Army	Phoenix	(1) Maxivan With Lift	5310	51,300	5,700	57,000
	Total				98,308	884,772	983,080



5310 Recipients

Section 5310 Recipients: 2009

Year	Agency	Location	Work	Funding	Federal	Local	Total
2009	Arizona Recreation Center for the Handicapped	Phoenix	(1) Cutaway With Lift	5310	48,600	5,400	54,000
2009	Chandler/Gilbert ARC	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	(1) Minivan No Lift	5310	22,500	2,500	25,000
2009	Chandler/Gilbert ARC	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	(1) Minivan No Ramp	5310	22,500	2,500	25,000
2009	City of Avondale	Avondale	(1) Cutaway With Lift	5310	48,600	5,400	54,000
2009	Foothills Community Foundation Foothills Caring Corp.	Carefree, Cave Creek, North Phoenix	(1) Maxi van with Lift Van	5310	44,550	4,950	49,500
2009	Hacienda Healthcare Inc.	Region-wide	(1) Cutaway	5310	48,600	5,400	54,000
2009	Horizon Human Services	Phoenix, Tempe	(1) Maxi van with Lift Van	5310	44,550	4,950	49,500
2009	PPEP/Encompass Inc.	Avondale, Goodyear, Tolleson, Litchfield Park, Phoenix, Glendale	(1) Cutaway With Lift	5310	48,600	5,400	54,000
2009	Scottsdale Training and Rehab (STARS)	Scottsdale, Northeast Valley	(1) Maxivan No Lift	5310	20,250	3,250	23,500
2009	Terros, Inc.	Region-wide	(1) Mobility Management position	5310	135,000	15,000	150,000
2009	The Centers for Habilitation	Region-wide	(1) Minivan No Ramp	5310	22,500	2,500	25,000
2009	Triple R Behavioral Health	Region-wide	(1) Maxivan No Lift	5310	21,150	2,350	23,500
2009	Triple R Behavioral Health	Region-wide	(1) Minivan No Ramp	5310	22,500	2,500	25,000
2009	United Cerebral Palsy	North Central Phoenix, Paradise Valley, Glendale, Peoria	(1) Cutaway With Lift	5310	48,600	5,400	54,000
2009	United Cerebral Palsy	North Central Phoenix, Paradise Valley, Glendale, Peoria	(1) Cutaway With Lift	5310	48,600	5,400	54,000
2009	Valley of the Sun Schools	Avondale, Goodyear, Litchfield Park, Glendale, Phoenix, Tolleson,	(1) Minivan with ramp	5310	34,020	3,780	37,800
	TOTAL				681,120	76,680	757,800

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

Arterial Life Cycle Program Status Report - April 2012 Through November 2012

SUMMARY:

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on December 9, 2009. The ALCP Policies and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report has traditionally been published on a semiannual basis.

The April 2012 through November 2012 Status Report is the first for Fiscal Year (FY) 2013. The report provides information on the 45 projects scheduled for work and/or reimbursement this fiscal year. Of these 45 projects, 12 are in the design phase, 12 are in the right-of-way-acquisition phase, and 21 are in the construction phase. It is anticipated that four of these projects will be completed and open to traffic by July 1, 2013.

Scheduled ALCP project reimbursements in FY 2013 total \$52.1 million. Federal funds comprise \$13.2 million of the total programmed reimbursements while the remaining balance of \$38.9 million is programmed with the half cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). Actual RARF revenue collections in FY 2012 totaled \$34 million, which was slightly higher than what had been projected in the October 2011 Arizona Department of Transportation revenue forecast. Through November 2012, current fiscal year collections have totaled \$14.3 million.

Greater detail about the status of projects, revenues, and other relevant program information is provided in the ALCP Status Report attachment.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The ALCP Status Report represents a valuable tool to monitor the ALCP and the arterial component of the MAG Regional Transportation Plan.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The information in the ALCP Status Report provides an update on all project requirements and financial information.

POLICY: The ALCP Status Report is required by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on December 9, 2009.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

On January 24, 2013, the ALCP Status Report was presented to the Transportation Review Committee for information and discussion. No comments were received.

MEMBERS ATTENDING

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

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

EX-OFFICIO MEMBERS ATTENDING

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

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

*Members neither present nor represented by Proxy

+ Attended by Videoconference

Attended by Audioconference

On December 11, 2012, the ALCP Status Report was presented to the Street Committee for information and discussion. No comments were received.

MEMBERS ATTENDING

Charles Andrews, Avondale, Chairman
Lupe Harriger, ADOT
* Jose Heredia, Buckeye
Dan Cook, Chandler
* Bob Senita, El Mirage
* Tony Rodriguez, Gila River Indian Community
* Michael Gillespie, Gilbert
Bob Darr, Glendale
Hugh Bigalk, Goodyear
* Gino Turrubiartes, Guadalupe
Thomas Chlebanowski for
Darryl Crossman, Litchfield Park
Chris Plumb, Maricopa County

Maria Deeb, Mesa
* James Shano, Paradise Valley
Ben Wilson, Peoria
Dana Owsiany, for Shane L. Silsby, Phoenix
Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Tom Taylor, for Phil Kercher, Scottsdale
Nicholas Mascia, Surprise
Shelly Seyler, Tempe
* Jason Earp, Tolleson
Grant Anderson for Jim Fox, Youngtown

*Members neither present nor represented by Proxy

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

John Bullen, Transportation Planner II, (602) 254-6300.

Arterial Life Cycle Program



Status Report



CONTENTS



ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2012 by mode.

TABLE 1. FY 2012 PROPOSITION 400 COLLECTIONS (July 2011 - June 2012)				
	Freeways	Arterial Streets	Transit	TOTAL
July	\$15,032,996	\$2,808,656	\$8,907,452	\$26,749,104
August	\$13,985,947	\$2,613,033	\$8,287,047	\$24,886,026
September	\$14,873,959	\$2,778,942	\$8,813,218	\$26,466,119
October	\$14,982,882	\$2,799,293	\$8,877,758	\$26,659,933
November	\$14,163,259	\$2,646,160	\$8,392,109	\$25,201,527
December	\$14,638,099	\$2,734,876	\$8,673,464	\$26,046,439
January	\$17,699,979	\$3,306,936	\$10,487,710	\$31,494,624
February	\$14,646,909	\$2,736,522	\$8,678,684	\$26,062,115
March	\$14,713,776	\$2,749,015	\$8,718,305	\$26,181,096
April	\$17,026,242	\$3,181,059	\$10,088,503	\$30,295,804
May	\$14,950,617	\$2,793,265	\$8,858,640	\$26,602,521
June	\$15,368,499	\$2,871,339	\$9,106,246	\$27,346,084
TOTAL	\$182,083,163	\$34,019,096	\$107,889,134	\$323,991,393

**Amount excludes debt service from Prop 300*

In addition to the half-cent sales tax, the Regional Transportation Plan (RTP) allocates federal Surface Transportation Program – MAG Funds (STP-MAG) and federal Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ) to fund projects in the ALCP.

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. Actual RARF revenue collections in FY 2012 were slightly higher than the October 2011 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.

Fiscal Year 2013 started on July 1, 2012. Since then, \$14.3 million in additional RARF revenues have been deposited into the arterial account. To date, more than \$243.4 million Regional Area Road Funds have been collected for arterial improvements in the region, with more than \$233.7 million in project expenses having been reimbursed with those funds. As of the end of November 2012 the RARF account balance was \$15.0 million.



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The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, \$8.4 million in RARF revenues have been deposited into the RARF Studies account.

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: <http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>

TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS Estimate v. Actual FY2012 (July 2011 - June 2012)

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$26,810,000	\$26,749,104	-0.2%
August	\$25,029,000	\$24,886,026	-0.6%
September	\$25,750,000	\$26,466,119	2.8%
October	\$25,954,000	\$26,659,933	2.7%
November	\$25,680,000	\$25,201,527	-1.9%
December	\$26,207,000	\$26,046,439	-0.6%
January	\$31,476,000	\$31,494,624	0.1%
February	\$25,157,000	\$26,062,115	3.6%
March	\$26,287,000	\$26,181,096	-0.4%
April	\$28,863,000	\$30,295,804	5.0%
May	\$27,029,000	\$26,602,521	-1.6%
June	\$27,358,000	\$27,346,084	0.0%
TOTAL	\$321,600,000	\$323,991,393	0.7%

*Amount excludes debt service from Prop 300

FY 2013 ARTERIAL LIFE CYCLE PROGRAM

Since the economic downturn, which began in 2007, there have been significant reductions in program revenues that have required a portion of program reimbursements to be deferred to an unfunded year of the program. The 2012 ADOT RARF forecast, released in the fall of 2011, indicated the continued decline of program revenues, as shown in Table 3. Since the original program forecast in 2003, the projection of the sales tax revenues for the ALCP over the 20-year life of the tax has been reduced by \$529 million, or 40.9

TABLE 3. REDUCTION IN ALCP FUNDING SOURCES (in millions)

Revenue Source	2003 Forecast	2012 Forecast	Difference	Percent
Sales Tax	\$1,292.80	\$763.70	\$529.10	40.90%
STP	\$855.70	\$747.70	\$108.00	12.60%
CMAQ	\$184.90	\$133.00	\$51.90	28.10%
Total	\$2,333.40	\$1,644.40	\$689.00	29.50%

percent. The amount of federal STP funds included in the ALCP has also been reduced by \$108 million, or 12.6 percent, while federal CMAQ funding has been reduced by \$51.9, or 28.1 percent. Overall, funding for the ALCP has been reduced by \$689 million, or 29.5 percent of the program.

On May 22, 2012, MAG staff requested guidance from the ALCP Working Group on rebalancing the ALCP, which was facing a \$40 million deficit. At the meeting, the ALCP Working Group recommended to temporarily eliminate bonding and inflation to reduce the



debt service in the program. Program reimbursements would be deferred between one and three years to accommodate the new cash flow schedule.

On September 26, 2012, The MAG Regional Council approved the re-balancing of the ALCP. As part of that action, the Regional Council approved the elimination of bonding and the elimination of project reimbursement increases for inflation in FY2013 as a one-time, non-precedence setting measure. An electronic copy of the updated FY2013 ALCP may be downloaded from the MAG website at:

<http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>.

MAP-21 & THE ALCP

The new federal transportation funding bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law by President Obama on July 6, 2012. It went into full effect on October 1, 2012 and authorized programs for two years, though September 30, 2014.

At this time, it is not known how MAP-21 will impact the amount of funding received by the MAG region, and in turn, how much will be available in the ALCP. However, preliminary estimates indicate that amount of STP funds available in the ALCP could decrease by ten percent and the amount of CMAQ funds available in the ALCP could decrease by fifteen percent. Any program shortfall or surplus created by the MAP-21 will be addressed during the FY2014 ALCP update.

ALCP PROJECT HIGHLIGHT:

PIMA ROAD FROM THOMPSON PEAK PARKWAY TO PINNACLE PEAK

Construction on Pima Road from Thompson Peak Parkway to Pinnacle Peak Road began in March 2010. The roadway was widened to include three through lanes in each direction, bicycle lanes, and a raised landscape median. Improvements also included grade-separated path crossings, sidewalks, a pedestrian underpass, intelligent transportation system facilities and noise mitigation improvements.



The widened roadway was opened to traffic in June 2011. All construction was completed and the project was officially closed out in the ALCP in June 2012.

For additional information about the Pima Road from Thompson Peak Parkway to Pinnacle Peak Road project, please contact the Transportation Department at the City of Scottsdale.



GILBERT ROAD LIGHT RAIL EXTENSION

On October 24, 2012, the MAG Regional Council voted to approve the removal of federal STP funds totaling \$153,366,043 (2011\$) from sixteen ALCP projects to use to reimburse costs associated the design, right-of-way aquisition, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. As part of that action, the Regional Council also voted to reprogram the federal STP funds for the LRT extension, which triggered the Regional Transportation Plan (RTP) major amendment process, as outlined in ARS § 28-6301.

Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa plans to provide interim funding using Transportation Project Advancement Notes (T-PAN), which would be paid back with federal STP funds. The federal STP funds are contingent on federal funding revenue streams and are subject to the ALCP financial program.

It is anticipated that the Gilbert Road extension will significantly increase ridership on light rail. The extension provides better light rail access from Loop 202, US-60, and eastern portions of Mesa and the East Valley. The extension is scheduled for completion in late 2017.

ALCP PROJECT STATUS

Detailed information about projects underway is provided in Tables 4 and 5. Table 4 lists whether projects are programmed for work and/or reimbursement in FY2013, the amount programmed for reimbursement in FY2013, and ALCP project requirements submitted to-date. Table 5 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2013.

This is the 16th Status Report for the Arterial Life Cycle Program. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at

<http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>.



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TABLE 3. FY 2013 ARTERIAL LIFE CYCLE PROGRAM
SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY13

RTP Project	Programmed in the FY13 ALCP	Programmed Reimb. in FY13 (millions)	Reimb. in FY 2013 (millions)	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY13
CHANDLER						
Chandler Blvd at Alma School Rd: Intersection Improvements	Work and Reimbursement	\$ 0.266	\$ -	Completed 3/2008	Completed 7/2008	PRR
Gilbert Rd: Queen Creek Rd to Hunt Hwy	Work and Reimbursement	\$ 1.418	\$ 0.275	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Work and Reimbursement	\$ 5.669	\$ 4.287	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Ocotillo Rd to Chandler Heights	Work Only	\$ -	\$ -	Completed 5/2012	---	PRR*
McQueen Rd: Ocotillo Rd to Riggs Rd	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
Ocotillo Rd: Arizona Ave to McQueen Rd	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
EL MIRAGE						
El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand	Work Only	\$ -	\$ -	---	---	None
Thunderbird Rd: El Mirage Rd to Grand Avenue	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
El Mirage Rd: Peoria Ave to Cactus Rd	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
FOUNTAIN HILLS						
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	\$ 0.102	\$ 0.028	Completed 8/2008	Completed 10/2008	PRR
GILBERT						
Germann Rd: Val Vista Dr to Higley Rd	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
Guadalupe Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	\$ 1.285	\$ -	Completed 5/2010	Completed 10/2010	PRR
Guadalupe Rd at Gilbert Rd: Intersection Improvements	Work and Reimbursement	\$ 1.000	\$ -	---	---	PO, PA, PRR
GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK						
Power Rd: Santan Fwy to Pecos Rd	Work and Reimbursement	\$ 3.491	\$ -	Completed 4/2012	Completed 11/2012	PRR
MARICOPA COUNTY						
El Mirage Rd: Bell Rd to Picerne Dr	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
El Mirage Rd: Northern to Cactus	Work and Reimbursement	\$ 1.140	\$ -	Completed 11/2012	---	PA, PRR
El Mirage Rd: Northern Ave to Peoria Ave	Work Only	\$ -	\$ -	Completed 11/2012	---	PA, PRR*
Gilbert Rd: Bridge over Salt River	Work and Reimbursement	\$ 1.673	\$ -	---	---	PO, PA, PRR
Northern Parkway (Phase I): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 10/11	\$ 4.839	Completed 4/2010	Completed 3/2011	PRR
Northern Parkway (Phase II): Sarival to Dystart	Work and Reimbursement	\$ 0.496	\$ -	Completed 11/2012	---	PA, PRR
Northern Parkway (Phase II): Dysart to 111th	Work and Reimbursement	\$ 3.108	\$ -	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway (Phase II): Reems and Litchfield Overpasses	Work and Reimbursement	\$ 0.348	\$ -	Completed 6/2012	Completed 11/2012	PRR
MESA						
Mesa Dr: US60 to Southern Ave	Work and Reimbursement	\$ 5.133	\$ 0.291	Completed 3/2007	Completed 1/2008	PRR
Mesa Dr at Broadway Rd: Intersection Improvements	Work Only	\$ -	\$ -	Completed 9/2009	Completed 12/2009	PRR*

* Per the ALCP Policies and Procedures approved on December 9, 2009, only the Progress Report Section of PRR is required

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY13

RTP Project	Programmed in the FY13 ALCP	Programmed Reimb. in FY13 (millions)	Reimb. in FY 2013 (millions)	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY13
MESA (Cont'd)						
Southern at Country Club Dr: Intersection Improvements	Work and Reimbursement	\$ 0.342	\$ 0.342	Completed 2/2012	Completed 4/2012	None
Southern Ave at Stapley Dr: Intersection Improvements	Work and Reimbursement	\$ 2.897	\$ -	Completed 3/2007	Completed 6/2007	PRR
Stapley Dr at University Dr: Intersection Improvements	Work Only	\$ -	\$ -	---	---	None
PEORIA						
83rd Avenue: Butler Rd to Mountain View	Work and Reimbursement	\$ 0.977	\$ -	Completed 8/2010	Completed 9/2010	PRR
75th Ave at Thunderbird Rd: Intersection Improvement	Work and Reimbursement	\$ 0.160	\$ -	Completed 8/2010	Completed 9/2010	PRR
Lake Pleasant Pkwy: Dynamite Blvd to CAP	Work Only	\$ -	\$ -	Completed 5/2006	Completed 10/2011	PRR*
PHOENIX						
Avendia Rio Salado: 51st Avenue to 7th Street	Work and Reimbursement	\$ 7.168	\$ -	Completed 1/2012	Completed 5/2012	PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	Work and Reimbursement	\$ 3.740	\$ -	Completed 10/2007	Completed 6/2012	PRR
Sonoran Blvd: 15th Avenue to Cave Creek	Work and Reimbursement	\$ 5.170	\$ 5.170	Completed 11/2010	Completed 10/2011	None
SCOTTSDALE						
Pima Rd: Via Linda to Via De Ventura	Work Only	\$ -	\$ -	Completed 4/2010	---	PA, PRR*
Pima Rd: Thomas Rd to McDowell Rd	Work and Reimbursement	\$ 0.048	\$ -	Completed 4/2010	---	PA, PRR
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	Work and Reimbursement	\$ 3.826	\$ -	Completed 4/2010	Completed 6/2012	PRR
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Work Only	\$ -	\$ -	---	---	None
Redfield Rd: Scottsdale Rd to Hayden	Work Only	\$ -	\$ -	---	---	None
Raintree Extension: Hayden to Redfield	Work and Reimbursement	\$ 1.376	\$ -	---	---	PO, PA, PRR
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	Work and Reimbursement	\$ 0.141	\$ -	Completed 4/2012	Completed 6/2012	PRR
Southbound Loop 101 Frontage Road Connections	Work Only	\$ -	\$ -	---	---	None
Airpark DCR	Work and Reimbursement	\$ 0.704	\$ -			PO, PA, PRR
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Parkway	Work and Reimbursement	\$ 3.746	\$ -	Completed 5/2010	Completed 7/2010	PRR
Shea Blvd at 125th St: Intersection Improvements	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
Shea Blvd at 136th St: Intersection Improvements	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*

* Per the ALCP Policies and Procedures approved on December 9, 2009, only the Progress Report Section of PRR is required

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2013
Consistent with the Fiscal Year 2013 ALCP approved on September 26, 2012

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY12 (YOE\$)	FY 2013 Est. Reimb. (2011\$)	Est. Reimb FY14-FY26 (2011\$)	Total Reimb FY06-FY26 (2011\$, YOE\$)	Unfunded Due to Deficit (2011\$)	Expend through FY12 (YOE\$)	Estimated Future Expend FY13-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$,YOE\$)			
	FY 2013											
CHANDLER												
Chandler Blvd at Alma School Rd: Intersection Improvements	W/R	0.475	0.266	2.606	3.347	0.942	0.687	10.515	11.202	2015	0.25	
Gilbert Rd: Queen Creek Rd to Hunt Hwy	W/R	1.826	1.418	0.000	3.244	0.000	2.820	4.503	7.323	2013	4.00	Design & ROW Project Only
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	W/R	0.000	5.669	1.869	7.537	0.000	3.162	7.290	10.451	2013	1.00	Construction Project Only
Gilbert Rd: Ocotillo Rd to Chandler Heights	W	0.000	0.000	6.160	6.160	0.000	0.000	8.014	8.014	2014	1.00	Construction Project Only
McQueen Rd: Ocotillo Rd to Riggs Rd	W	0.000	0.000	6.482	6.482	0.000	0.000	12.263	12.263	2018	2.00	
Ocotillo Rd: Arizona Ave to McQueen Rd	W	0.000	0.000	5.295	5.295	1.408	0.243	14.028	14.271	2014	1.00	
EL MIRAGE												
El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand	W	0.000	0.000	1.788	1.788	0.000	0.233	2.554	2.787	2012	NA	Design Project Only
Thunderbird Rd: El Mirage Rd to Grand Avenue	W	0.000	0.000	2.817	2.817	0.000	0.000	5.784	5.784	2015	0.50	ROW & Construction Only
El Mirage Rd: Peoria Ave to Cactus Rd	W	0.000	0.000	7.612	7.612	0.000	0.000	10.875	10.875	2015	1.00	ROW & Construction Only
FOUNTAIN HILLS												
Shea Blvd: Technology Dr to Cereus Wash	W/R	0.220	0.102	2.803	3.125	0.000	0.354	4.104	4.457	2013	0.80	
GILBERT												
Germann Rd: Val Vista Dr to Higley Rd	W	0.000	0.000	17.816	17.816	0.000	1.867	19.851	21.718	2015	2.00	
Guadalupe Rd at Cooper Rd: Intersection Improvements	W/R	0.385	1.285	3.518	5.188	0.000	0.636	7.934	8.570	2013	0.50	
Guadalupe Rd at Gilbert Rd: Intersection Improvements	W/R	0.000	1.000	2.775	3.775	0.000	0.000	7.428	7.428	2015	0.50	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2013
Consistent with the Fiscal Year 2013 ALCP approved on September 26, 2012

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY12 (YOES)	FY 2013 Est. Reimb. (2011\$)	Est. Reimb FY14-FY26 (2011\$)	Total Reimb FY06-FY26 (2011\$, YOES)	Unfunded Due to Deficit (2011\$)	Expend through FY12 (YOES)	Estimated Future Expend FY13-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$,YOES)			
	FY 2013											
GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK												
Power Rd: Santan Fwy to Pecos Rd	W/R	0.000	3.491	11.957	15.448	0.000	7.476	20.551	28.027	2013	1.50	
MARICOPA COUNTY												
El Mirage Rd: Bell Rd to Picerne Dr	W	0.000	0.000	0.000	0.000	0.000	0.000	3.269	3.269	2014	0.50	
El Mirage Rd: Northern to Cactus	W/R	0.000	1.140	0.000	1.140	0.000	0.000	1.699	1.699	2012	NA	Design Project Only
El Mirage Rd: Northern Ave to Peoria Ave	W	0.000	0.000	9.856	9.856	0.000	0.000	12.227	12.227	2015	2.00	ROW & Construction only
MESA												
Mesa Dr: US60 to Southern Ave	W/R	3.486	5.133	6.461	15.080	0.000	5.396	15.551	20.947	2013	1.00	
Mesa Dr at Broadway Rd: Intersection Improvements	W	0.056	0.000	8.217	8.272	0.000	0.069	8.360	8.429	2016	0.50	
Southern at Country Club Dr: Intersection Improvements	W/R	0.000	0.342	5.559	5.901	0.000	0.505	7.571	8.077	2013	0.50	
Southern Ave at Stapley Dr: Intersection Improvements	W/R	0.277	2.897	8.948	12.122	0.000	0.395	4.139	4.534	2013	0.50	
Stapley Dr at University Dr: Intersection Improvements	W	0.000	0.000	7.785	7.785	0.000	0.000	17.343	17.343	2015	0.50	
PEORIA												
83rd Avenue: Butler Rd to Mountain View	W/R	0.584	0.977	2.593	4.154	0.000	1.016	5.796	6.811	2013	1.00	
75th Ave at Thunderbird Rd: Intersection Improvement	W/R	1.733	0.160	0.000	1.893	0.000	2.476	3.754	6.230	2013	0.20	
Lake Pleasant Fwy: Dynamite Blvd to CAP	W	2.645	0.000	13.867	16.512	11.114	5.822	17.755	23.577	2024	2.50	
PHOENIX												
Sonoran Blvd: 15th Avenue to Cave Creek	W/R	18.208	5.170	9.194	32.572	0.000	43.231	18.600	61.831	2013	7.00	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expend/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2013
Consistent with the Fiscal Year 2013 ALCP approved on September 26, 2012

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY12 (YOES)	FY 2013 Est. Reimb. (2011\$)	Est. Reimb FY14-FY26 (2011\$)	Total Reimb FY06-FY26 (2011\$, YOES)	Unfunded Due to Deficit (2011\$)	Expend through FY12 (YOES)	Estimated Future Expend FY13-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$,YOES)			
	FY 2013											
SCOTTSDALE												
Pima Rd: Via Linda to Via De Ventura	W	0.000	0.000	1.339	1.339	0.000	0.500	1.854	2.354	2014	1.30	ROW & Construction Only
Pima Rd: Thomas Rd to McDowell Rd	W/R	0.000	0.048	6.080	6.128	0.000	0.182	8.318	8.500	2014	1.00	Design & Construction Only
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	W/R	0.399	3.826	4.929	9.154	0.000	0.570	8.351	8.921	2013	0.40	
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	W	0.000	0.000	7.746	7.746	0.000	0.000	11.065	11.065	2015	0.80	
Redfield Rd: Scottsdale Rd to Hayden	W	0.000	0.000	3.873	3.873	0.000	0.000	5.533	5.533	2014	1.20	Design & Construction Only
Raintree Extension: Hayden to Redfield	W/R	0.000	1.376	12.147	13.523	0.000	0.000	19.318	19.318	2015	0.30	
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	W/R	0.000	0.141	0.704	0.845	0.000	0.100	1.107	1.207	2014	0.50	
Southbound Loop 101 Frontage Road Connections	W	0.000	0.141	3.052	3.193	0.000	0.000	4.360	4.360	2014	0.75	
Airpark DCR	W/R	0.000	0.704	0.000	0.704	0.000	0.000	1.006	1.006	2013	na	Design Project Only
Scottsdale Rd: Thompson Peak Parkway to Pinnacle Peak Parkway	W/R	0.757	3.746	13.211	17.714	0.000	1.831	29.428	31.259	2014	2.00	
Shea Blvd at 125th St: Intersection Improvements	W	0.000	0.000	0.880	0.880	0.000	0.115	1.142	1.257	2013	0.25	Design Project Only
Shea Blvd at 136th St: Intersection Improvements	W	0.000	0.000	0.376	0.376	0.000	0.000	0.537	0.537	2013	0.25	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expend/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2013
Consistent with the Fiscal Year 2013 ALCP approved on September 26, 2012

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	OBLIGATIONS					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Obligated through FFY12	Est. Obligations FFY13	Est. Obligations FFY14-FFY26	Total Federal Funding FFY2006 - FFY2026	Unfunded Due to Deficit (2011\$)	Expend through FY12 (YOE\$)	Estimated Future Expend FY13-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$, YOE\$)			
	FY 2013											
MARICOPA COUNTY												
Gilbert Rd: Bridge over Salt River	W/R	0.000	0.000	18.632	18.632	0.000	0.000	40.391	40.391	2019	1.60	
Northern Parkw ay (Phase I): Sarival to Dysart	W/R	57.618	0.000	0.000	57.618	0.000	46.140	32.902	79.042	2013	4.10	
Northern Parkw ay (Phase II): Sarival to Dysart	W/R	2.601	0.000	0.000	2.601	0.000	0.000	4.053	4.053	2013	4.10	
Northern Parkw ay (Phase II): Dysart to 111th	W/R	2.457	0.651	23.639	26.747	0.000	0.887	37.308	38.195	2015	2.50	
Northern Parkw ay (Phase II): Reems and Litchfield Overpasses	W/R	0.348	0.000	6.866	7.214	0.000	0.000	10.889	10.889	2014	0.20	
PHOENIX												
Avendia Rio Salado: 51st Avenue to 7th Street	W/R	23.189	7.168	14.336	44.693	0.000	3.717	70.211	73.928	2015	6.00	
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	W/R	1.300	3.740	17.490	22.530	0.000	1.643	32.038	33.681	2015	2.00	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

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

SUMMARY:

The Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty two times. The last modification was approved on December 5, 2012.

On September 26, 2012, the MAG Regional Council approved the FY 2013 Arterial Life Cycle Program (ALCP) update. An integrity check of the TIP database against the ALCP update indicated that additional amendments and modifications need to be made. The amendments and administrative modifications included in this action will align the FY 2011-2015 TIP to the FY 2013 ALCP update in preparation for the FY 2014-2018 TIP. The amendments and modifications include deferrals of work and reimbursement years, revisions to project costs, revisions to reimbursement amounts, and new listings. ALCP projects within the FY 2011-2015 TIP window are included in Table A; ALCP project changes that are outside of the TIP window are included in Table B.

Additional Federal Highway Administration-funded project changes to the FY 2011-2015 TIP are included in Table C. Maricopa County and the Town of Gilbert have design phases for FY 2013 eligible for funding under the closeout scenario. Further, Maricopa County and the Fort McDowell Yavapai Nation have received project bids that exceed the engineering estimate. Closeout funds are available to address these revised requests. One project change for the Arizona Department of Transportation has been added since the Transportation Review Committee recommended approval and is tinted in **yellow** in the attached Table C.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination. Please see the attached project change listing for full details.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

On January 24, 2013, the project changes were recommended for approval by the Transportation Review Committee.

MEMBERS ATTENDING

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

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

EX-OFFICIO MEMBERS ATTENDING

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

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

*Members neither present nor represented by Proxy

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300.

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

2/4/2013

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2012	2014	GLB12-107CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 642,857	\$ 2,142,857	RARF	\$ 1,500,000	Admin: Correction to the reimbursement year to match the approved FY13 ALCP.
Maricopa County	2014	2017	MMA14-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2	2	6	Local	\$ -	\$ -	\$ 1,669,024	\$ 5,563,413	RARF	\$ 3,894,389	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.
Maricopa County	2015	2018	MMA15-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2	2	6	Local	\$ -	\$ -	\$ 1,669,024	\$ 5,563,413	RARF	\$ 3,894,389	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.
Maricopa County	2015	2016	MMA14-112RWZ	Northern Parkway: Northern Avenue at Loop 101	Acquisition of right-of-way for roadway widening	0.5	4	6	Local	\$ -	\$ -	\$ 1,002,702	\$ 3,342,340	STP-MAG	\$ 2,339,638	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Increase project costs and reimbursement.
Maricopa County	2012	2012	MMA12-117DZ	Northern Parkway: Reems and Litchfield Overpasses	Design roadway widening	0.2	0	4	Local	\$ -	\$ -	\$ 331,053	\$ 331,053	STP-MAG	\$ -	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. ALCP FY13 update.
Maricopa County	2011	2011	MMA10-009CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$ 13,798,180	\$ -	\$ 567,961	\$ 14,366,141	STP-MAG	\$ 13,798,180	Admin: Reimbursement year deferred from 2010 to 2011.
Maricopa County	2012	2011	MMA12-106CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$ 5,026,583	\$ -	\$ 281,319	\$ 5,307,902	STP-MAG	\$ 5,026,583	Admin: Correction to the programmed amounts to match the approved FY2013 ALCP.
Maricopa County	2013	2010	MMA11-106CZ2	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$ 9,396,272	\$ -	\$ 525,874	\$ 9,922,146	STP-MAG	\$ 9,396,272	Admin: Correction to the programmed amounts to match the approved FY2013 ALCP.
Maricopa County	2013	2013	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ 836,597	\$ -	\$ 358,542	\$ 1,195,139	STP-MAG	\$ 836,597	Amend: Delete TIP listing. Defer work and reimbursement and combine with TIPID MMA13-103DZ.
Maricopa County	2014	2014	MMA13-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ 1,673,195	\$ -	\$ 717,083	\$ 2,390,278	STP-MAG	\$ 1,673,195	Amend: Defer reimbursement year, combine project costs with TIPID MMA11-103DZ.
Maricopa County	2013	2013	MMA13-118RW3Z	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening				STP-MAG	\$ 1,673,195	\$ -	\$ 717,083	\$ 2,390,278	STP-MAG	\$ 1,673,195	Amend: New TIP listing. Advance a portion of the work and reimbursement of TIPID MMA13-118RW3Z.
Maricopa County	2013	2014	MMA13-118RWZ	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening				STP-MAG	\$ 326,805	\$ -	\$ 140,060	\$ 466,865	STP-MAG	\$ 326,805	Amend: Decrease project costs and reimbursements to account for the portion of the project being advanced in TIPID MMA13-118RW3Z.
Mesa	2012	2013	MES12-125DZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1	4	6	Local	\$ -	\$ -	\$ 389,514	\$ 389,514	RARF	\$ 272,660	Amend: Decrease design project costs and reimbursement amount. Reassign project reimbursement to TIPID MES150-10CZ2.
Mesa	2013	2013	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1	4	6	RARF	\$ -	\$ 2,113,392	\$ 905,739	\$ 3,019,131	RARF	\$ 2,113,392	Amend: Increase construction costs and reimbursement amount. Project reimbursement reassigned from TIPID MES12-125DZ2.
Mesa	2011	2012	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 48,679	\$ 48,679	RARF	\$ 34,076	Amend: Decrease costs to reflect actual project expenditures. FY2012 reimbursement split with TIPID MES12-016DZ2.

Text in RED indicates changes to the TIP and/or ALCP

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2011	2011	MES11-016DZ4	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ 40,480	\$ 17,349	\$ 57,828	RARF	\$ 40,480	Amend: New TIP ID to reflect actual project expenditures. FY2011 reimbursement split with TIPID MES10-016DZ2.
Mesa	2012	2013	MES12-016DZ	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 430,396	\$ 430,396	RARF	\$ 301,277	Amend: Decrease costs to reflect actual project expenditures. FY2013 reimbursement split with TIPID MES13-016DZ.
Mesa	2012	2012	MES12-016DZ2	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local		\$ 23,764	\$ 10,184	\$ 33,948	RARF	\$ 23,764	Amend: New TIP ID to reflect actual project expenditures. FY2012 reimbursement split with TIPID MES12-016DZ.
Mesa	2013	2013	MES13-016DZ	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	RARF	\$ -	\$ 381,068	\$ 163,315	\$ 544,383	RARF	\$ 381,068	Amend: New TIP ID to reflect actual project expenditures. Increase FY2013 reimbursement and split with TIPID MES12-016DZ. Increased reimbursement reallocated from the construction phase.
Mesa	2013	2014	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,809,588	\$ 2,809,588	RARF	\$ 518,041	Amend: Defer work year, increase costs to align with updated cost estimates. Decrease reimbursement and reallocate to MES13-016DZ and MES183-10RW.
Mesa	2013	2013	MES183-10RW	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 2,214,856	\$ 949,224	\$ 3,164,081	RARF	\$ 2,214,856	Amend: Increase project costs to align with updated cost estimates. Increased reimbursement reallocated from the construction phase.
Mesa	2014	2015	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 3,009,830	\$ 10,032,766	RARF	\$ 1,978,185	Amend: Delete TIP line item. Reallocate regional reimbursement to MES14-118RWZ and MES13-118CZ2.
Mesa	2014	---	MES14-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,015,015	\$ 2,015,015	-	\$ -	Amend: New TIP ID to align with updated cost estimates.
Mesa	2014	2014	MES14-118RWZ	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 1,460,144	\$ 625,776	\$ 2,085,919	RARF	\$ 1,460,144	Amend: New TIP ID to align with updated cost estimates. Reimbursement reallocated from the construction phase.
Mesa	2015	2016	MES15-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	HSIP	\$ 6,315,471		\$ 381,741	\$ 6,697,212	RARF	\$ 267,219	Amend: New TIP line item to align with updated cost estimates and project schedule. Regional reimbursement reallocated from the project savings phase.
Phoenix	2012	2012	PHX11-101RWZ	Avenida Rio Salado- 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	6	0	6	STP-MAG	\$ 7,684,116	\$ -	\$ 3,293,483	\$ 10,977,599	STP-MAG	\$ 7,684,116	Amend: Delete TIP line item to match approved FY2013 ALCP.
Phoenix	2011	2012	PHX09-103RWZ2	Sonoran Blvd: 15th Avenue to Cave Creek	Acquisition of right-of-way for roadway widening	7	4	6	Local	\$ -	\$ -	\$ 3,252,928	\$ 10,843,092	RARF	\$ 7,590,164	Amend: Update project costs and increase reimbursement amount from the construction line item.
Phoenix	2011	2012	PHX10-103DZ	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	7	4	6	Local	\$ -	\$ -	\$ 1,814,839	\$ 6,049,462	RARF	\$ 4,234,623	Amend: Update project costs and increase reimbursement amount from the construction line item.
Phoenix	2011	2012	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7	4	6	Local	\$ -	\$ -	\$ 10,796,071	\$ 17,179,589	RARF	\$ 6,383,518	Amend: Decrease reimbursement amount and apply difference to design and right-of-way line items.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Scottsdale	2011	2012	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 164,784	\$ 549,301	RARF	\$ 384,517	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.
Scottsdale	2013	2014	SCT13-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 935,241	\$ 3,117,471	RARF	\$ 2,182,229	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.
Scottsdale	2013	2015	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 438,330	\$ 1,461,101	RARF	\$ 1,022,771	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.
Scottsdale	2015	2015	SCT13-105SAVZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Project savings for roadway widening	0.4	2	4	RARF	\$ -	\$ 2,746,786	\$ 1,177,194	\$ 3,923,980	RARF	\$ 2,746,786	Admin: Correction to the project phase to match the approved FY2013 ALCP.
Scottsdale	2015	2017	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Local	\$ -	\$ -	\$ 568,174	\$ 1,324,377	RARF	\$ 756,203	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.
Scottsdale	2013	0	SCT12-114CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1	2	4	Local	\$ -	\$ -	\$ 3,995,612	\$ 3,995,612	RARF	\$ -	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Delete from TIP.
Scottsdale	2013	2013	SCT12-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1	2	4	RARF	\$ -	\$ 48,188	\$ 20,652	\$ 68,840	RARF	\$ 48,188	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Add reimbursement phase
Scottsdale	2012	2012	SCT12-110CZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	RARF	\$ -	\$ 1,537,799	\$ 740,875	\$ 2,467,878	RARF	\$ 1,537,799	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. FY13 ALCP Update.
Scottsdale	2014	2015	SCT14-122RWZ	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	0.3	0	4	Local	\$ -	\$ -	\$ 385,714	\$ 1,285,714	RARF	\$ 900,000	Admin: Project was approved as part of the September 26, 2012 action. Update the TIP ID.
Scottsdale	2014	2016	SCT14-122RW3Z	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	0.3	0	4	Local	\$ -	\$ -	\$ 1,123,168	\$ 3,743,894	RARF	\$ 2,620,725	Admin: Project was approved as part of the September 26, 2012 action. Update the TIP ID.
Scottsdale	2012	2012	SCT08-930DX	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	Local	\$ -	\$ 637,162	\$ 273,070	\$ 910,232	RARF	\$ 637,162	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Delete from TIP.
Scottsdale	2012	2015	SCT13-120CZ	Shea Blvd at 125th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 492,961	\$ 502,961	RARF	\$ 352,073	Amend: Delete TIP line item. Consolidate project costs and reimbursements with SCT12-120CZ.
Scottsdale	2014	2015	SCT12-120CZ	Shea Blvd at 125th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Defer work year from 2013 and consolidate project costs and reimbursements with SCT13-120CZ.
Scottsdale	2013	2025	SCT12-121CZ	Shea Blvd at 136th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 105,379	\$ 105,379	RARF	\$ 73,765	Amend: Defer work year from 2012 to 2013.
Scottsdale	2013	2025	SCT12-121DZ	Shea Blvd at 136th Street	Design intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 316,147	\$ 316,147	RARF	\$ 221,303	Amend: Defer work year from 2012 to 2013.
Scottsdale	2013	2025	SCT12-121RWZ	Shea Blvd at 136th Street	Acquisition of right-of-way for intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 10,533	\$ 10,533	RARF	\$ 7,373	Amend: Defer work year from 2012 to 2013.
Scottsdale	2014	2025	SCT13-121CZ	Shea Blvd at 136th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 105,379	\$ 105,379	RARF	\$ 73,765	Amend: Defer work year from 2012 to 2014.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
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TABLE B. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2013	2027	CHN14-102RWZ2	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	1	2	4	Local	\$ -	\$ -	\$ 286,761	\$ 955,872	RARF	\$ 669,110	Admin: Project change was inadvertently omitted from September 26, 2012 list. Add new reimbursement phase.
Mesa	2016	2016	None	Southern Ave at Stapley Dr	Project Savings for intersection improvement	0.5	4	6	RARF	\$ -	\$ 1,488,291	\$ 637,839	\$ 2,126,129	RARF	\$ 1,488,291	Amend: Decrease regional reimbursement amount. Allocateto TIPID MES15-118CZ.
Chandler	2016	2016	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	0.3	4	6	RARF	\$ -	\$ 889,000	\$ 381,000	\$ 1,270,000	RARF	\$ 381,000	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year from FY2015, decrease and advance reimbursement.
Chandler	2017	2017	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	RARF	\$ -	\$ 3,225,857	\$ 1,382,510	\$ 4,608,367	RARF	\$ 3,225,857	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year, split reimbursement, and advance reimbursement year.
Gilbert	2017	2021	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 54,195	\$ 179,935	RARF	\$ 125,740	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split work year and defer reimbursement year.
Gilbert	2017	2021	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 218,641	\$ 327,280	RARF	\$ 108,640	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year and split reimbursement.
Gilbert	2017	2023	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2	4	6	Local	\$ -	\$ -	\$ 218,641	\$ 299,621	RARF	\$ 299,803	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.
Gilbert	2018	2023	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquisition of right-of-way for roadway widening	2	4	6	Local	\$ -	\$ -	\$ 229,600	\$ 1,226,333	RARF	\$ 801,217	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.
Gilbert	2019	2021	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 71,467	\$ 238,222	RARF	\$ 166,755	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.
Gilbert	2020	2021	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 439,735	\$ 1,464,770	RARF	\$ 1,025,034	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.
Maricopa County	2016	2016	MMA15-112CZ	Northern Parkway: Northern Avenue at Loop 101	Construct intersection improvement	0.5	4	6	STP-MAG	\$ 2,008,124	\$ -	\$ 860,625	\$ 2,868,749	STP-MAG	\$ 2,008,124	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split and advance reimbursement. Defer from 2015 to 2016.
Maricopa County	2016	2017	MMA15-112CZ2	Northern Parkway: Northern Avenue at Loop 101	Construct intersection improvement	0.5	4	6	Local	\$ 3,000,000	\$ -	\$ 1,285,714	\$ 4,285,714	STP-MAG	\$ 3,000,000	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split reimbursement.

Text in RED indicates changes to the TIP and/or ALCP

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2011	2020	MMA11-107C2Z	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3	2	4	Local	\$ -	\$ -	\$ 2,083,981	\$ 6,946,605	RARF	\$ 4,862,623	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer and split ALCP Reimbursement.
Maricopa County	2011	2019	MMA11-107CZ	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3	2	4	Local	\$ -	\$ -	\$ 4,862,623	\$ 9,725,247	RARF	\$ 4,862,623	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer and split ALCP reimbursement.
Scottsdale	2012	2025	SCT12-121DZ	Shea Blvd at 136th Street	Design intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$94,844	\$316,147	RARF	\$ 221,303	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.
Scottsdale	2012	2025	SCT12-121RWZ	Shea Blvd at 136th Street	Acquisition of right-of-way for intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$3,160	\$10,533	RARF	\$ 7,373	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.

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

2/4/2013

HIGHWAY			REQUESTED CHANGE											
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Date for Completion/Open to Traffic	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT10-966	ADOT	85:1-8 TI, Phase 1	Right of Way Acquisition	2010	Dec-12	2.5	2	2	State/RARF	\$2,000,000		\$1,249,000	#####	Amend: Increase total project budget by \$1,249,000 from \$2,000,000 to \$3,249,000 (State: \$2,000,000 & RARF: \$1,249,000). Additional funding is needed to pay for mediation settlement for R/W condemnation.
FTM11-201	Fort McDowell I Yavapai Nation	Hiawatha Hood Rd, Harquahala Rd, Ironwood, Sha Hee, Gu Mah, Ft. Loop, and Rodeo Rd	Pave unpaved roads	2012	Jun-14	4.9	2	2	CMAQ	0	\$ 3,248,325	\$ -	\$ 3,248,325	Amend: Engineering estimate was lower than total cost on bids received. Update federal cost by \$618,325, increase total cost by 618,325. Project authorized Sept 2012 under SAFETEA-LU.
GLB11-102	Gilbert	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Design pave unpaved road project	2013	06/2014	0.8	2	2	CMAQ	\$ 1,726	\$ 28,549	\$ -	\$ 30,275	Amend: Change design year from FY 2011 to FY 2013. Increase federal match to 94.3% of total design cost.
GLB11-103	Gilbert	156th St: Riggs Rd to 0.25 miles south	Design pave unpaved road project	2013	06/2014	0.3	2	2	CMAQ	\$ 577	\$ 9,548	\$ -	\$ 10,125	Amend: Change design year from FY 2011 to FY 2013. Increase federal match to 94.3% of total design cost.
GLB11-807	Gilbert	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	2013	06/2014	0.3	0	0	CMAQ	\$ 439	\$ 7,261	\$ -	\$ 7,700	Amend: Change design year from FY 2011 to FY 2013. Increase federal match to 94.3% of total design cost.
GLB11-808	Gilbert	Bonanza Road: 156th St to 157th St	Design pave dirt road project	2013	06/2014	0.2	0	0	CMAQ	\$ 257	\$ 4,244	\$ -	\$ 4,500	Amend: Change design year from FY 2011 to FY 2013. Increase federal match to 94.3% of total design cost.
MAG14-102	MAG	Regionwide	Pave dirt roads program	2014	2014	0	0	0	CMAQ	0	4,898,000	279,186	5,177,186	Amend: Delete placeholder for paving projects. Projects are programmed individually. Duplicate listing.
MES14-171	Mesa	East Valley; Ellsworth and Germann, Ellsworth and Queen Creek Rd	Procure and Install East Valley RCN components	2014	2014	1	-	-	CMAQ	0	298,931	18,069	317,000	Admin: Lead agency project change, ADOT required. Change lead agency from MAG to Mesa. Change TIP ID from MAG12-115, to MES14-171. Change year from 2012 to 2014.
MMA11-114	Maricopa County	Low Volume Road Project	Design work for Pave Dirt Roads	2013	9/26/2014	4	2	2	CMAQ	\$ 17,100	\$ 282,900	\$ -	\$ 300,000	Admin: Revise work year from 2011 to 2013, construction is programmed in 2014. Increase federal cost by \$282,900 and reduce local cost to \$17,100.
MMA13-101	Maricopa County	87th Avenue, Deer Valley Rd to Peioria city limits (Via Montoya Rd)	Construct pave unpaved road project	2013	9/27/2013	0.3	2	2	CMAQ	\$ 33,495	\$ 554,145	\$ -	\$ 587,640	Amend: Engineering estimate returned higher total cost. Update federal cost by \$131,840, increase total cost by 139,809.

Text in RED indicates changes to the TIP

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 13, 2013

SUBJECT:

2010 Census Boundary Smoothing Methodology

SUMMARY:

Federal transportation legislation allows for state and local officials to cooperatively expand the Census-defined urbanized area (UZA) boundaries. The adjusted, or "smoothed," UZA must encompass the entire Census-designated UZA and is subject to approval by the Secretary of Transportation (23 USC 101(a)(36)-(37) and 49 USC 5302(a)(16) - (17)).

The Federal Highway Administration (FHWA) provided guidance for states and metropolitan planning organizations to smooth boundaries. The FHWA Division Office, MAG and the Arizona Department of Transportation (ADOT) have reviewed the guidelines and MAG is proposing the smoothing of the urbanized area based on the federal guidance and the ADOT developed rules. Population derived from the Adjusted (Smoothed) UZA is not used in the federal transportation programs where a population count is required for funding allocations. Where a population count is called for, it is the Census-designated UZA population that is used.

MAG staff worked with the ADOT Multimodal Planning Division staff utilizing the Federal Guidelines and ADOT recommended nine rules and produced a proposed draft smoothed Urbanized Area Boundary map. MAG has further adjusted the map to include logical additions based on the rules and local agency input, all working within the federal requirements. An overall map of the proposed is included in the attachment. Select areas of the proposed smoothed region have been enlarged to show more detail and may be accessed, downloaded, or viewed at the Transportation Improvement Program Page located here: <http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>.

Requirements of the Smoothed UZA:

- Must encompass the entire Urbanized Area or urban cluster area as designated by the Census Bureau.
- Should be one, single contiguous area.
- Should encompass areas outside of municipality boundaries that have urban characteristics with residential, commercial, industrial, or national defense land uses that are consistent with or related to the development patterns with the boundary.
- Should encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.). This would include transportation terminals and their access roads (e.g., airports, seaports).

If an Adjusted UZA boundary (smoothed) is not requested and approved by June 2014, FHWA will consider the original 2010 Census UZA boundaries as the official boundaries in place for the 2014 Highway Performance Monitoring System (HPMS) data submission. Additional information is available from FHWA website at:

http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the smoothed Urbanized Area Boundaries will allow transportation projects on the perimeter and near adjacent clusters to be fully included for project consideration and will determine how roadways are reported on the Highway Performance Monitoring System (HPMS).

CONS: If not approved, the original census boundary will be utilized as the default boundary. Some roadways/highways will have split funding eligibility based on the edge or centerline of the road. Reporting on the roadways for HPMS will be segmented, and not contiguous.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Urbanized Area Census Boundaries may be smoothed to allow for full roadways and right-of-way to be included which eliminates different centerline roadway urban/rural roadway classification. It also allows urban clusters that are within 1/2 mile of another urbanized area or urban cluster to be connected.

POLICY: FHWA allows MPOs to request boundary smoothing after each decennial census. MPO requests are due to ADOT for consideration by March 1, 2013. All requests must receive final approval by FHWA no later than June 2014.

ACTION NEEDED:

Recommend approval of the attached map of the 2010 Census smoothed boundaries for the MAG urban areas.

PRIOR COMMITTEE ACTIONS:

On January 24, 2013, the MAG Transportation Review Committee recommended approval of the presented map of the smoothed MAG urbanized area boundaries, adjusted to include the segment within the Salt River Pima-Maricopa Indian Community west of the 96th Street alignment to SR-101 and north from East Via de Ventura to East Via Linda.

MEMBERS ATTENDING

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

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

On January 10, 2013, the MAG Transit Committee heard this item, no corrections were requested.

MEMBERS ATTENDING

ADOT: Nicole Patrick
Avondale: Kristen Sexton for Rogene Hill
* Buckeye: Andrea Marquez
Chandler: Dan Cook for RJ Zeder
El Mirage: Sue McDermott
* Gilbert: Nicole Dailey
Glendale: Matthew Dudley for Cathy Colbath, Chair
Goodyear: Cato Esquivel
Maricopa County DOT: Mitch Wagner
Mesa: Jodi Sorrell

Paradise Valley: Jeremy Knapp
Peoria: Maher Hazine
Phoenix: Neal Young
* Queen Creek: Vacant/proxy not present
Scottsdale: Madeline Clemann, Vice Chair
Surprise: Karen David Kohlbeck
Tempe: Greg Jordan
* Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson for Jim Fox

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

On December 11, 2012 , the MAG Street Committee heard this item and requested minor corrections to the map showing the smoothed 2000 census and the proposed 2010 census.

MEMBERS ATTENDING

Charles Andrews, Avondale, Chairman
Lupe Harriger, ADOT
* Jose Heredia, Buckeye
Dan Cook, Chandler
* Bob Senita, El Mirage
* Tony Rodriguez, Gila River Indian Community
* Michael Gillespie, Gilbert
Bob Darr, Glendale
Hugh Bigalk, Goodyear
* Gino Turrubiates, Guadalupe
Thomas Chlebanowski for
Darryl Crossman, Litchfield Park
Chris Plumb, Maricopa County

Maria Deeb, Mesa
* James Shano, Paradise Valley
* Ben Wilson, Peoria
Dana Owsiany, for Shane L. Silsby, Phoenix
Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Tom Taylor, for Phil Kercher, Scottsdale
Nicholas Mascia, Surprise
Shelly Seyler, Tempe
* Jason Earp, Tolleson
Grant Anderson for Jim Fox, Youngtown

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

On November 13, 2012 , the MAG Street Committee heard this item and requested additional information by MAG and included a map showing the smoothed 2000 census and the proposed 2010 census.

MEMBERS ATTENDING

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

*Members neither present nor represented by proxy.

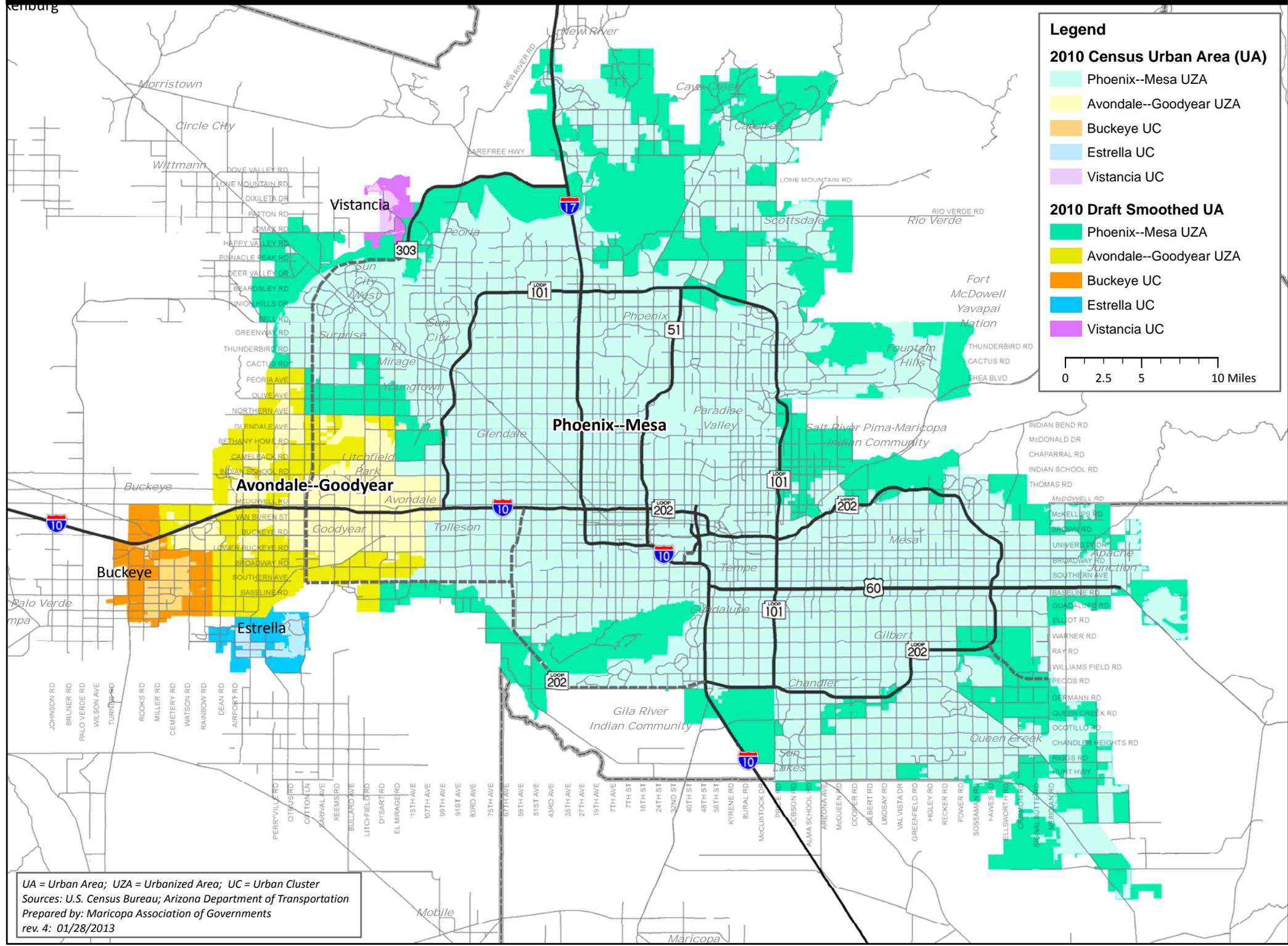
#Participated via telephone conference call.

+Participated via video conference call.

CONTACT PERSON:

Teri Kennedy or Stephen Tate, (602) 254-6300.

Draft Smoothed Boundaries for 2010 Urban Areas



Legend

2010 Census Urban Area (UA)

- Phoenix--Mesa UZA
- Avondale--Goodyear UZA
- Buckeye UC
- Estrella UC
- Vistancia UC

2010 Draft Smoothed UA

- Phoenix--Mesa UZA
- Avondale--Goodyear UZA
- Buckeye UC
- Estrella UC
- Vistancia UC

0 2.5 5 10 Miles

UA = Urban Area; UZA = Urbanized Area; UC = Urban Cluster
 Sources: U.S. Census Bureau; Arizona Department of Transportation
 Prepared by: Maricopa Association of Governments
 rev. 4: 01/28/2013

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

Revisions to the National Highway System and Principal Arterial Network in the MAG Region

SUMMARY:

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the Interstate Highway System, other principal arterials, the Strategic Highway Network, Major Strategic Highway Network Connectors, and intermodal connectors. The NHS was developed by the U. S. Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations. The Moving Ahead for Progress in the 21st Century Act (MAP-21) expands the NHS to incorporate principal arterials not previously included. Section 1104 expanded the NHS to *automatically* include urban and rural principal arterials that were not included in the NHS before October 1, 2012.

In Maricopa County this added approximately 850 centerline miles to the NHS for a total increase of 137 percent. Statewide, approximately 1,348 miles of principal arterials were added automatically to the NHS, representing an increase of approximately 48.4 percent. By being included on the NHS, all facilities must adhere to additional restrictions and requirements. Given the enhanced requirements for principal arterials being included on the NHS, MAG staff is working with the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) in identifying only critical facilities to be kept on the NHS, and is preparing a request to remove the principal arterials from the NHS that are not critical to the nation's economy and defense.

MAP-21 carved out a new federal funding source: the National Highway Performance Program, which is to be used to improve and maintain the NHS, and is under the programming authority of the states (e.g., ADOT). The National Highway Performance Program is also intended to provide support for the construction of new facilities on the NHS and to ensure that investments of federal-aid funds are directed to support progress toward the achievement of performance targets established in the state's performance and asset management plans for NHS.

Arizona is expected to be fully committed to maintaining and improving interstates, regional freeways, and other major state highway system facilities. With the large increase in the additional centerline miles of principal arterials added to the system statewide, it is likely that the state will have very limited funding available to address the new performance measures and additional MAP-21 NHS facility requirements.

A sampling of the enhanced requirements each agency would be required to comply with for a facility on the NHS include:

1. All improvements on NHS facilities *regardless of funding source* are to comply with federal design standards. Design exceptions are required to be approved by the Federal Highway Administration.

2. An independent quality assurance program is required and this program must use an AASHTO certified or equivalent laboratory, have personnel that are certified, and have detailed data collection and testing plans.
3. When projects are completed on the NHS, the project sponsor is required to provide a materials memorandum to the FHWA. Additional requirements concerning value engineering for large projects, warranties, outdoor sign control and the control of junkyards also apply to NHS facilities.
4. NHS facilities are subject to greater federal oversight as they include the federal interstate system and other roadways of national significance. It is anticipated that the FHWA may not allow certified accepted agencies, such as the cities of Chandler, Mesa, Phoenix, Scottsdale, and Tempe and Maricopa County, to administer their own federally funded projects and would instead subject the decision to administer these projects to a case-by-case review. (Self administration of projects allows agencies to expedite the development of federally funded projects and in the view of some agency staff, results in lower construction administration costs.)
5. Additional data collection requirements for NHS facilities include: traffic counts on a three-year basis, classification counts and collecting International Roughness Index (IRI) data on an annual basis. Currently, only two MAG member agencies (Phoenix and Maricopa County) have the ability to collect IRI data.
6. NHS facilities are subject to performance standards to be developed by the U. S. Department of Transportation and the states are to develop asset management systems and plans that are to be used to assure attainment of the standards. If the standards are not attained, up to 35 percent of the National Highway Performance Program funding received by a state is to be redirected to maintenance efforts to achieve the standard.
7. As part of the NHS, member agency-owned principal arterials would need to be included in the asset management plan to be developed by ADOT. This would require extensive coordination with ADOT and given the span of the data that need to be collected, member agencies would most likely need to commit their own resources to attaining the federal standards.

In accordance with MAP-21, the U. S. Secretary of Transportation will establish performance measures for interstate and NHS pavements, NHS bridge conditions, and interstate and NHS system performance. States will establish targets for these measures, to be periodically updated. States are also required to develop a risk-based, performance-based asset management plan for preserving and improving the condition of the NHS, including all infrastructure assets within the corridor.

MAP-21 also requires minimum standards for conditions of interstate pavements and NHS bridges by requiring a state to devote resources to improve the conditions until the established minimum is exceeded. The Secretary will establish the minimum standard for interstate pavement conditions, which may vary by geographic region. If interstate conditions in a state fall below the minimum set by the Secretary, the state must devote resources (a specified portion of National Highway Performance Program and Surface Transportation Program funds) to improve conditions. MAP-21 establishes the minimum standard for NHS bridge conditions. If more than 10 percent of the total deck area of NHS bridges in a state is on structurally deficient bridges, the state must devote a portion of National Highway Performance Program funds to improve conditions.

Failure to comply with these requirements can make a roadway ineligible to receive federal highway funding including Surface Transportation Program and Congestion Mitigation and Air Quality funds. Failure to adhere to the sign and junkyard control requirements can result in the loss of up to ten percent of a state's federal highway funding. States are required to develop a risk- and performance-based asset management plan for the NHS to improve or preserve asset conditions and system performance; a plan

development process must be reviewed and recertified at least every four years. The penalty for failure to implement this requirement is a reduced Federal share for National Highway Performance Program projects in that year (65 percent instead of the usual 80 percent). Materials enclosed include a detailed proposed NHS map and listings of principal arterials proposed to be removed from the NHS under MAP-21.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of this action will reduce the regulatory burden on member agencies resulting from the inclusion of agency-owned facilities in the NHS and will reduce the scope of anticipated federally required performance and asset management programs for NHS facilities, but will not impact the amount of National Highway Performance Program funding.

CONS: Approval of this proposal will reduce the number of agency-owned roadways eligible to receive National Highway Performance Program funding and remove the benefit of increased federal oversight and regulation that apply to NHS facilities.

NHS facilities are subject to greatly expanded federal oversight and a variety of federal regulations concerning geometrical design, design approvals, sign and junkyard control and quality assurance programs. All improvements to NHS facilities, regardless of funding source, must comply with these requirements, including those requiring compliance with geometrical design standards and design exceptions. Failure to comply will result in the loss of the eligibility of the facility to receive federal transportation funding and in some cases can lead to the loss of federal transportation funding received by a state.

In addition, NHS facilities will have to meet statewide performance targets per MAP-21. Targets will be based on national goals to be determined within the next 15 months. States will have to establish targets for these measures within one year of the final rule at the national level. Inability to meet performance and asset management targets may ultimately result in reduced National Highway Performance Program shares, federal guidance on allocations at the state level, and potentially increased state match requirements.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: A principal arterial review and recommendation have been developed by the MAG Street Committee proposing changes to the MAP-21 NHS facility.

MAP-21 added more than 800 miles of locally owned NHS facilities in Maricopa County that are eligible to receive National Highway Performance Program funding. However, the amount of National Highway Performance Program funding did not significantly increase above the funding sources it replaced and these funding sources were already committed to improvements on the State Highway System. Under federal regulation, the selection of projects for National Highway Performance Program funding resides with the state highway agency.

Federal regulations require that NHS facilities comply with a number of geometric design, sign and junkyard control and quality assurance program requirements. When these facilities are improved, these facilities must be upgraded to comply with these requirements. Design exceptions for these facilities must receive approval from the Federal Highway Administration and work performed on these facilities funded from federal sources is subject to increased federal oversight.

Failure to comply with these requirements will make the facility ineligible for future federal transportation funding. Violation of requirements for outdoor sign and junkyard control can result in the loss of up to ten percent of federal transportation funding received by a state.

All NHS facilities need to be included in the performance measures and performance targets to be established for maintaining the system. ADOT would have to commit to implementing improvements that demonstrate progress toward the performance targets, and the ability to meet the minimum standards for NHS facility conditions. The National Highway Performance Program also requires states to develop and adhere to a risk-based, performance-based asset management plan for preserving and improving the NHS.

POLICY: Pursuant to MAP-21 requirements, the U. S. Department of Transportation will publish rulemaking establishing the process for states to develop performance and asset management plans. The facilities identified to be kept in the NHS for the MAG region will be subject to these requirements and have been considered to be critical to the nation's economy and defense. The request to remove a number of principal arterials from the NHS has been the result of a consultation and collaboration between MAG member agencies, ADOT and the FHWA.

ACTION NEEDED:

Recommend approval of the included map and listing of roadways to be included in the National Highway System for approval by the Federal Highway Administration and the Arizona Department of Transportation.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: At the January 24, 2013, Transportation Review Committee meeting, the members recommended a corrected list and map of principal arterials to be kept on the NHS.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

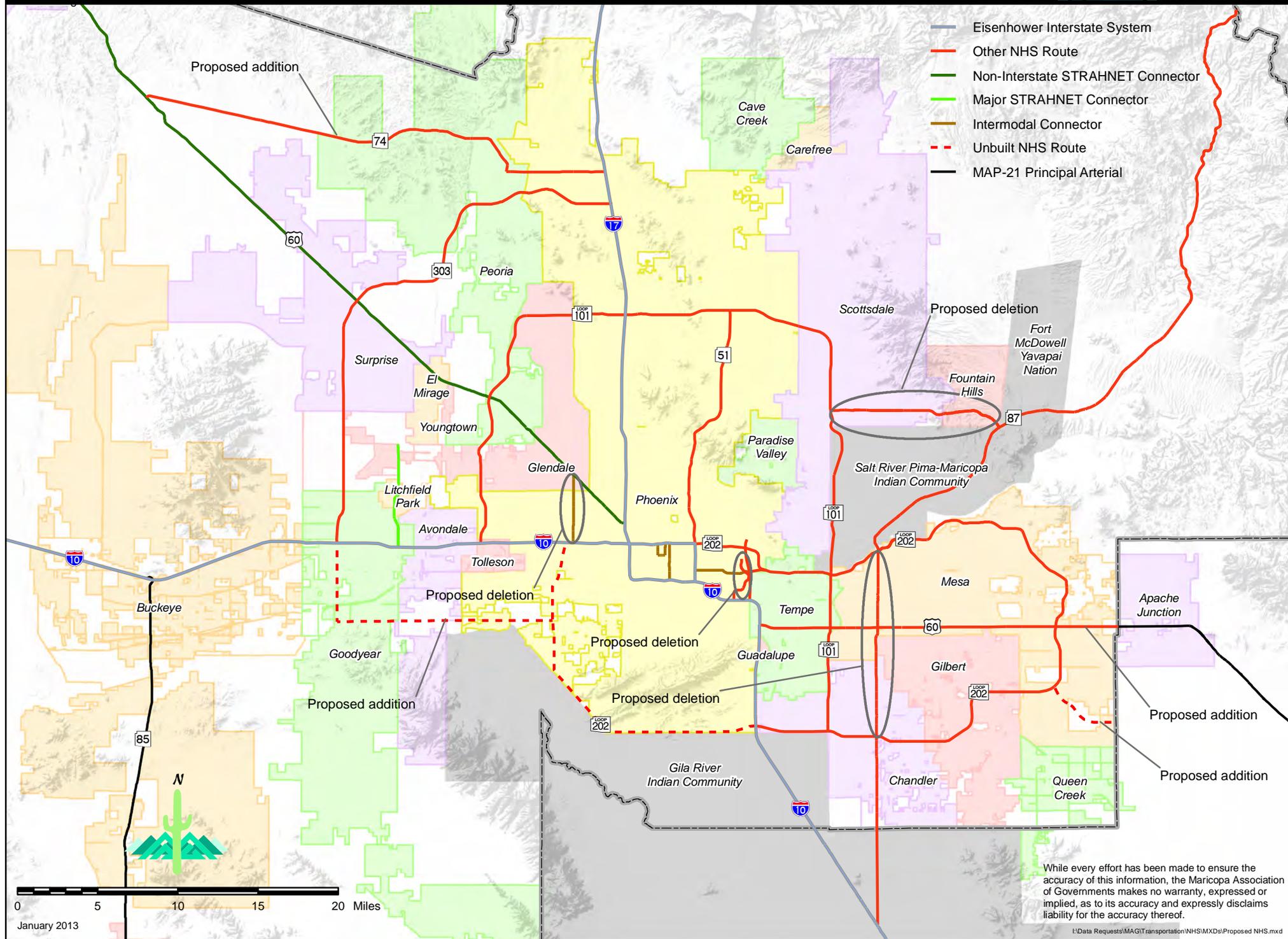
*Members neither present nor represented by Proxy
+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

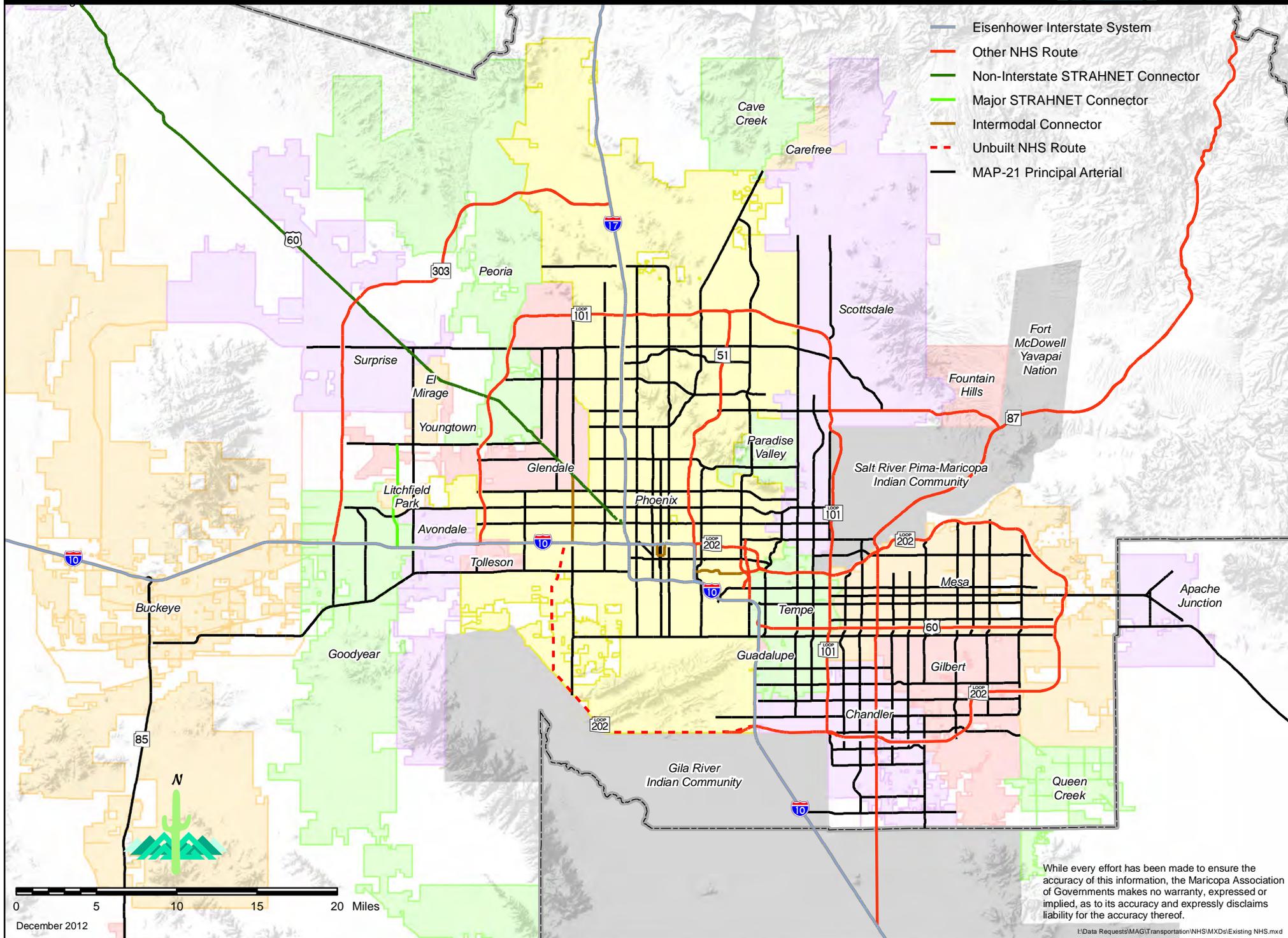
Teri Kennedy, (602) 254-6300

Proposed National Highway System: Phoenix-Mesa, AZ



- Eisenhower Interstate System
- Other NHS Route
- Non-Interstate STRAHNET Connector
- Major STRAHNET Connector
- Intermodal Connector
- Unbuilt NHS Route
- MAP-21 Principal Arterial

Existing National Highway System: Phoenix-Mesa, AZ



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.

National Highway Performance Program Funding

Funding Source	Funding Formula
Funding Source Definition	Merges Interstate Maintenance, National Highway System and part of Bridge program funding
Funding Formula	(State's Apportionment – CMAQ – Planning funds) x 0.637
Applicable Roadways	All roadways on the National Highway System
Programming Authority	<ol style="list-style-type: none"> 1. The State Transportation Agency – ADOT – selects the projects to be funded 2. The projects to be funded must appear in the TIP

Enhanced National Highway System

Category	Type of Roadway	Centerline Mileage*		
		State	Local	Total
Existing NHS System	Interstates	214	0	214
	Other Freeway & Expressway**	183	2	185
	STRAHNET Connectors***	0	5	5
	Principal Arterial - Other	160	23	183
	Intermodal Connector	0	9	9
	Total Existing	557	39	596
Additions to the NHS per MAP-21	Principal Arterial - Other	0	812	812
	Total Additions	0	817	817
Existing plus Additions	Total Miles	557	851	1,408
	Percent Increase	----	----	137%

*Mileage values are preliminary

** US93/US60(Grand Avenue) is a STRAHNET Route

***Litchfield Rd, Luke AFB to I-10 is a STRAHNET Connector

National Highway System Requirements Under MAP-21

Category	All Agencies
Design Standards	1. Design standard requirements apply to all new construction, reconstruction, resurfacing (except for maintenance), restoration and rehabilitation of NHS facilities <u>regardless</u> of funding source.
	2. All projects must be designed in accordance with AASHTO standards
	3. Design exceptions to AASHTO must be approved by the FHWA and may be approved only on a project-by-project basis
	4. Crashworthy roadway hardware is required on NHS facilities
Independent Assurance (IA) Program	1. Requires that work on NHS facilities be subject to an Independent Assurance (IA) program that insures that materials and workmanship on NHS facilities is in compliance with approved plans and specifications, including approved changes.
	2. The IA program requires the use of an AASHTO accredited laboratory or equivalent.
	3. Personnel in the IA program must be certified.
	4. The IA program for projects includes: <ul style="list-style-type: none"> • A sampling schedule • Identification of locations to be sampled • Attributes to be sampled
Materials Certification	1. Upon completion of a project, the project sponsor is required to provide a Materials Certification to the FHWA
Value Engineering Programs	1. A value engineering study is required on all projects on the NHS that have an estimated cost of \$25 million or more.
General Warranties	1. General warranties may <u>not</u> be included in contracts for projects on the NHS facilities.
	2. No warranty requirement shall be approved in the judgment of the FHWA that would place an undue obligation on a contractor for items over which the contractor has not control.
Outdoor Sign Control	1. Federal sign control and highway beautification requirements apply to signs that are visible from NHS facilities and that are within 660 feet from the edge of the right-of-way.
	2. Failure to comply with outdoor sign requirements can lead to a loss of up to 10 percent of federal highway funds apportioned to a state.
Junkyard Control	1. Federal junkyard requirements apply to junkyards in <u>rural areas</u> where the junkyard is visible from the NHS facility and is within 1000 feet from the edge of the right-of-way.
	2. Requires that <u>rural</u> junkyards outside of industrial areas be screened from viewing from the road or be relocated.
	3. Failure to comply with junkyard control requirements can lead to a loss of up to 10 percent of federal highway funds apportioned to a state.
Category	Certified Accepted (CA) Agencies – Chandler, MCDOT, Mesa, Phoenix, Scottsdale & Tempe
Project Administration	1. Facilities on the NHS are subject to increased federal oversight.

Category	State Highway Agency – ADOT
<p>Minimum Data Collection Requirements</p>	<p>1. The following data items are required for NHS facilities:</p> <ul style="list-style-type: none"> • Centerline mileage • Number of through lanes • Average Annual Daily Traffic (AADT) on a 3-year cycle • Single-unit truck AADT • Multi-unit truck AADT • International Roughness Index (IRI) data on an annual basis
	<p>2. Traffic data collected for the NHS must be collected in accordance with the Traffic Monitoring Guide (TMG), including:</p> <ul style="list-style-type: none"> • Count data collection for roadway segments is to be randomized by location and time of year • Enough permanent count stations to allow for the development seasonal correction factors
<p>Asset Management Plans and Performance Standards</p>	<p>1. The US Department of Transportation is to develop performance standards that are to be incorporated into State Department of Transportation plans. These include the following:</p> <ul style="list-style-type: none"> • Minimum standards for States to use in developing and operating bridge and pavement management systems. • Performance measures for NHS pavement condition, NHS bridge condition, and Interstate and NHS performance. • Data elements necessary to collect and maintain standardized data to carry out a performance-based approach.
	<p>2. The State Transportation Department is to establish an asset and performance plan that includes the following:</p> <ul style="list-style-type: none"> • Summary list, including condition, of the State's NHS pavements and bridges • Asset management objectives and measures • Performance gap identification • Lifecycle cost and risk management analysis • Financial plan • Investment strategies
	<p>3. These plans are to be certified by FHWA on a regular basis.</p>
	<p>4. Failure to establish or implement an asset management system as certified by FHWA or achievement of performance goals can result in a requirement that 35 percent of Nation Highway Performance Program (NHPP) funding be devoted to achieving maintenance goals on the NHS system.</p>

Process for Modifying/Updating the National Highway System

Roles and Responsibilities	<ol style="list-style-type: none"> 1. The State Transportation Agency (e.g. ADOT) is to develop in cooperation with responsible local officials (e.g. MAG) proposals to add or modify routes on the NHS. 2. The MPO by action of its governing body must approve changes. 3. The FHWA is responsible for reviewing, accepting or rejecting proposed changes
FHWA Guidance	On September 25 th , the FHWA issued guidance indicating that changes to the NHS should be developed as laid out in 23 CFR 470.107
NHS network definition as defined in regulation	The NHS is to be a network of interconnected urban and rural principal arterials that serve major population centers, airports, public transportation facilities, other intermodal transportation facilities and major travel destinations, meet national defense requirements and serve interstate and interregional travel.
Criteria for reviewing NHS Actions	<ol style="list-style-type: none"> 1. Proposed additions to the NHS should be included in either an adopted State or metropolitan transportation plan or program. 2. Proposed additions should connect at each end with other routes on the NHS or serve a major traffic generator. 3. Proposals should be developed in consultation with local and regional officials. 4. Proposals to add routes to the NHS should include information on the type of traffic served (i.e., percent of trucks, average trip length, local, commuter, interregional, interstate) by the route, the population centers or major traffic generators served by the route, and how this service compares with existing NHS routes. 5. Proposals should include information on existing and anticipated needs and any planned improvements to the route. 6. Proposals should include information concerning the possible effects of adding or deleting a route to or from the NHS might have on other existing NHS routes that are in close proximity. 7. Proposals to add routes to the NHS should include an assessment of whether modifications (adjustments or deletions) to existing NHS routes, which provide similar service, may be appropriate. 8. Proposed modifications that might affect adjoining States should be developed in cooperation with those States. 9. Proposed modifications consisting of connections to major intermodal facilities should be developed using the criteria set forth below. These criteria were used for identifying initial NHS connections to major intermodal terminals. The primary criteria are based on annual passenger volumes, annual freight volumes, or daily vehicular traffic on one or more principal routes that serve the intermodal facility. The secondary criteria include factors which underscore the importance of an intermodal facility within a specific State. <p>Primary Criteria Commercial Aviation Airports</p> <ol style="list-style-type: none"> 1. Passengers scheduled commercial service with more than 250,000 annual enplanements. 2. Cargo 100 trucks per day in each direction on the principal connecting route, or 100,000 tons per year arriving or departing by highway mode. <p>Ports</p> <ol style="list-style-type: none"> 1. Terminals that handle more than 50,000 TEUs (a volumetric measure of containerized cargo which stands for twenty-foot equivalent units) per year, or other units measured that would convert to more than 100 trucks per day in each direction. (Trucks are defined as large single-unit trucks or

Process for Modifying/Updating the National Highway System

	<p>combination vehicles handling freight.) 2. Bulk commodity terminals that handle more than 500,000 tons per year by highway or 100 trucks per day in each direction on the principal connecting route. (If no individual terminal handles this amount of freight, but a cluster of terminals in close proximity to each other does, then the cluster of terminals could be considered in meeting the criteria. In such cases, the connecting route might terminate at a point where the traffic to several terminals begins to separate.) 3. Passengers terminals that handle more than 250,000 passengers per year or 1,000 passengers per day for at least 90 days during the year.</p> <p>Truck/Rail 1. 50,000 TEUs per year, or 100 trucks per day, in each direction on the principal connecting route, or other units measured that would convert to more than 100 trucks per day in each direction. (Trucks are defined as large single-unit trucks or combination vehicles carrying freight.) Pipelines 1. 100 trucks per day in each direction on the principal connecting route.</p> <p>Amtrak 1. 100,000 passengers per year (entrainments and detrainments). Joint Amtrak, intercity bus and public transit terminals should be considered based on the combined passenger volumes. Likewise, two or more separate facilities in close proximity should be considered based on combined passenger volumes.</p> <p>Intercity Bus 1. 100,000 passengers per year (boardings and deboardings).</p> <p>Public Transit 1. Stations with park and ride lots with more than 500 vehicle parking spaces, or 5,000 daily bus or rail passengers, with significant highway access (i.e., a high percentage of the passengers arrive by cars and buses using a route that connects to another NHS route), or a major hub terminal that provides for the transfer of passengers among several bus routes. (These hubs should have a significant number of buses using a principal route connecting with the NHS.) Ferries 1. Interstate/international 1,000 passengers per day for at least 90 days during the year. (A ferry which connects two terminals within the same metropolitan area should be considered as local, not interstate.) 2. Local see public transit criteria above.</p> <p>Secondary Criteria Any of the following criteria could be used to justify an NHS connection to an intermodal terminal where there is a significant highway interface: 1. Intermodal terminals that handle more than 20 percent of passenger or freight volumes by mode within a State; 2. Intermodal terminals identified either in the Intermodal Management System or the State and metropolitan transportation plans as a major facility; 3. Significant investment in, or expansion of, an intermodal terminal; or 4. Connecting routes targeted by the State, MPO, or others for investment to address an existing, or anticipated, deficiency as a result of increased traffic.</p> <p>Proximate Connections Intermodal terminals, identified under the secondary criteria noted above, may not have sufficient highway traffic volumes to justify an NHS connection to the terminal. States and MPOs should fully consider whether a direct connection should be identified for such terminals, or whether being in the proximity (2 to 3 miles) of an NHS route is sufficient.</p>
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Locally Owned Facilities Proposed to be Removed from the National Highway System*

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	19th Ave	Baseline Rd	Southern Ave	Principal Arterial - Other	1.00	
Phoenix	19th Ave	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Phoenix	19th Ave	Broadway Rd	Lower Buckeye Rd	Principal Arterial - Other	1.07	
Phoenix	19th Ave	Lower Buckeye Rd	0.005mi N of Hilton Ave	Principal Arterial - Other	0.41	
Phoenix	19th Ave	0.003mi S of Durango St	Buckeye Rd	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Buckeye Rd	Jefferson St	Principal Arterial - Other	0.71	
Phoenix	19th Ave	Jefferson St	Adams St	Principal Arterial - Other	0.15	
Phoenix	19th Ave	Adams St	Van Buren St	Principal Arterial - Other	0.14	
Phoenix	19th Ave	Van Buren St	0.066mi S of I-10	Principal Arterial - Other	0.65	
Phoenix	19th Ave	0.070mi N of I-10	McDowell Rd	Principal Arterial - Other	0.22	
Phoenix	19th Ave	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.02	
Phoenix	19th Ave	Thomas Rd	Indian School Rd	Principal Arterial - Other	0.99	
Phoenix	19th Ave	Indian School Rd	Camelback Rd	Principal Arterial - Other	1.01	
Phoenix	19th Ave	Camelback Rd	Missouri Ave	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Missouri Ave	Bethany Home Rd	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Bethany Home Rd	Maryland Ave	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Maryland Ave	Glendale Ave	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Glendale Ave	Orangewood Ave	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Orangewood Ave	Northern Ave	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Northern Ave	Butler Dr	Principal Arterial - Other	0.51	
Phoenix	19th Ave	Butler Dr	Dunlap Ave	Principal Arterial - Other	0.49	
Phoenix	19th Ave	Dunlap Ave	Peoria Ave	Principal Arterial - Other	1.00	
Phoenix	19th Ave	Peoria Ave	Cactus Rd	Principal Arterial - Other	1.00	
Phoenix	19th Ave	Cactus Rd	Thunderbird Rd	Principal Arterial - Other	1.01	
Phoenix	19th Ave	Thunderbird Rd	Greenway Rd	Principal Arterial - Other	1.00	
Phoenix	19th Ave	Greenway Rd	Bell Rd	Principal Arterial - Other	1.00	
Phoenix	19th Ave	Bell Rd	Grovers Ave	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Grovers Ave	Union Hills Dr	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Union Hills Dr	Utopia Rd	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Utopia Rd	0.029mi S of SR-101 Front	Principal Arterial - Other	0.45	
Phoenix	19th Ave	0.028mi N of SR-101 Front nonCard	Rose Garden Ln	Principal Arterial - Other	0.42	
Phoenix	19th Ave	Rose Garden Ln	Deer Valley Rd	Principal Arterial - Other	0.50	
Phoenix	19th Ave	Deer Valley Rd	Pinnacle Peak Rd	Principal Arterial - Other	1.00	
Phoenix	19th Ave	Pinnacle Peak Rd	Whispering Wind Dr	Principal Arterial - Other	0.87	
Phoenix	19th Ave	Whispering Wind Dr	Happy Valley Rd	Principal Arterial - Other	0.13	
Phoenix	1st Ave	Grant St	Lincoln St	Principal Arterial - Other	0.07	
Phoenix	1st Ave	Lincoln St	Jefferson St	Principal Arterial - Other	0.34	
Phoenix	1st Ave	Jefferson St	Washington St	Principal Arterial - Other	0.08	
Phoenix	1st Ave	Washington St	Van Buren St	Principal Arterial - Other	0.22	
Phoenix	1st Ave	Van Buren St	1st Ave Front nonCard	Principal Arterial - Other	0.43	
Phoenix	1st Ave	0.006mi N of 1st Ave Front nonCard	Portland St	Principal Arterial - Other	0.17	
Phoenix	1st Ave Front	Hadley St	Grant St	Principal Arterial - Other	0.16	
Phoenix	24th St	Baseline Rd	Southern Ave	Principal Arterial - Other	1.06	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	24th St	Southern Ave	Roeser Rd	Principal Arterial - Other	0.45	
Phoenix	24th St	Roeser Rd	Broadway Rd	Principal Arterial - Other	0.50	
Phoenix	24th St	Broadway Rd	0.041mi S of I-10	Principal Arterial - Other	1.32	
Phoenix	24th St	0.050mi N of I-10	Sky Harbor Cir	Principal Arterial - Other	0.41	
Phoenix	24th St	Sky Harbor Cir	Buckeye Rd	Principal Arterial - Other	0.37	
Phoenix	24th St	Buckeye Rd	Jefferson St	Principal Arterial - Other	0.84	
Phoenix	24th St	Jefferson St	Washington St	Principal Arterial - Other	0.07	
Phoenix	24th St	Washington St	Van Buren St	Principal Arterial - Other	0.21	
Phoenix	24th St	Van Buren St	0.048mi S of SR-202	Principal Arterial - Other	0.68	
Phoenix	24th St	0.074mi N of SR-202	McDowell Rd	Principal Arterial - Other	0.19	
Phoenix	24th St	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.00	
Phoenix	24th St	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.00	
Phoenix	24th St	Indian School Rd	Camelback Rd	Principal Arterial - Other	1.00	
Phoenix	24th St	Camelback Rd	Lincoln Dr	Principal Arterial - Other	1.59	
Phoenix	32nd St	Wood St	0.036mi SW of I-10 Exit 151 A-Ramp	Principal Arterial - Other	0.16	
Phoenix	35th Ave	Buckeye Rd	Van Buren St	Principal Arterial - Other	1.00	
Phoenix	35th Ave	Van Buren St	0.004mi N of Moreland St	Principal Arterial - Other	0.69	
Phoenix	35th Ave	0.003mi S of Willetta St	McDowell Rd	Principal Arterial - Other	0.13	
Phoenix	35th Ave	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.00	
Phoenix	35th Ave	Thomas Rd	0.013mi S of 35th To Grand Conn	Principal Arterial - Other	0.95	
Phoenix	35th Ave	0.002mi N of 35th SB To Grand	Camelback Rd	Principal Arterial - Other	0.96	
Phoenix	35th Ave	Camelback Rd	Bethany Home Rd	Principal Arterial - Other	1.00	
Phoenix	35th Ave	Bethany Home Rd	Glendale Ave	Principal Arterial - Other	1.00	
Phoenix	35th Ave	Glendale Ave	Northern Ave	Principal Arterial - Other	1.00	
Phoenix	35th Ave	Northern Ave	Dunlap Ave	Principal Arterial - Other	0.99	
Phoenix	35th Ave	Dunlap Ave	Peoria Ave	Principal Arterial - Other	0.99	
Phoenix	35th Ave	Peoria Ave	Cactus Rd	Principal Arterial - Other	0.99	
Phoenix	35th Ave	Cactus Rd	Thunderbird Rd	Principal Arterial - Other	1.00	
Phoenix	35th Ave	Thunderbird Rd	Greenway Rd	Principal Arterial - Other	0.99	
Phoenix	35th Ave	Greenway Rd	Bell Rd	Principal Arterial - Other	0.99	
Phoenix	35th Ave	Bell Rd	Grovers Ave	Principal Arterial - Other	0.53	
Phoenix	35th Ave	Grovers Ave	Union Hills Dr	Principal Arterial - Other	0.50	
Phoenix	35th Ave	Union Hills Dr	0.120mi of S 101 MD Sta. 20+00.00Ahd	Principal Arterial - Other	0.88	
Phoenix	35th Ave	0.139mi of S 101 MD Sta. 20+00.00Ahd	Deer Valley Rd	Principal Arterial - Other	0.87	
Phoenix	35th Ave	Deer Valley Rd	Pinnacle Peak Rd	Principal Arterial - Other	1.00	
Phoenix	44th St	Washington St	Van Buren St	Principal Arterial - Other	0.21	
Phoenix	44th St	Van Buren St	0.060mi S of SR-202	Principal Arterial - Other	0.44	
Phoenix	44th St	0.091mi N of SR-202	McDowell Rd	Principal Arterial - Other	0.41	
Phoenix	44th St	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.00	
Phoenix	44th St	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.01	
Phoenix	44th St	Indian School Rd	Camelback Rd	Principal Arterial - Other	1.01	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	44th St	Camelback Rd	44th St Front	Principal Arterial - Other	0.85	
Phoenix	44th St Front	44th St	McDonald Dr	Principal Arterial - Other	0.09	
Tempe	48th St	Baseline Rd	Vineyard Rd	Principal Arterial - Other	0.50	
Tempe	48th St	Vineyard Rd	Southern Ave	Principal Arterial - Other	0.50	
Tempe	48th St	Southern Ave	Alameda Dr	Principal Arterial - Other	0.50	
Tempe	48th St	Alameda Dr	Broadway Rd	Principal Arterial - Other	0.50	
Maricopa County	51st Ave	Phoenix-Mesa UB	Elliot Rd	Principal Arterial - Other	1.63	
Phoenix	51st Ave	Elliot Rd	Olney Ave	Principal Arterial - Other	0.50	
Maricopa County	51st Ave	Olney Ave	0.004mi N of La Mirada Dr	Principal Arterial - Other	0.38	
Phoenix	51st Ave	0.004mi N of La Mirada Dr	Dobbins Rd	Principal Arterial - Other	0.12	
Phoenix	51st Ave	Dobbins Rd	Beverly Rd	Principal Arterial - Other	0.77	
Phoenix	51st Ave	Beverly Rd	0.122mi N of Beverly Rd	Principal Arterial - Other	0.12	
Phoenix	51st Ave	0.122mi N of Beverly Rd	Baseline Rd	Principal Arterial - Other	0.12	
Phoenix	51st Ave	Baseline Rd	0.320mi N of Baseline Rd	Principal Arterial - Other	0.32	
Phoenix	51st Ave	0.320mi N of Baseline Rd	Southern Ave	Principal Arterial - Other	0.68	
Phoenix	51st Ave	Southern Ave	0.180mi N of Southern Ave	Principal Arterial - Other	0.18	
Phoenix	51st Ave	0.180mi N of Southern Ave	0.440mi N of Southern Ave	Principal Arterial - Other	0.26	
Phoenix	51st Ave	0.440mi N of Southern Ave	Lower Buckeye Rd	Principal Arterial - Other	1.65	
Phoenix	51st Ave	Lower Buckeye Rd	Roosevelt Canal	Principal Arterial - Other	0.54	
Phoenix	51st Ave	Roosevelt Canal	Buckeye Rd	Principal Arterial - Other	0.47	
Phoenix	51st Ave	Buckeye Rd	Van Buren St	Principal Arterial - Other	1.00	
Phoenix	51st Ave	Van Buren St	0.237mi S of I-10 Median Sta. 20+00.00Ahd	Principal Arterial - Other	0.56	
Phoenix	51st Ave	McDowell Rd	Encanto Blvd	Principal Arterial - Other	0.51	The intermodal facility served by this facility and the adjoining rail yards are expected to be relocated soon; the intermodal facility less than 1 mile from an NHS facility - US 60.
Phoenix	51st Ave	Encanto Blvd	Thomas Rd	Principal Arterial - Other	0.50	The intermodal facility served by this facility and the adjoining rail yards are expected to be relocated soon; the intermodal facility less than 1 mile from an NHS facility - US 60.
Phoenix	51st Ave	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.00	The intermodal facility served by this facility and the adjoining rail yards are expected to be relocated soon; the intermodal facility less than 1 mile from an NHS facility - US 60.
Phoenix	51st Ave	Indian School Rd	Campbell Ave	Principal Arterial - Other	0.49	The intermodal facility served by this facility and the adjoining rail yards are expected to be relocated soon; the intermodal facility less than 1 mile from an NHS facility - US 60.
Phoenix	51st Ave	Campbell Ave	Camelback Rd	Principal Arterial - Other	0.50	The intermodal facility served by this facility and the adjoining rail yards are expected to be relocated soon; the intermodal facility less than 1 mile from an NHS facility - US 60.
Glendale	51st Ave	Camelback Rd	0.093mi S of Montebello Ave	Principal Arterial - Other	0.66	The intermodal facility served by this facility and the adjoining rail yards are expected to be relocated soon; the intermodal facility less than 1 mile from an NHS facility - US 60.

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Glendale	51st Ave	0.093mi S of Montebello Ave	Montebello Ave	Principal Arterial - Other	0.09	The intermodal facility served by this facility and the adjoining rail yards are expected to be relocated soon; the intermodal facility less than 1 mile from an NHS facility - US 60.
Glendale	51st Ave	0.019mi N of 51st Ave Front	Glendale Ave	Principal Arterial - Other	0.72	
Glendale	51st Ave	Glendale Ave	Northern Ave	Principal Arterial - Other	1.01	
Glendale	51st Ave	Northern Ave	Butler Dr	Principal Arterial - Other	0.50	
Glendale	51st Ave	Butler Dr	Olive Ave	Principal Arterial - Other	0.49	
Glendale	51st Ave	Olive Ave	Peoria Ave	Principal Arterial - Other	0.99	
Glendale	51st Ave	Peoria Ave	Cholla St	Principal Arterial - Other	0.50	
Glendale	51st Ave	Cholla St	Cactus Rd	Principal Arterial - Other	0.50	
Phoenix	51st Ave	Cactus Rd	Sweetwater Ave	Principal Arterial - Other	0.50	
Phoenix	51st Ave	Sweetwater Ave	Thunderbird Rd	Principal Arterial - Other	0.49	
Phoenix	51st Ave	Thunderbird Rd	Greenway Rd	Principal Arterial - Other	1.00	
Phoenix	51st Ave	Greenway Rd	Bell Rd	Principal Arterial - Other	0.96	
Phoenix	51st Ave	Bell Rd	Union Hills Dr	Principal Arterial - Other	1.07	
Phoenix	51st Ave	Union Hills Dr	Behrend Dr	Principal Arterial - Other	0.75	
Phoenix	51st Ave	Behrend Dr	0.097mi of S-101 MD Sta. 20+00.00Ahd	Principal Arterial - Other	0.11	
Glendale	59th Ave	Camelback Rd	Bethany Home Rd	Principal Arterial - Other	1.00	
Glendale	59th Ave	Bethany Home Rd	Maryland Ave	Principal Arterial - Other	0.50	
Glendale	59th Ave	Maryland Ave	0.031mi S of Glendale Ave	Principal Arterial - Other	0.47	
Glendale	59th Ave	0.080mi N of Glendale Ave	Orangewood Ave	Principal Arterial - Other	0.42	
Glendale	59th Ave	Orangewood Ave	Northern Ave	Principal Arterial - Other	0.50	
Glendale	59th Ave	Northern Ave	Olive Ave	Principal Arterial - Other	0.99	
Glendale	59th Ave	Olive Ave	Glendale Community C Rd	Principal Arterial - Other	0.37	
Glendale	59th Ave	Glendale Community C Rd	0.058mi S of Mountain View Rd	Principal Arterial - Other	0.07	
Glendale	59th Ave	0.058mi S of Mountain View Rd	Brown St	Principal Arterial - Other	0.31	
Glendale	59th Ave	Brown St	0.036mi N of Cochise Dr	Principal Arterial - Other	0.17	
Glendale	59th Ave	0.036mi N of Cochise Dr	Peoria Ave	Principal Arterial - Other	0.07	
Glendale	59th Ave	Peoria Ave	Cactus Rd	Principal Arterial - Other	1.00	
Glendale	59th Ave	Cactus Rd	Thunderbird Rd	Principal Arterial - Other	0.99	
Glendale	59th Ave	Thunderbird Rd	Greenway Rd	Principal Arterial - Other	0.99	
Glendale	59th Ave	Greenway Rd	Bell Rd	Principal Arterial - Other	0.93	
Scottsdale	64th St	McDowell Rd	Oak St	Principal Arterial - Other	0.49	
Scottsdale	64th St	Oak St	Thomas Rd	Principal Arterial - Other	0.50	
Scottsdale	64th St	Thomas Rd	Indian School Rd	Principal Arterial - Other	0.71	
Glendale	67th Ave	67th Ave Front	Olive Ave	Principal Arterial - Other	0.74	
Peoria	67th Ave	Olive Ave	Peoria Ave	Principal Arterial - Other	1.00	
Peoria	67th Ave	Peoria Ave	Cactus Rd	Principal Arterial - Other	1.00	
Peoria	67th Ave	Cactus Rd	Thunderbird Rd	Principal Arterial - Other	0.99	
Glendale	67th Ave	Thunderbird Rd	Greenway Rd	Principal Arterial - Other	1.00	
Glendale	67th Ave	Greenway Rd	Bell Rd	Principal Arterial - Other	0.91	
Phoenix	75th Ave	Buckeye Rd	Van Buren St	Principal Arterial - Other	1.01	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	75th Ave	Van Buren St	0.057mi N of Latham St	Principal Arterial - Other	0.65	
Phoenix	75th Ave	0.044mi S of Lynwood St	McDowell Rd	Principal Arterial - Other	0.12	
Phoenix	75th Ave	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.00	
Phoenix	75th Ave	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.00	
Phoenix	75th Ave	Indian School Rd	Sells Dr	Principal Arterial - Other	0.49	
Phoenix	75th Ave	Sells Dr	Camelback Rd	Principal Arterial - Other	0.49	
Phoenix	7th Ave	0.013mi S of Apache St	Buckeye Rd	Principal Arterial - Other	0.47	
Phoenix	7th Ave	Buckeye Rd	Jefferson St	Principal Arterial - Other	0.71	
Phoenix	7th Ave	Jefferson St	Washington St	Principal Arterial - Other	0.08	
Phoenix	7th Ave	Washington St	Van Buren St	Principal Arterial - Other	0.22	
Phoenix	7th Ave	Van Buren St	0.070mi S of I-10	Principal Arterial - Other	0.58	
Phoenix	7th Ave	0.100mi N of I-10	McDowell Rd	Principal Arterial - Other	0.25	
Phoenix	7th Ave	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.00	
Phoenix	7th Ave	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.00	
Phoenix	7th Ave	Indian School Rd	Camelback Rd	Principal Arterial - Other	1.01	
Phoenix	7th Ave	Camelback Rd	Bethany Home Rd	Principal Arterial - Other	1.00	
Phoenix	7th Ave	Bethany Home Rd	Glendale Ave	Principal Arterial - Other	1.00	
Phoenix	7th Ave	Glendale Ave	Northern Ave	Principal Arterial - Other	1.00	
Phoenix	7th Ave	Northern Ave	Dunlap Ave	Principal Arterial - Other	1.01	
Phoenix	7th St	Baseline Rd	Southern Ave	Principal Arterial - Other	1.00	
Phoenix	7th St	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Phoenix	7th St	Broadway Rd	Elwood St	Principal Arterial - Other	0.47	
Phoenix	7th St	Elwood St	University Dr	Principal Arterial - Other	0.68	
Phoenix	7th St	University Dr	0.017mi S of I-17 Front nonCard	Principal Arterial - Other	0.34	
Phoenix	7th St	0.008mi S of McDowell Rd	Thomas Rd	Principal Arterial - Other	1.01	
Phoenix	7th St	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.00	
Phoenix	7th St	Indian School Rd	Camelback Rd	Principal Arterial - Other	1.00	
Phoenix	7th St	Camelback Rd	Bethany Home Rd	Principal Arterial - Other	1.00	
Phoenix	7th St	Bethany Home Rd	Glendale Ave	Principal Arterial - Other	1.00	
Phoenix	7th St	Glendale Ave	Northern Ave	Principal Arterial - Other	1.00	
Phoenix	7th St	Northern Ave	Cave Creek Rd	Principal Arterial - Other	1.05	
Phoenix	7th St	Cave Creek Rd	Pointe Hilton Conn	Principal Arterial - Other	1.90	
Phoenix	7th St	Pointe Hilton Conn	Thunderbird Rd	Principal Arterial - Other	0.89	
Phoenix	7th St	Thunderbird Rd	Greenway Pkwy	Principal Arterial - Other	2.07	
Phoenix	7th St	Greenway Pkwy	Bell Rd	Principal Arterial - Other	0.19	
Phoenix	7th St	Bell Rd	Grovers Ave	Principal Arterial - Other	0.50	
Phoenix	7th St	Grovers Ave	Union Hills Dr	Principal Arterial - Other	0.50	
Phoenix	7th St	Union Hills Dr	0.066mi S of SR-101	Principal Arterial - Other	0.90	
Phoenix	7th St	0.078mi N of SR-101	Deer Valley Rd	Principal Arterial - Other	0.96	
Phoenix	7th St	Deer Valley Rd	0.120mi N of Airport Blvd	Principal Arterial - Other	0.87	
Phoenix	7th St	0.120mi N of Airport Blvd	Happy Valley Rd	Principal Arterial - Other	0.89	
Tolleson	99th Ave	MC 85	0.216mi S of Van Buren St	Principal Arterial - Other	0.79	
Phoenix	Adams St	0.004mi E of I-17 Front	19th Ave	Principal Arterial - Other	0.44	
Phoenix	Adams St	19th Ave	Washington St	Principal Arterial - Other	0.34	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Maricopa County	Alma School Rd	Riggs Rd	Chandler Heights Rd	Principal Arterial - Other	1.00	
Chandler	Alma School Rd	Chandler Heights Rd	0.580mi N of Chandler Heights Rd	Principal Arterial - Other	0.58	
Chandler	Alma School Rd	0.580mi N of Chandler Heights Rd	Ocotillo Rd	Principal Arterial - Other	0.56	
Chandler	Alma School Rd	Ocotillo Rd	Queen Creek Rd	Principal Arterial - Other	1.12	
Chandler	Alma School Rd	Queen Creek Rd	Germann Rd	Principal Arterial - Other	1.00	
Chandler	Alma School Rd	Germann Rd	Willis Rd	Principal Arterial - Other	0.50	
Chandler	Alma School Rd	0.026mi S of Pecos Rd	Pecos Rd	Principal Arterial - Other	0.03	
Chandler	Alma School Rd	Pecos Rd	Chandler Blvd	Principal Arterial - Other	1.00	
Chandler	Alma School Rd	Chandler Blvd	Ray Rd	Principal Arterial - Other	1.00	
Chandler	Alma School Rd	Ray Rd	Knox Rd	Principal Arterial - Other	0.50	
Chandler	Alma School Rd	Knox Rd	0.019mi S of Stottler Dr	Principal Arterial - Other	0.27	
Chandler	Alma School Rd	0.019mi S of Stottler Dr	Warner Rd	Principal Arterial - Other	0.23	
Chandler	Alma School Rd	Warner Rd	El Monte Pl	Principal Arterial - Other	0.20	
Chandler	Alma School Rd	El Monte Pl	Elliot Rd	Principal Arterial - Other	0.80	
Chandler	Alma School Rd	Elliot Rd	Chandler/Mesa TB	Principal Arterial - Other	0.49	
Mesa	Alma School Rd	Chandler/Mesa TB	Guadalupe Rd	Principal Arterial - Other	0.51	
Mesa	Alma School Rd	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	1.00	
Mesa	Alma School Rd	Baseline Rd	0.050mi S of US-60 Exit 178 A-Ramp	Principal Arterial - Other	0.43	
Mesa	Alma School Rd	0.050mi N of US-60 Exit 178 J-Ramp	Southern Ave	Principal Arterial - Other	0.41	
Mesa	Alma School Rd	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Mesa	Alma School Rd	Broadway Rd	Main St	Principal Arterial - Other	0.50	
Mesa	Alma School Rd	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Alma School Rd	University Dr	0.080mi S of Gary St	Principal Arterial - Other	1.03	
Mesa	Alma School Rd	0.080mi S of Gary St	McLellan Rd	Principal Arterial - Other	0.48	
Maricopa County	Alma School Rd	McLellan Rd	0.048mi S of SR-202	Principal Arterial - Other	0.04	
Maricopa County	Alma School Rd	0.073mi N of SR-202	McKellips Rd	Principal Arterial - Other	0.66	
Maricopa County	Alma School Rd	McKellips Rd	McDowell Rd	Principal Arterial - Other	0.68	
Tempe	Apache Blvd	0.076mi E of SR-101	Tempe Csr nonCard	Principal Arterial - Other	0.31	
Phoenix	Baseline Rd	51st Ave	0.249mi E of 51st Ave	Principal Arterial - Other	0.25	
Phoenix	Baseline Rd	0.249mi E of 51st Ave	0.013mi E of 48th Ln	Principal Arterial - Other	0.08	
Maricopa County	Baseline Rd	0.013mi E of 48th Ln	0.067mi W of 44th Ave	Principal Arterial - Other	0.49	
Maricopa County	Baseline Rd	0.067mi W of 44th Ave	43rd Ave	Principal Arterial - Other	0.17	
Phoenix	Baseline Rd	43rd Ave	35th Ave	Principal Arterial - Other	0.94	
Phoenix	Baseline Rd	35th Ave	35th Ave	Principal Arterial - Other	0.06	
Phoenix	Baseline Rd	35th Ave	0.120mi E of 35th Ave	Principal Arterial - Other	0.12	
Phoenix	Baseline Rd	0.120mi E of 35th Ave	27th Ave	Principal Arterial - Other	0.88	
Phoenix	Baseline Rd	27th Ave	19th Ave	Principal Arterial - Other	1.00	
Phoenix	Baseline Rd	19th Ave	7th Ave	Principal Arterial - Other	1.00	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	Baseline Rd	7th Ave	Central Ave	Principal Arterial - Other	0.50	
Phoenix	Baseline Rd	Central Ave	7th St	Principal Arterial - Other	0.50	
Phoenix	Baseline Rd	7th St	16th St	Principal Arterial - Other	1.00	
Phoenix	Baseline Rd	16th St	24th St	Principal Arterial - Other	0.98	
Phoenix	Baseline Rd	24th St	32nd St	Principal Arterial - Other	1.02	
Phoenix	Baseline Rd	32nd St	40th St	Principal Arterial - Other	1.00	
Phoenix	Baseline Rd	40th St	48th St	Principal Arterial - Other	0.99	
Tempe	Baseline Rd	48th St	0.066mi W of I-10	Principal Arterial - Other	0.53	
Tempe	Baseline Rd	0.075mi E of I-10	Priest Dr	Principal Arterial - Other	0.21	
Tempe	Baseline Rd	Priest Dr	Kyrene Rd	Principal Arterial - Other	1.12	
Tempe	Baseline Rd	Kyrene Rd	Mill Ave	Principal Arterial - Other	0.26	
Tempe	Baseline Rd	Mill Ave	Rural Rd	Principal Arterial - Other	0.62	
Tempe	Baseline Rd	Rural Rd	McClintock Dr	Principal Arterial - Other	1.12	
Tempe	Baseline Rd	McClintock Dr	0.075mi W of SR-101	Principal Arterial - Other	0.85	
Mesa	Baseline Rd	0.087mi E of SR-101	Dobson Rd	Principal Arterial - Other	0.81	
Mesa	Baseline Rd	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.04	
Mesa	Baseline Rd	Alma School Rd	SR-87	Principal Arterial - Other	1.08	
Mesa	Baseline Rd	SR-87	McQueen Rd	Principal Arterial - Other	0.94	
Mesa	Baseline Rd	McQueen Rd	Cooper Rd	Principal Arterial - Other	1.02	
Mesa	Baseline Rd	Cooper Rd	Gilbert Rd	Principal Arterial - Other	1.09	
Mesa	Baseline Rd	Gilbert Rd	Lindsay Rd	Principal Arterial - Other	0.99	
Mesa	Baseline Rd	Lindsay Rd	Val Vista Dr	Principal Arterial - Other	1.00	
Gilbert	Baseline Rd	Val Vista Dr	Greenfield Rd	Principal Arterial - Other	0.83	
Gilbert	Baseline Rd	Greenfield Rd	Higley Rd	Principal Arterial - Other	1.00	
Gilbert	Baseline Rd	Higley Rd	Recker Rd	Principal Arterial - Other	1.17	
Gilbert	Baseline Rd	Recker Rd	Power Rd	Principal Arterial - Other	0.83	
Mesa	Baseline Rd	Power Rd	Sossaman Rd	Principal Arterial - Other	1.18	
Mesa	Baseline Rd	Sossaman Rd	0.134mi W of SR-202	Principal Arterial - Other	0.95	
Surprise	Bell Rd	Citrus Rd	0.328mi E of Cotton Ln	Principal Arterial - Other	1.34	
Surprise	Bell Rd	0.357mi W of Sarival Ave	Reems Rd	Principal Arterial - Other	1.24	
Surprise	Bell Rd	Reems Rd	Litchfield Rd	Principal Arterial - Other	2.00	
Surprise	Bell Rd	Litchfield Rd	US-60	Principal Arterial - Other	0.51	
Surprise	Bell Rd	US-60	R H Johnson Blvd	Principal Arterial - Other	0.92	
Surprise	Bell Rd	R H Johnson Blvd	El Mirage Rd	Principal Arterial - Other	0.56	
Surprise	Bell Rd	El Mirage Rd	115th Ave	Principal Arterial - Other	0.99	
Maricopa County	Bell Rd	115th Ave	Del Webb Blvd	Principal Arterial - Other	1.03	
Maricopa County	Bell Rd	Del Webb Blvd	99th Ave	Principal Arterial - Other	0.90	
Maricopa County	Bell Rd	99th Ave	0.183mi E of Burns Dr	Principal Arterial - Other	0.82	
Peoria	Bell Rd	0.183mi E of Burns Dr	91st Ave	Principal Arterial - Other	0.41	
Peoria	Bell Rd	91st Ave	89th Ave	Principal Arterial - Other	0.12	
Peoria	Bell Rd	89th Ave	87th Ave	Principal Arterial - Other	0.25	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Maricopa County	Bell Rd	87th Ave	84th Ave	Principal Arterial - Other	0.25	
Peoria	Bell Rd	84th Ave	0.177mi W of SR-101	Principal Arterial - Other	0.08	
Glendale	Bell Rd	Arrowhead Fountains Dr	83rd Ave	Principal Arterial - Other	0.10	
Glendale	Bell Rd	83rd Ave	75th Ave	Principal Arterial - Other	0.76	
Glendale	Bell Rd	75th Ave	67th Ave	Principal Arterial - Other	1.00	
Glendale	Bell Rd	67th Ave	59th Ave	Principal Arterial - Other	0.95	
Glendale	Bell Rd	59th Ave	55th Ave	Principal Arterial - Other	0.50	
Glendale	Bell Rd	55th Ave	51st Ave	Principal Arterial - Other	0.50	
Phoenix	Bell Rd	51st Ave	43rd Ave	Principal Arterial - Other	1.00	
Phoenix	Bell Rd	43rd Ave	35th Ave	Principal Arterial - Other	1.00	
Phoenix	Bell Rd	35th Ave	31st Ave	Principal Arterial - Other	0.62	
Phoenix	Bell Rd	31st Ave	29th Ave	Principal Arterial - Other	0.13	
Phoenix	Bell Rd	29th Ave	0.006mi W of I 17 Conn	Principal Arterial - Other	0.15	
Phoenix	Bell Rd	0.018mi E of Unknown	19th Ave	Principal Arterial - Other	0.73	
Phoenix	Bell Rd	19th Ave	7th St	Principal Arterial - Other	1.97	
Phoenix	Bell Rd	7th St	12th St	Principal Arterial - Other	0.50	
Phoenix	Bell Rd	12th St	16th St	Principal Arterial - Other	0.50	
Phoenix	Bell Rd	16th St	Cave Creek Rd	Principal Arterial - Other	1.00	
Phoenix	Bell Rd	Cave Creek Rd	32nd St	Principal Arterial - Other	1.00	
Phoenix	Bell Rd	32nd St	36th St	Principal Arterial - Other	0.50	
Phoenix	Bell Rd	36th St	0.093mi W of SR-51	Principal Arterial - Other	0.03	
Phoenix	Bell Rd	0.070mi E of SR-51	40th St	Principal Arterial - Other	0.31	
Phoenix	Bell Rd	40th St	Tatum Blvd	Principal Arterial - Other	1.07	
Phoenix	Bell Rd	Tatum Blvd	64th St	Principal Arterial - Other	2.00	
Phoenix	Bell Rd	64th St	67th St	Principal Arterial - Other	0.39	
Phoenix	Bell Rd	67th St	Scottsdale Rd	Principal Arterial - Other	0.64	
Tempe	Broadway Rd	48th St	0.074mi SW of I-10 Front	Principal Arterial - Other	0.21	
Tempe	Broadway Rd	0.067mi E of 52nd St	Priest Dr	Principal Arterial - Other	0.47	
Tempe	Broadway Rd	Priest Dr	Mill Ave	Principal Arterial - Other	1.21	
Tempe	Broadway Rd	Mill Ave	Rural Rd	Principal Arterial - Other	0.78	
Tempe	Broadway Rd	Rural Rd	McClintock Dr	Principal Arterial - Other	0.99	
Tempe	Broadway Rd	McClintock Dr	0.071mi W of SR-101	Principal Arterial - Other	0.95	
Tempe	Broadway Rd	0.092mi E of SR-101	Tempe Csr	Principal Arterial - Other	0.09	
Mesa	Broadway Rd	Tempe Csr	Dobson Rd	Principal Arterial - Other	0.79	
Mesa	Broadway Rd	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.03	
Mesa	Broadway Rd	Alma School Rd	Country Club Dr	Principal Arterial - Other	0.96	
Mesa	Broadway Rd	Country Club Dr	Center St	Principal Arterial - Other	0.49	
Mesa	Broadway Rd	Center St	Mesa Dr	Principal Arterial - Other	0.49	
Mesa	Broadway Rd	Mesa Dr	Horne St	Principal Arterial - Other	0.51	
Mesa	Broadway Rd	Horne St	Stapley Dr	Principal Arterial - Other	0.51	
Mesa	Broadway Rd	Stapley Dr	Williams	Principal Arterial - Other	0.60	
Mesa	Broadway Rd	Williams	Gilbert Rd	Principal Arterial - Other	0.39	
Mesa	Broadway Rd	Gilbert Rd	24th St	Principal Arterial - Other	0.49	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Mesa	Broadway Rd	24th St	Lindsay Rd	Principal Arterial - Other	0.50	
Mesa	Broadway Rd	Lindsay Rd	32nd St	Principal Arterial - Other	0.50	
Mesa	Broadway Rd	32nd St	Val Vista Dr	Principal Arterial - Other	0.50	
Mesa	Broadway Rd	Val Vista Dr	Maple	Principal Arterial - Other	0.32	
Mesa	Broadway Rd	Maple	40th St	Principal Arterial - Other	0.18	
Mesa	Broadway Rd	40th St	Greenfield Rd	Principal Arterial - Other	0.50	
Mesa	Broadway Rd	Greenfield Rd	48th St	Principal Arterial - Other	0.50	
Mesa	Broadway Rd	48th St	Higley Rd	Principal Arterial - Other	0.50	
Mesa	Broadway Rd	Higley Rd	56th St	Principal Arterial - Other	0.52	
Mesa	Broadway Rd	56th St	Recker Rd	Principal Arterial - Other	0.47	
Mesa	Broadway Rd	Recker Rd	63rd St	Principal Arterial - Other	0.40	
Mesa	Broadway Rd	63rd St	Power Rd	Principal Arterial - Other	0.60	
Avondale	Buckeye Rd	Avondale Blvd	113th Ave	Principal Arterial - Other	0.23	
Avondale	Buckeye Rd	113th Ave	107th Ave	Principal Arterial - Other	0.73	
Phoenix	Buckeye Rd	75th Ave	67th Ave	Principal Arterial - Other	1.00	
Phoenix	Buckeye Rd	67th Ave	59th Ave	Principal Arterial - Other	0.99	
Phoenix	Buckeye Rd	59th Ave	51st Ave	Principal Arterial - Other	1.00	
Phoenix	Buckeye Rd	51st Ave	43rd Ave	Principal Arterial - Other	1.00	
Phoenix	Buckeye Rd	43rd Ave	35th Ave	Principal Arterial - Other	1.00	
Phoenix	Buckeye Rd	35th Ave	27th Ave	Principal Arterial - Other	1.00	
Phoenix	Buckeye Rd	27th Ave	0.006mi W of I-17 Front nonCard	Principal Arterial - Other	0.49	
Phoenix	Cactus Rd	Cave Creek Rd	25th Pl	Principal Arterial - Other	0.62	
Phoenix	Cactus Rd	25th Pl	32nd St	Principal Arterial - Other	0.81	
Phoenix	Cactus Rd	32nd St	0.069mi W of SR-51	Principal Arterial - Other	0.15	
Phoenix	Cactus Rd	0.009mi E of SR-51 Exit 10 T-Ramp	40th St	Principal Arterial - Other	0.74	
Phoenix	Cactus Rd	40th St	Tatum Blvd	Principal Arterial - Other	0.94	
Phoenix	Cactus Rd	Tatum Blvd	Paradise Village Pkwy	Principal Arterial - Other	0.28	
Phoenix	Cactus Rd	Paradise Village Pkwy	52nd St	Principal Arterial - Other	0.38	
Phoenix	Cactus Rd	52nd St	56th St	Principal Arterial - Other	0.50	
Phoenix	Camelback Rd	99th Ave	0.114mi W of SR-101 nonCard	Principal Arterial - Other	0.07	
Phoenix	Camelback Rd	0.144mi E of SR-101	91st Ave	Principal Arterial - Other	0.67	
Phoenix	Camelback Rd	91st Ave	83rd Ave	Principal Arterial - Other	1.00	
Phoenix	Camelback Rd	83rd Ave	75th Ave	Principal Arterial - Other	0.99	
Glendale	Camelback Rd	75th Ave	67th Ave	Principal Arterial - Other	1.00	
Glendale	Camelback Rd	67th Ave	59th Ave	Principal Arterial - Other	0.97	
Glendale	Camelback Rd	59th Ave	51st Ave	Principal Arterial - Other	1.01	
Glendale	Camelback Rd	51st Ave	47th Ave	Principal Arterial - Other	0.50	
Glendale	Camelback Rd	47th Ave	0.057mi W of 43rd Ave	Principal Arterial - Other	0.44	
Phoenix	Camelback Rd	0.028mi E of 42nd Ave	39th Ave	Principal Arterial - Other	0.31	
Phoenix	Camelback Rd	39th Ave	35th Ave	Principal Arterial - Other	0.50	
Phoenix	Camelback Rd	35th Ave	27th Ave	Principal Arterial - Other	0.99	
Phoenix	Camelback Rd	27th Ave	0.076mi W of I-17 nonCard	Principal Arterial - Other	0.18	
Phoenix	Camelback Rd	0.086mi E of I-17 nonCard	19th Ave	Principal Arterial - Other	0.64	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	Camelback Rd	19th Ave	15th Ave	Principal Arterial - Other	0.50	
Phoenix	Camelback Rd	15th Ave	11th Ave	Principal Arterial - Other	0.25	
Phoenix	Camelback Rd	11th Ave	7th Ave	Principal Arterial - Other	0.25	
Phoenix	Camelback Rd	7th Ave	Central Ave	Principal Arterial - Other	0.50	
Phoenix	Camelback Rd	Central Ave	7th St	Principal Arterial - Other	0.50	
Phoenix	Camelback Rd	7th St	16th St	Principal Arterial - Other	1.01	
Phoenix	Camelback Rd	16th St	0.010mi W of SR-51 nonCard	Principal Arterial - Other	0.16	
Phoenix	Camelback Rd	0.009mi E of SR-51	24th St	Principal Arterial - Other	0.80	
Phoenix	Camelback Rd	24th St	0.250mi E of 24th St	Principal Arterial - Other	0.25	
Phoenix	Camelback Rd	0.250mi E of 24th St	32nd St	Principal Arterial - Other	0.74	
Phoenix	Camelback Rd	32nd St	34th St	Principal Arterial - Other	0.26	
Phoenix	Camelback Rd	34th St	36th St	Principal Arterial - Other	0.26	
Phoenix	Camelback Rd	36th St	40th St	Principal Arterial - Other	0.51	
Phoenix	Camelback Rd	40th St	44th St	Principal Arterial - Other	0.50	
Phoenix	Camelback Rd	44th St	56th St	Principal Arterial - Other	1.65	
Phoenix	Camelback Rd	56th St	Invergordon Rd	Principal Arterial - Other	1.01	
Scottsdale	Camelback Rd	Invergordon Rd	66th St	Principal Arterial - Other	0.25	
Scottsdale	Camelback Rd	66th St	68th St	Principal Arterial - Other	0.25	
Scottsdale	Camelback Rd	68th St	Scottsdale Rd	Principal Arterial - Other	0.49	
Phoenix	Cave Creek Rd	7th St	Cactus Rd	Principal Arterial - Other	2.60	
Phoenix	Cave Creek Rd	Cactus Rd	Greenway Pkwy	Principal Arterial - Other	2.52	
Phoenix	Cave Creek Rd	Greenway Pkwy	Bell Rd	Principal Arterial - Other	0.60	
Phoenix	Cave Creek Rd	Bell Rd	Union Hills Dr	Principal Arterial - Other	1.00	
Phoenix	Cave Creek Rd	Union Hills Dr	Beardsley Rd	Principal Arterial - Other	1.01	
Phoenix	Cave Creek Rd	Beardsley Rd	0.059mi S of SR-101	Principal Arterial - Other	0.12	
Phoenix	Cave Creek Rd	0.075mi N of SR-101	Deer Valley Rd	Principal Arterial - Other	0.99	
Phoenix	Cave Creek Rd	Deer Valley Rd	Mountain Gate Pass	Principal Arterial - Other	0.27	
Phoenix	Cave Creek Rd	Mountain Gate Pass	Pinnacle Peak Rd	Principal Arterial - Other	0.62	
Phoenix	Cave Creek Rd	Pinnacle Peak Rd	Dynamite Blvd	Principal Arterial - Other	3.24	
Phoenix	Cave Creek Rd	Dynamite Blvd	Tatum Blvd	Principal Arterial - Other	1.14	
Phoenix	Cave Creek Rd	Tatum Blvd	Ashler Hills Dr	Principal Arterial - Other	1.67	
Phoenix	Cave Creek Rd	Ashler Hills Dr	Ocupado Dr	Principal Arterial - Other	0.26	
Phoenix	Cave Creek Rd	Ocupado Dr	0.100mi SW of Apache Rain Rd	Principal Arterial - Other	0.29	
Phoenix	Cave Creek Rd	0.100mi SW of Apache Rain Rd	Cave Creek/Phoenix TB	Principal Arterial - Other	0.50	
Cave Creek	Cave Creek Rd	Cave Creek/Phoenix TB	Carefree Hwy	Principal Arterial - Other	0.63	
Phoenix	Central Ave	Baseline Rd	Southern Ave	Principal Arterial - Other	1.00	
Phoenix	Central Ave	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Phoenix	Central Ave	Broadway Rd	Pioneer St	Principal Arterial - Other	0.74	
Phoenix	Central Ave	Pioneer St	0.005mi S of I 17 Front nonCard	Principal Arterial - Other	0.73	
Phoenix	Central Ave	0.005mi N of I 17 Front	0.170mi S of Buckeye Rd	Principal Arterial - Other	0.37	
Phoenix	Central Ave	0.170mi S of Buckeye Rd	Buckeye Rd	Principal Arterial - Other	0.17	
Phoenix	Central Ave	Buckeye Rd	Hadley St	Principal Arterial - Other	0.16	
Phoenix	Central Ave	Hadley St	Jefferson St	Principal Arterial - Other	0.56	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	Central Ave	Washington St	Van Buren St	Principal Arterial - Other	0.22	
Phoenix	Central Ave	Van Buren St	Portland St	Principal Arterial - Other	0.59	
Phoenix	Central Ave	Portland St	0.045mi N of 1st Ave	Principal Arterial - Other	0.05	
Phoenix	Central Ave	0.006mi S of Culver St	McDowell Rd	Principal Arterial - Other	0.23	
Phoenix	Central Ave	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.00	
Phoenix	Central Ave	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.00	
Phoenix	Central Ave	Indian School Rd	Camelback Rd	Principal Arterial - Other	1.00	
Phoenix	Central Ave	Camelback Rd	Missouri Ave	Principal Arterial - Other	0.50	
Phoenix	Central Ave	Missouri Ave	San Juan Ave	Principal Arterial - Other	0.16	
Phoenix	Central Ave	San Juan Ave	Bethany Home Rd	Principal Arterial - Other	0.34	
Phoenix	Central Ave	Bethany Home Rd	Glendale Ave	Principal Arterial - Other	1.00	
Phoenix	Chandler Blvd	32nd St	Mountain Pkwy	Principal Arterial - Other	1.00	
Phoenix	Chandler Blvd	Mountain Pkwy	48th St	Principal Arterial - Other	0.98	
Phoenix	Chandler Blvd	48th St	0.072mi W of I-10	Principal Arterial - Other	0.39	
Tempe	Chandler Blvd	0.081mi E of I-10	56th St	Principal Arterial - Other	0.46	
Chandler	Chandler Blvd	56th St	Kyrene Rd	Principal Arterial - Other	1.00	
Chandler	Chandler Blvd	Kyrene Rd	Rural Rd	Principal Arterial - Other	0.99	
Chandler	Chandler Blvd	Rural Rd	McClintock Dr	Principal Arterial - Other	1.01	
Chandler	Chandler Blvd	McClintock Dr	SR-101 Exit 59 E1-Ramp	Principal Arterial - Other	0.90	
Chandler	Chandler Blvd	0.083mi E of SR-101	Ellis St	Principal Arterial - Other	0.45	
Chandler	Chandler Blvd	Ellis St	Dobson Rd	Principal Arterial - Other	0.51	
Chandler	Chandler Blvd	Dobson Rd	Arrowhead Dr	Principal Arterial - Other	0.50	
Chandler	Chandler Blvd	Arrowhead Dr	Alma School Rd	Principal Arterial - Other	0.50	
Chandler	Chandler Blvd	Alma School Rd	Evergreen St	Principal Arterial - Other	0.26	
Chandler	Chandler Blvd	Evergreen St	Arizona Ave	Principal Arterial - Other	0.77	
Chandler	Chandler Blvd	Arizona Ave	McQueen Rd	Principal Arterial - Other	1.00	
Chandler	Chandler Blvd	McQueen Rd	Cooper Rd	Principal Arterial - Other	0.99	
Chandler	Chandler Blvd	Cooper Rd	133rd St	Principal Arterial - Other	0.65	
Chandler	Chandler Heights Rd	Alma School Rd	Arizona Ave	Principal Arterial - Other	0.99	
Chandler	Chandler Heights Rd	Arizona Ave	Consolidated Csr nonCard	Principal Arterial - Other	0.65	
Maricopa County	Chandler Heights Rd	Consolidated Csr nonCard	Crossbow Way	Principal Arterial - Other	0.10	
Chandler	Chandler Heights Rd	Crossbow Way	McQueen Rd	Principal Arterial - Other	0.25	
Chandler	Chandler Heights Rd	McQueen Rd	0.002mi E of 122nd St	Principal Arterial - Other	0.25	
Maricopa County	Chandler Heights Rd	0.002mi E of 122nd St	Cooper Rd	Principal Arterial - Other	0.75	
Chandler	Chandler Heights Rd	Cooper Rd	Chandler/Maricopa Cnty TB	Principal Arterial - Other	0.25	
Maricopa County	Chandler Heights Rd	Chandler/Maricopa Cnty TB	132nd St	Principal Arterial - Other	0.25	
Maricopa County	Chandler Heights Rd	132nd St	Lindl Dr	Principal Arterial - Other	0.13	
Chandler	Chandler Heights Rd	132nd St	Lindl Dr	Principal Arterial - Other	0.13	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Chandler	Chandler Heights Rd	Lindl Dr	Gilbert Rd	Principal Arterial - Other	0.38	
Chandler	Cooper Rd	Germann Rd	0.211mi S of SR-202	Principal Arterial - Other	0.18	
Chandler	Cooper Rd	0.183mi N of SR-202	0.750mi N of Germann Rd	Principal Arterial - Other	0.17	
Chandler	Cooper Rd	0.750mi N of Germann Rd	Pecos Rd	Principal Arterial - Other	0.26	
Chandler	Cooper Rd	Pecos Rd	Chandler Blvd	Principal Arterial - Other	1.01	
Chandler	Cooper Rd	Chandler Blvd	0.521mi N of Chandler Blvd	Principal Arterial - Other	0.52	
Chandler	Cooper Rd	0.521mi N of Chandler Blvd	Ray Rd	Principal Arterial - Other	0.47	
Gilbert	Cooper Rd	Ray Rd	0.500mi N of Ray Rd	Principal Arterial - Other	0.50	
Gilbert	Cooper Rd	0.500mi N of Ray Rd	Warner Rd	Principal Arterial - Other	0.50	
Gilbert	Cooper Rd	Warner Rd	Elliot Rd	Principal Arterial - Other	1.00	
Gilbert	Cooper Rd	Elliot Rd	Guadalupe Rd	Principal Arterial - Other	1.00	
Gilbert	Cooper Rd	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	1.00	
Goodyear	Cotton Ln	MC 85	0.024mi N of Union Pacific	Principal Arterial - Other	0.05	
Goodyear	Cotton Ln	0.024mi N of Union Pacific	Broadway Rd	Principal Arterial - Other	0.08	
Goodyear	Cotton Ln	Broadway Rd	0.246mi S of Dunlap Rd	Principal Arterial - Other	0.25	
Goodyear	Cotton Ln	0.246mi S of Dunlap Rd	Dunlap Rd	Principal Arterial - Other	0.25	
Goodyear	Cotton Ln	Dunlap Rd	Lower Buckeye Rd	Principal Arterial - Other	0.50	
Goodyear	Cotton Ln	Lower Buckeye Rd	Yuma Rd	Principal Arterial - Other	1.00	
Goodyear	Cotton Ln	Yuma Rd	Van Buren St	Principal Arterial - Other	1.00	
Goodyear	Cotton Ln	Van Buren St	SR-303	Principal Arterial - Other	0.66	
Chandler	Dobson Rd	Germann Rd	Willis Rd	Principal Arterial - Other	0.50	
Chandler	Dobson Rd	0.136mi N of SR-202	Pecos Rd	Principal Arterial - Other	0.14	
Chandler	Dobson Rd	Pecos Rd	Chandler Blvd	Principal Arterial - Other	1.01	
Chandler	Dobson Rd	Chandler Blvd	Ray Rd	Principal Arterial - Other	1.01	
Chandler	Dobson Rd	Ray Rd	Warner Rd	Principal Arterial - Other	1.00	
Chandler	Dobson Rd	Warner Rd	0.230mi S of Elliot Rd	Principal Arterial - Other	0.76	
Chandler	Dobson Rd	0.230mi S of Elliot Rd	Elliot Rd	Principal Arterial - Other	0.23	
Chandler	Dobson Rd	Elliot Rd	0.193mi N of Elliot Rd	Principal Arterial - Other	0.19	
Chandler	Dobson Rd	0.193mi N of Elliot Rd	Chandler/Mesa TB	Principal Arterial - Other	0.31	
Mesa	Dobson Rd	Chandler/Mesa TB	Guadalupe Rd	Principal Arterial - Other	0.50	
Mesa	Dobson Rd	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	1.08	
Mesa	Dobson Rd	Baseline Rd	0.119mi S of US-60	Principal Arterial - Other	0.42	
Mesa	Dobson Rd	0.128mi N of US-60	Southern Ave	Principal Arterial - Other	0.38	
Mesa	Dobson Rd	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Mesa	Dobson Rd	Broadway Rd	Main St	Principal Arterial - Other	0.50	
Mesa	Dobson Rd	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Dobson Rd	University Dr	8th St	Principal Arterial - Other	0.50	
Mesa	Dobson Rd	8th St	0.084mi S of SR-202	Principal Arterial - Other	0.61	
Phoenix	Dunlap Ave	43rd Ave	35th Ave	Principal Arterial - Other	1.00	
Phoenix	Dunlap Ave	35th Ave	0.075mi W of I-17 nonCard	Principal Arterial - Other	0.90	
Phoenix	Dunlap Ave	0.087mi E of I-17 nonCard	19th Ave	Principal Arterial - Other	0.94	
Phoenix	Dunlap Ave	19th Ave	13th Ave	Principal Arterial - Other	0.58	
Phoenix	Dunlap Ave	13th Ave	7th Ave	Principal Arterial - Other	0.40	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	Dunlap Ave	7th Ave	3rd Ave	Principal Arterial - Other	0.26	
Phoenix	Dunlap Ave	3rd Ave	Central Ave	Principal Arterial - Other	0.23	
Phoenix	Dunlap Ave	Central Ave	7th St	Principal Arterial - Other	0.50	
Avondale	Dysart Rd	Main St	Van Buren St	Principal Arterial - Other	1.09	
Goodyear	Dysart Rd	Van Buren St	0.169mi of I-10 Exit 129 G-Ramp	Principal Arterial - Other	0.33	
Avondale	Dysart Rd	0.231mi N of I-10 nonCard	McDowell Rd	Principal Arterial - Other	0.20	
Avondale	Dysart Rd	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.00	
Avondale	Dysart Rd	Thomas Rd	Weldon Ave	Principal Arterial - Other	0.64	
Avondale	Dysart Rd	Weldon Ave	0.118mi N of Weldon Ave	Principal Arterial - Other	0.12	
Avondale	Dysart Rd	0.118mi N of Weldon Ave	Indian School Rd	Principal Arterial - Other	0.25	
Litchfield Park	Dysart Rd	Indian School Rd	0.140mi N of Indian School Rd	Principal Arterial - Other	0.14	
Maricopa County	Dysart Rd	0.140mi N of Indian School Rd	Sonoma Dr	Principal Arterial - Other	0.50	
Maricopa County	Dysart Rd	Sonoma Dr	0.160mi S of Camelback Rd	Principal Arterial - Other	0.20	
Litchfield Park	Dysart Rd	0.160mi S of Camelback Rd	Camelback Rd	Principal Arterial - Other	0.16	
Maricopa County	Dysart Rd	Camelback Rd	Glendale Ave	Principal Arterial - Other	1.99	
Glendale	Dysart Rd	Glendale Ave	Northern Ave	Principal Arterial - Other	1.00	
El Mirage	Dysart Rd	Northern Ave	Olive Ave	Principal Arterial - Other	0.99	
El Mirage	Dysart Rd	Olive Ave	Peoria Ave	Principal Arterial - Other	1.00	
El Mirage	Dysart Rd	Peoria Ave	Cactus Rd	Principal Arterial - Other	1.00	
El Mirage	Dysart Rd	Cactus Rd	Waddell Rd	Principal Arterial - Other	1.00	
El Mirage	Dysart Rd	Waddell Rd	Greenway Rd	Principal Arterial - Other	1.00	
Surprise	Dysart Rd	Greenway Rd	Grand Ave	Principal Arterial - Other	0.60	
Surprise	Dysart Rd	Grand Ave	Bell Rd	Principal Arterial - Other	0.44	
Tempe	Elliot Rd	0.099mi E of I-10	Priest Dr	Principal Arterial - Other	0.42	
Tempe	Elliot Rd	Priest Dr	Kyrene Rd	Principal Arterial - Other	1.01	
Tempe	Elliot Rd	Kyrene Rd	Rural Rd	Principal Arterial - Other	1.00	
Tempe	Elliot Rd	Rural Rd	McClintock Dr	Principal Arterial - Other	1.00	
Tempe	Elliot Rd	McClintock Dr	0.055mi W of SR-101	Principal Arterial - Other	0.94	
Chandler	Elliot Rd	0.079mi E of SR-101	0.157mi W of Dobson Rd	Principal Arterial - Other	0.77	
Chandler	Elliot Rd	0.157mi W of Dobson Rd	Dobson Rd	Principal Arterial - Other	0.16	
Chandler	Elliot Rd	Dobson Rd	0.210mi E of Dobson Rd	Principal Arterial - Other	0.21	
Chandler	Elliot Rd	0.210mi E of Dobson Rd	Alma School Rd	Principal Arterial - Other	0.79	
Chandler	Elliot Rd	Alma School Rd	Arizona Ave	Principal Arterial - Other	1.00	
Chandler	Elliot Rd	Arizona Ave	Chandler/Gilbert TB	Principal Arterial - Other	0.50	
Gilbert	Elliot Rd	Chandler/Gilbert TB	McQueen Rd	Principal Arterial - Other	0.50	
Goodyear	Estrella Pkwy	MC 85	Lower Buckeye Rd	Principal Arterial - Other	0.84	
Goodyear	Estrella Pkwy	Lower Buckeye Rd	Yuma Rd	Principal Arterial - Other	1.00	
Goodyear	Estrella Pkwy	Yuma Rd	Van Buren St	Principal Arterial - Other	1.00	
Goodyear	Estrella Pkwy	Van Buren St	0.197mi N of Van Buren St	Principal Arterial - Other	0.20	
Goodyear	Estrella Pkwy	0.197mi N of Van Buren St	0.143mi S of Roosevelt St	Principal Arterial - Other	0.16	
Goodyear	Estrella Pkwy	0.143mi S of Roosevelt St	0.075mi S of I-10 Exit 126 A-Ramp	Principal Arterial - Other	0.30	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Goodyear	Estrella Pkwy	0.067mi N of I-10 Exit 126 C-Ramp	McDowell Rd	Principal Arterial - Other	0.12	
Scottsdale	Frank Lloyd Wright Blvd	Scottsdale Rd	Hayden Rd	Principal Arterial - Other	1.05	
Scottsdale	Frank Lloyd Wright Blvd	Hayden Rd	Hayden Rd	Principal Arterial - Other	0.90	
Scottsdale	Frank Lloyd Wright Blvd	Hayden Rd	0.068mi W of SR-101	Principal Arterial - Other	0.08	
Scottsdale	Frank Lloyd Wright Blvd	0.086mi E of SR-101	Thompson Peak Pkwy	Principal Arterial - Other	1.03	
Scottsdale	Frank Lloyd Wright Blvd	Thompson Peak Pkwy	Redfield Rd	Principal Arterial - Other	0.43	
Scottsdale	Frank Lloyd Wright Blvd	Redfield Rd	Thunderbird Rd	Principal Arterial - Other	0.26	
Scottsdale	Frank Lloyd Wright Blvd	Thunderbird Rd	Sweetwater Ave	Principal Arterial - Other	1.08	
Scottsdale	Frank Lloyd Wright Blvd	Sweetwater Ave	Shea Blvd	Principal Arterial - Other	2.03	
Phoenix	Galvin Pkwy	Papago Park Rd	McDowell Rd	Principal Arterial - Other	1.10	
Chandler	Germann Rd	Price Rd	Dobson Rd	Principal Arterial - Other	0.75	
Chandler	Germann Rd	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.02	
Chandler	Germann Rd	Alma School Rd	Arizona Ave	Principal Arterial - Other	0.99	
Maricopa County	Germann Rd	Arizona Ave	0.422mi E of Arizona Ave	Principal Arterial - Other	0.42	
Chandler	Germann Rd	0.422mi E of Arizona Ave	McQueen Rd	Principal Arterial - Other	0.59	
Chandler	Germann Rd	McQueen Rd	Cooper Rd	Principal Arterial - Other	1.00	
Chandler	Germann Rd	Cooper Rd	Gilbert Rd	Principal Arterial - Other	1.11	
Chandler	Gilbert Rd	Hunt Hwy	0.117mi N of Doral Dr	Principal Arterial - Other	0.61	
Chandler	Gilbert Rd	0.117mi N of Doral Dr	Amanda Blvd	Principal Arterial - Other	0.13	
Chandler	Gilbert Rd	Amanda Blvd	Riggs Rd	Principal Arterial - Other	0.25	
Chandler	Gilbert Rd	Riggs Rd	0.260mi S of Chandler Heights Rd	Principal Arterial - Other	0.74	
Maricopa County	Gilbert Rd	0.260mi S of Chandler Heights Rd	Chandler Heights Rd	Principal Arterial - Other	0.26	
Chandler	Gilbert Rd	Chandler Heights Rd	0.250mi N of Chandler Heights Rd	Principal Arterial - Other	0.25	
Chandler	Gilbert Rd	0.250mi N of Chandler Heights Rd	Brooks Farm Rd	Principal Arterial - Other	0.25	
Maricopa County	Gilbert Rd	Brooks Farm Rd	Chandler/Maricopa Cnty TB	Principal Arterial - Other	0.25	
Chandler	Gilbert Rd	Chandler/Maricopa Cnty TB	Ocotillo Rd	Principal Arterial - Other	0.25	
Chandler	Gilbert Rd	Ocotillo Rd	Queen Creek Rd	Principal Arterial - Other	1.00	
Maricopa County	Gilbert Rd	Queen Creek Rd	0.250mi N of Queen Creek Rd	Principal Arterial - Other	0.25	
Chandler	Gilbert Rd	0.250mi N of Queen Creek Rd	0.500mi N of Queen Creek Rd	Principal Arterial - Other	0.25	
Maricopa County	Gilbert Rd	0.500mi N of Queen Creek Rd	Germann Rd	Principal Arterial - Other	0.50	
Maricopa County	Gilbert Rd	Germann Rd	0.199mi S of SR-202	Principal Arterial - Other	0.19	
Maricopa County	Gilbert Rd	0.206mi N of SR-202	Pecos Rd	Principal Arterial - Other	0.40	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Maricopa County	Gilbert Rd	Pecos Rd	0.010mi N of Williams Field Rd	Principal Arterial - Other	1.01	
Gilbert	Gilbert Rd	Warner Rd	Elliot Rd	Principal Arterial - Other	1.01	
Gilbert	Gilbert Rd	Elliot Rd	0.030mi S of Olive Ave	Principal Arterial - Other	0.76	
Gilbert	Gilbert Rd	0.030mi S of Olive Ave	0.082mi N of Olive Ave	Principal Arterial - Other	0.11	
Gilbert	Gilbert Rd	0.082mi N of Olive Ave	Guadalupe Rd	Principal Arterial - Other	0.12	
Gilbert	Gilbert Rd	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	1.02	
Mesa	Gilbert Rd	Baseline Rd	0.004mi N of Inverness Ave	Principal Arterial - Other	0.36	
Mesa	Gilbert Rd	0.105mi N of US-60 Exit 182 C-Ramp	Southern Ave	Principal Arterial - Other	0.36	
Mesa	Gilbert Rd	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Mesa	Gilbert Rd	Broadway Rd	Main St	Principal Arterial - Other	0.50	
Mesa	Gilbert Rd	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Gilbert Rd	University Dr	Brown Rd	Principal Arterial - Other	1.00	
Mesa	Gilbert Rd	Brown Rd	McKellips Rd	Principal Arterial - Other	1.00	
Mesa	Gilbert Rd	McKellips Rd	0.070mi S of SR-202	Principal Arterial - Other	0.95	
Glendale	Glendale Ave	99th Ave	0.083mi W of SR-101	Principal Arterial - Other	0.08	
Glendale	Glendale Ave	0.064mi E of SR-101	91st Ave	Principal Arterial - Other	0.77	
Glendale	Glendale Ave	91st Ave	83rd Ave	Principal Arterial - Other	1.00	
Glendale	Glendale Ave	83rd Ave	75th Ave	Principal Arterial - Other	0.99	
Glendale	Glendale Ave	75th Ave	67th Ave	Principal Arterial - Other	1.00	
Glendale	Glendale Ave	67th Ave	0.030mi W of 59th Ave	Principal Arterial - Other	0.94	
Phoenix	Glendale Ave	43rd Ave	35th Ave	Principal Arterial - Other	0.99	
Phoenix	Glendale Ave	35th Ave	27th Ave	Principal Arterial - Other	1.01	
Phoenix	Glendale Ave	27th Ave	0.069mi W of I-17 nonCard	Principal Arterial - Other	0.19	
Phoenix	Glendale Ave	0.084mi E of I-17 nonCard	19th Ave	Principal Arterial - Other	0.66	
Phoenix	Glendale Ave	19th Ave	7th Ave	Principal Arterial - Other	0.99	
Phoenix	Glendale Ave	7th Ave	Central Ave	Principal Arterial - Other	0.50	
Phoenix	Glendale Ave	Central Ave	7th St	Principal Arterial - Other	0.50	
Phoenix	Glendale Ave	7th St	16th St	Principal Arterial - Other	1.01	
Phoenix	Glendale Ave	16th St	0.058mi W of SR-51	Principal Arterial - Other	0.29	
Phoenix	Glendale Ave	0.041mi E of SR-51	Lincoln Dr	Principal Arterial - Other	0.23	
Phoenix	Grand Ave	Willetta St	Roosevelt St	Principal Arterial - Other	0.54	
Phoenix	Grand Ave	Roosevelt St	Van Buren St	Principal Arterial - Other	0.71	
Mesa	Greenfield Rd	Baseline Rd	0.017mi SW of US-60 Exit 185 A-Ramp	Principal Arterial - Other	0.38	
Mesa	Greenfield Rd	0.084mi N of US-60	Southern Ave	Principal Arterial - Other	0.43	
Mesa	Greenfield Rd	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Mesa	Greenfield Rd	Broadway Rd	Main St	Principal Arterial - Other	0.50	
Mesa	Greenfield Rd	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Greenfield Rd	University Dr	Brown Rd	Principal Arterial - Other	1.00	
Mesa	Greenfield Rd	Brown Rd	McKellips Rd	Principal Arterial - Other	1.00	
Mesa	Greenfield Rd	McKellips Rd	McDowell Rd	Principal Arterial - Other	1.00	
Mesa	Greenfield Rd	McDowell Rd	0.064mi N of Virginia St	Principal Arterial - Other	0.82	
Phoenix	Greenway Pkwy	19th Ave	7th Ave	Principal Arterial - Other	1.21	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	Greenway Pkwy	7th Ave	7th St	Principal Arterial - Other	1.08	
Phoenix	Greenway Pkwy	7th St	20th St	Principal Arterial - Other	1.58	
Phoenix	Greenway Pkwy	20th St	Cave Creek Rd	Principal Arterial - Other	0.51	
Phoenix	Greenway Pkwy	Cave Creek Rd	Greenway Rd	Principal Arterial - Other	0.55	
Phoenix	Greenway Rd	0.135mi E of I-17 Front	19th Ave	Principal Arterial - Other	0.80	
Phoenix	Greenway Rd	Greenway Pkwy	32nd St	Principal Arterial - Other	0.63	
Phoenix	Greenway Rd	32nd St	0.094mi W of SR-51	Principal Arterial - Other	0.29	
Phoenix	Greenway Rd	0.075mi E of SR-51	40th St	Principal Arterial - Other	0.53	
Phoenix	Greenway Rd	40th St	Tatum Blvd	Principal Arterial - Other	1.05	
Phoenix	Happy Valley Rd	67th Ave	0.037mi W of 62nd Ave	Principal Arterial - Other	0.45	
Phoenix	Happy Valley Rd	0.037mi W of 62nd Ave	51st Ave	Principal Arterial - Other	1.48	
Phoenix	Happy Valley Rd	51st Ave	0.900mi E of 43rd Ave	Principal Arterial - Other	1.90	
Phoenix	Happy Valley Rd	0.900mi E of 43rd Ave	29th Ave	Principal Arterial - Other	0.87	
Phoenix	Happy Valley Rd	Happy Valley Rd nonCard	Norterra Pkwy	Principal Arterial - Other	0.18	
Phoenix	Happy Valley Rd	Norterra Pkwy	19th Ave	Principal Arterial - Other	0.50	
Phoenix	Happy Valley Rd	19th Ave	0.507mi E of 19th Ave	Principal Arterial - Other	0.51	
Maricopa County	Happy Valley Rd	0.507mi E of 19th Ave	7th Ave	Principal Arterial - Other	0.50	
Phoenix	Happy Valley Rd	7th Ave	7th St	Principal Arterial - Other	1.11	
Maricopa County	Hayden Rd	0.011mi N of McClintock Dr	Curry Rd	Principal Arterial - Other	0.24	
Maricopa County	Hayden Rd	Curry Rd	McKellips Rd	Principal Arterial - Other	0.75	
Scottsdale	Hayden Rd	McKellips Rd	McDowell Rd	Principal Arterial - Other	1.00	
Scottsdale	Hayden Rd	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.00	
Scottsdale	Hayden Rd	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.00	
Scottsdale	Hayden Rd	Indian School Rd	Camelback Rd	Principal Arterial - Other	0.52	
Scottsdale	Hayden Rd	Camelback Rd	Chaparral Rd	Principal Arterial - Other	0.50	
Scottsdale	Hayden Rd	Chaparral Rd	McDonald Dr	Principal Arterial - Other	1.00	
Scottsdale	Hayden Rd	McDonald Dr	Indian Bend Rd	Principal Arterial - Other	1.01	
Scottsdale	Hayden Rd	Indian Bend Rd	McCormick Pkwy	Principal Arterial - Other	0.46	
Scottsdale	Hayden Rd	McCormick Pkwy	0.081mi S of Via De Ventura	Principal Arterial - Other	0.74	
Scottsdale	Hayden Rd	0.081mi S of Via De Ventura	Via De Ventura	Principal Arterial - Other	0.08	
Scottsdale	Hayden Rd	Via De Ventura	0.072mi N of Via De Ventura	Principal Arterial - Other	0.07	
Scottsdale	Hayden Rd	0.072mi N of Via De Ventura	Arabian Trl	Principal Arterial - Other	1.24	
Scottsdale	Hayden Rd	Arabian Trl	Mountain View Rd	Principal Arterial - Other	0.23	
Scottsdale	Hayden Rd	Mountain View Rd	Shea Blvd	Principal Arterial - Other	0.50	
Scottsdale	Hayden Rd	Shea Blvd	Cactus Rd	Principal Arterial - Other	1.00	
Maricopa County	Higley Rd	Williams Field Rd	0.045mi S of Vest Ave	Principal Arterial - Other	0.20	
Gilbert	Higley Rd	0.045mi S of Vest Ave	Ray Rd	Principal Arterial - Other	0.79	
Gilbert	Higley Rd	Ray Rd	0.236mi S of SR-202	Principal Arterial - Other	0.22	
Maricopa County	Higley Rd	0.227mi N of SR-202	0.008mi S of Warner Rd	Principal Arterial - Other	0.31	
Maricopa County	Higley Rd	0.008mi S of Warner Rd	Warner Rd	Principal Arterial - Other	0.01	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Gilbert	Higley Rd	Warner Rd	Mesquite St	Principal Arterial - Other	0.50	
Gilbert	Higley Rd	Mesquite St	Elliot Rd	Principal Arterial - Other	0.50	
Gilbert	Higley Rd	Elliot Rd	Olney Ave	Principal Arterial - Other	0.51	
Maricopa County	Higley Rd	Olney Ave	0.077mi S of Guadalupe Rd	Principal Arterial - Other	0.42	
Gilbert	Higley Rd	0.077mi S of Guadalupe Rd	0.100mi N of Guadalupe Rd	Principal Arterial - Other	0.18	
Gilbert	Higley Rd	0.100mi N of Guadalupe Rd	Houston Ave	Principal Arterial - Other	0.39	
Maricopa County	Higley Rd	Houston Ave	Baseline Rd	Principal Arterial - Other	0.50	
Gilbert	Higley Rd	Baseline Rd	Gilbert/Mesa TB	Principal Arterial - Other	0.44	
Mesa	Higley Rd	0.080mi N of US-60 Exit 186 J-Ramp	0.189mi N of U 060186A Sta. 18+00.02Ahd	Principal Arterial - Other	0.03	
Mesa	Higley Rd	0.189mi N of U 060186A Sta. 18+00.02Ahd	0.215mi N of U 060186A Sta. 18+00.02Ahd	Principal Arterial - Other	0.03	
Mesa	Higley Rd	0.215mi N of U 060186A Sta. 18+00.02Ahd	Hampton Ave	Principal Arterial - Other	0.08	
Mesa	Higley Rd	Hampton Ave	Southern Ave	Principal Arterial - Other	0.25	
Mesa	Higley Rd	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Mesa	Higley Rd	Broadway Rd	Main St	Principal Arterial - Other	0.49	
Mesa	Higley Rd	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Higley Rd	University Dr	Brown Rd	Principal Arterial - Other	1.00	
Mesa	Higley Rd	Brown Rd	McKellips Rd	Principal Arterial - Other	1.00	
Mesa	Higley Rd	McKellips Rd	McDowell Rd	Principal Arterial - Other	1.00	
Mesa	Higley Rd	McDowell Rd	0.068mi S of SR-202	Principal Arterial - Other	0.96	
Mesa	Higley Rd	0.091mi N of SR-202	Thomas Rd	Principal Arterial - Other	0.10	
Goodyear	Indian School Rd	0.264mi E of SR-303	0.168mi W of Sarival Ave	Principal Arterial - Other	0.19	
Goodyear	Indian School Rd	0.168mi W of Sarival Ave	Sarival Ave	Principal Arterial - Other	0.17	
Goodyear	Indian School Rd	Sarival Ave	Pebble Creek Pkwy	Principal Arterial - Other	0.48	
Goodyear	Indian School Rd	Pebble Creek Pkwy	Falcon Dr	Principal Arterial - Other	0.84	
Goodyear	Indian School Rd	Falcon Dr	Wigwam Blvd	Principal Arterial - Other	0.34	
Goodyear	Indian School Rd	Wigwam Blvd	Bullard Ave	Principal Arterial - Other	0.59	
Goodyear	Indian School Rd	Bullard Ave	Litchfield Rd	Principal Arterial - Other	0.62	
Maricopa County	Indian School Rd	Litchfield Rd	Wigwam Blvd	Principal Arterial - Other	1.09	
Maricopa County	Indian School Rd	Wigwam Blvd	Dysart Rd	Principal Arterial - Other	0.31	
Avondale	Indian School Rd	Dysart Rd	0.011mi E of El Mirage Rd	Principal Arterial - Other	1.00	
Maricopa County	Indian School Rd	0.011mi E of El Mirage Rd	Lakeshore Dr	Principal Arterial - Other	0.85	
Maricopa County	Indian School Rd	Lakeshore Dr	111th Ave	Principal Arterial - Other	0.59	
Maricopa County	Indian School Rd	111th Ave	107th Ave	Principal Arterial - Other	0.48	
Maricopa County	Indian School Rd	107th Ave	99th Ave	Principal Arterial - Other	1.03	
Phoenix	Indian School Rd	99th Ave	0.039mi W of SR-101 Exit 4 J-Ramp	Principal Arterial - Other	0.41	
Phoenix	Indian School Rd	0.037mi E of SR-101 Exit 4 A-Ramp	91st Ave	Principal Arterial - Other	0.43	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	Indian School Rd	91st Ave	83rd Ave	Principal Arterial - Other	1.00	
Phoenix	Indian School Rd	83rd Ave	75th Ave	Principal Arterial - Other	0.99	
Phoenix	Indian School Rd	75th Ave	67th Ave	Principal Arterial - Other	1.00	
Phoenix	Indian School Rd	67th Ave	59th Ave	Principal Arterial - Other	0.97	
Phoenix	Indian School Rd	59th Ave	55th Ave	Principal Arterial - Other	0.51	
Phoenix	Indian School Rd	55th Ave	51st Ave	Principal Arterial - Other	0.51	
Phoenix	Indian School Rd	51st Ave	47th Ave	Principal Arterial - Other	0.50	
Phoenix	Indian School Rd	47th Ave	43rd Ave	Principal Arterial - Other	0.50	
Phoenix	Indian School Rd	43rd Ave	39th Ave	Principal Arterial - Other	0.50	
Phoenix	Indian School Rd	39th Ave	35th Ave	Principal Arterial - Other	0.50	
Phoenix	Indian School Rd	35th Ave	27th Ave	Principal Arterial - Other	1.00	
Phoenix	Indian School Rd	27th Ave	0.014mi W of I-17 Front nonCard	Principal Arterial - Other	0.19	
Phoenix	Indian School Rd	0.014mi E of I-17 Front	19th Ave	Principal Arterial - Other	0.72	
Phoenix	Indian School Rd	19th Ave	7th Ave	Principal Arterial - Other	0.95	
Phoenix	Indian School Rd	7th Ave	Central Ave	Principal Arterial - Other	0.56	
Phoenix	Indian School Rd	Central Ave	3rd St	Principal Arterial - Other	0.25	
Phoenix	Indian School Rd	3rd St	7th St	Principal Arterial - Other	0.25	
Phoenix	Indian School Rd	7th St	0.006mi W of SR-51 Exit 2 L-Ramp	Principal Arterial - Other	1.18	
Phoenix	Indian School Rd	0.003mi E of SR-51 Exit 2 P-Ramp	20th St	Principal Arterial - Other	0.25	
Phoenix	Indian School Rd	20th St	24th St	Principal Arterial - Other	0.50	
Phoenix	Indian School Rd	24th St	32nd St	Principal Arterial - Other	0.99	
Phoenix	Indian School Rd	32nd St	40th St	Principal Arterial - Other	1.01	
Phoenix	Indian School Rd	40th St	44th St	Principal Arterial - Other	0.49	
Phoenix	Indian School Rd	44th St	50th St	Principal Arterial - Other	0.82	
Phoenix	Indian School Rd	50th St	0.319mi W of 63rd St	Principal Arterial - Other	1.34	
Scottsdale	Indian School Rd	0.319mi W of 63rd St	68th St	Principal Arterial - Other	1.08	
Scottsdale	Indian School Rd	68th St	Scottsdale Rd	Principal Arterial - Other	0.50	
Scottsdale	Indian School Rd	Scottsdale Rd	Hayden Rd	Principal Arterial - Other	1.00	
Scottsdale	Indian School Rd	Hayden Rd	Granite Reef Rd	Principal Arterial - Other	0.49	
Scottsdale	Indian School Rd	Granite Reef Rd	Pima Rd	Principal Arterial - Other	0.50	
Salt River Pima-Maricopa Indian Community	Indian School Rd	Pima Rd	0.061mi W of SR-101	Principal Arterial - Other	0.15	
Phoenix	Jefferson St	25th St	Washington St	Principal Arterial - Other	0.25	
Phoenix	Lincoln Dr	Glendale Ave	24th St	Principal Arterial - Other	0.82	
Phoenix	Lincoln Dr	24th St	32nd St	Principal Arterial - Other	0.85	
Paradise Valley	Lincoln Dr	32nd St	Tatum Blvd	Principal Arterial - Other	2.16	
Paradise Valley	Lincoln Dr	Tatum Blvd	Invergordon Rd	Principal Arterial - Other	1.87	
Paradise Valley	Lincoln Dr	Invergordon Rd	Paradise Valley/Scottsdale TB	Principal Arterial - Other	0.88	
Scottsdale	Lincoln Dr	Paradise Valley/Scottsdale TB	Scottsdale Rd	Principal Arterial - Other	0.13	
Avondale	Main St	Litchfield Rd	Central Ave	Principal Arterial - Other	0.58	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Avondale	Main St	Central Ave	Dysart Rd	Principal Arterial - Other	0.60	
Mesa	Main St	Tempe Csr nonCard	Dobson Rd	Principal Arterial - Other	0.60	
Mesa	Main St	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.03	
Mesa	Main St	Alma School Rd	Country Club Dr	Principal Arterial - Other	0.96	
Mesa	Main St	Country Club Dr	Mesa Dr	Principal Arterial - Other	0.98	
Mesa	Main St	Mesa Dr	Stapley Dr	Principal Arterial - Other	1.02	
Mesa	Main St	Stapley Dr	Gilbert Rd	Principal Arterial - Other	0.99	
Mesa	Main St	Gilbert Rd	Lindsay Rd	Principal Arterial - Other	0.99	
Mesa	Main St	Lindsay Rd	Val Vista Dr	Principal Arterial - Other	1.00	
Mesa	Main St	Val Vista Dr	Greenfield Rd	Principal Arterial - Other	1.00	
Mesa	Main St	Greenfield Rd	Higley Rd	Principal Arterial - Other	1.00	
Mesa	Main St	Higley Rd	65th St	Principal Arterial - Other	1.62	
Mesa	Main St	65th St	Power Rd	Principal Arterial - Other	0.38	
Mesa	Main St	Power Rd	Sossaman Rd	Principal Arterial - Other	0.99	
Maricopa County	MC 85	0.220mi E of SR-85	Rooks Rd	Principal Arterial - Other	0.76	
Maricopa County	MC 85	Rooks Rd	Miller Rd	Principal Arterial - Other	1.00	
Buckeye	MC 85	9th St	Apache Rd	Principal Arterial - Other	0.31	
Maricopa County	MC 85	Eason Ave	Baseline Rd	Principal Arterial - Other	0.33	
Maricopa County	MC 85	Baseline Rd	Watson Rd	Principal Arterial - Other	0.87	
Maricopa County	MC 85	Airport Rd	0.172mi W of 207th Ave	Principal Arterial - Other	0.34	
Maricopa County	MC 85	0.172mi W of 207th Ave	0.233mi E of 207th Ave	Principal Arterial - Other	0.41	
Maricopa County	MC 85	0.233mi E of 207th Ave	Liberty School Rd	Principal Arterial - Other	0.24	
Maricopa County	MC 85	Liberty School Rd	Jackrabbit Trl	Principal Arterial - Other	0.53	
Maricopa County	MC 85	Jackrabbit Trl	Perryville Rd	Principal Arterial - Other	0.97	
Maricopa County	MC 85	Perryville Rd	0.329mi W of Cotton Ln	Principal Arterial - Other	2.46	
Maricopa County	MC 85	0.329mi W of Cotton Ln	0.107mi W of Cotton Ln	Principal Arterial - Other	0.22	
Maricopa County	MC 85	0.107mi W of Cotton Ln	0.052mi W of Cotton Ln	Principal Arterial - Other	0.06	
Maricopa County	MC 85	0.052mi W of Cotton Ln	Cotton Ln	Principal Arterial - Other	0.05	
Maricopa County	MC 85	Cotton Ln	0.096mi E of Cotton Ln	Principal Arterial - Other	0.10	
Maricopa County	MC 85	0.096mi E of Cotton Ln	Sarival Ave	Principal Arterial - Other	0.92	
Maricopa County	MC 85	Sarival Ave	Estrella Pkwy	Principal Arterial - Other	1.00	
Maricopa County	MC 85	Estrella Pkwy	0.092mi SW of La Cometa	Principal Arterial - Other	1.31	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Maricopa County	MC 85	0.092mi SW of La Cometa	Lower Buckeye Rd	Principal Arterial - Other	0.59	
Goodyear	MC 85	Lower Buckeye Rd	Litchfield Rd	Principal Arterial - Other	0.40	
Avondale	MC 85	Dysart Rd	0.398mi E of Dysart Rd	Principal Arterial - Other	0.40	
Maricopa County	MC 85	0.398mi E of Dysart Rd	El Mirage Rd	Principal Arterial - Other	0.61	
Maricopa County	MC 85	El Mirage Rd	Avondale Blvd	Principal Arterial - Other	1.00	
Maricopa County	MC 85	107th Ave	99th Ave	Principal Arterial - Other	1.00	
Maricopa County	MC 85	99th Ave	91st Ave	Principal Arterial - Other	0.99	
Maricopa County	MC 85	91st Ave	89th Ave	Principal Arterial - Other	0.26	
Maricopa County	MC 85	89th Ave	83rd Ave	Principal Arterial - Other	0.72	
Maricopa County	MC 85	83rd Ave	Maricopa Cnty/Phoenix TB	Principal Arterial - Other	0.89	
Phoenix	MC 85	Maricopa Cnty/Phoenix TB	75th Ave	Principal Arterial - Other	0.11	
Maricopa County	MC 85	Watson Rd	Rainbow Rd	Principal Arterial - Other	1.00	
Maricopa County	MC 85	Rainbow Rd	Dean Rd	Principal Arterial - Other	1.00	
Maricopa County	MC 85	Dean Rd	Airport Rd	Principal Arterial - Other	1.01	
Chandler	McClintock Dr	Ray Rd	Chandler/Tempe TB	Principal Arterial - Other	0.50	
Tempe	McClintock Dr	Chandler/Tempe TB	Warner Rd	Principal Arterial - Other	0.50	
Tempe	McClintock Dr	Warner Rd	Elliot Rd	Principal Arterial - Other	1.00	
Tempe	McClintock Dr	Elliot Rd	Guadalupe Rd	Principal Arterial - Other	1.01	
Tempe	McClintock Dr	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	1.04	
Tempe	McClintock Dr	Baseline Rd	0.084mi S of US-60	Principal Arterial - Other	0.41	
Tempe	McClintock Dr	0.100mi N of US-60	Southern Ave	Principal Arterial - Other	0.41	
Tempe	McClintock Dr	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Tempe	McClintock Dr	Broadway Rd	Apache Blvd	Principal Arterial - Other	0.50	
Tempe	McClintock Dr	Apache Blvd	Rio Salado Pkwy	Principal Arterial - Other	1.00	
Tempe	McClintock Dr	Rio Salado Pkwy	0.027mi S of SR-202	Principal Arterial - Other	0.43	
Paradise Valley	McDonald Dr	44th St Front	0.174mi NW of McDonald Dr Sta. 31+38.62Ahd	Principal Arterial - Other	0.39	
Paradise Valley	McDonald Dr	0.174mi NW of McDonald Dr Sta. 31+38.62Ahd	Tatum Blvd	Principal Arterial - Other	0.17	
Phoenix	McDowell Rd	44th St	SR-143 Exit 3 T-Ramp	Principal Arterial - Other	0.34	
Phoenix	McDowell Rd	SR-143 Exit 3 T-Ramp	64th St	Principal Arterial - Other	2.18	
Scottsdale	McDowell Rd	64th St	Scottsdale Rd	Principal Arterial - Other	1.01	
Scottsdale	McDowell Rd	Scottsdale Rd	Miller Rd	Principal Arterial - Other	0.50	
Scottsdale	McDowell Rd	Miller Rd	Hayden Rd	Principal Arterial - Other	0.50	
Scottsdale	McDowell Rd	Hayden Rd	Granite Reef Rd	Principal Arterial - Other	0.48	
Scottsdale	McDowell Rd	Granite Reef Rd	Pima Rd	Principal Arterial - Other	0.50	
Maricopa County	McDowell Rd	Pima Rd	0.064mi W of SR-101	Principal Arterial - Other	0.12	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Maricopa County	McDowell Rd	0.078mi E of SR-101	0.540mi E of Pima Rd	Principal Arterial - Other	0.28	
Maricopa County	McDowell Rd	0.540mi E of Pima Rd	Dobson Rd	Principal Arterial - Other	0.46	
Maricopa County	McDowell Rd	Dobson Rd	Longmore Rd	Principal Arterial - Other	0.50	
Maricopa County	McDowell Rd	Longmore Rd	Alma School Rd	Principal Arterial - Other	0.53	
Maricopa County	McDowell Rd	Alma School Rd	Extension Rd	Principal Arterial - Other	0.50	
Maricopa County	McDowell Rd	Extension Rd	Country Club Dr	Principal Arterial - Other	0.27	
Maricopa County	McKellips Rd	Hayden Rd	0.063mi W of SR-101	Principal Arterial - Other	1.02	
Maricopa County	McKellips Rd	0.079mi E of SR-101	92nd St	Principal Arterial - Other	0.34	
Maricopa County	McKellips Rd	92nd St	Dobson Rd	Principal Arterial - Other	0.50	
Maricopa County	McKellips Rd	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.06	
Maricopa County	McKellips Rd	Alma School Rd	0.082mi W of SR-202	Principal Arterial - Other	0.58	
Mesa	McKellips Rd	0.041mi E of SR-202	Country Club Dr	Principal Arterial - Other	0.40	
Mesa	McKellips Rd	Country Club Dr	Center St	Principal Arterial - Other	0.50	
Mesa	McKellips Rd	Center St	Mesa Dr	Principal Arterial - Other	0.50	
Mesa	McKellips Rd	Mesa Dr	Stapley Dr	Principal Arterial - Other	1.01	
Mesa	McKellips Rd	Stapley Dr	Gilbert Rd	Principal Arterial - Other	1.00	
Mesa	McKellips Rd	Gilbert Rd	Lindsay Rd	Principal Arterial - Other	0.98	
Mesa	McKellips Rd	Lindsay Rd	Val Vista Dr	Principal Arterial - Other	1.01	
Mesa	McKellips Rd	Val Vista Dr	Greenfield Rd	Principal Arterial - Other	1.00	
Mesa	McKellips Rd	Greenfield Rd	Higley Rd	Principal Arterial - Other	1.00	
Mesa	McKellips Rd	Higley Rd	Power Rd	Principal Arterial - Other	2.00	
Mesa	McKellips Rd	Power Rd	0.500mi E of Power Rd	Principal Arterial - Other	0.50	
Mesa	McKellips Rd	0.500mi E of Power Rd	0.054mi E of Terripin	Principal Arterial - Other	0.05	
Chandler	McQueen Rd	Queen Creek Rd	0.240mi N of Queen Creek Rd	Principal Arterial - Other	0.24	
Maricopa County	McQueen Rd	0.240mi N of Queen Creek Rd	0.691mi N of Queen Creek Rd	Principal Arterial - Other	0.45	
Chandler	McQueen Rd	0.691mi N of Queen Creek Rd	Germann Rd	Principal Arterial - Other	0.31	
Chandler	McQueen Rd	Germann Rd	0.207mi S of SR-202	Principal Arterial - Other	0.19	
Chandler	McQueen Rd	0.200mi N of SR-202	Remington Dr	Principal Arterial - Other	0.16	
Chandler	McQueen Rd	Remington Dr	Pecos Rd	Principal Arterial - Other	0.26	
Chandler	McQueen Rd	Pecos Rd	Chandler Blvd	Principal Arterial - Other	1.00	
Chandler	McQueen Rd	Chandler Blvd	New Castle Dr	Principal Arterial - Other	0.88	
Chandler	McQueen Rd	New Castle Dr	Ray Rd	Principal Arterial - Other	0.12	
Chandler	McQueen Rd	Ray Rd	Warner Rd	Principal Arterial - Other	1.00	
Gilbert	McQueen Rd	Warner Rd	0.250mi N of Warner Rd	Principal Arterial - Other	0.25	
Gilbert	McQueen Rd	0.250mi N of Warner Rd	Elliot Rd	Principal Arterial - Other	0.75	
Gilbert	McQueen Rd	Elliot Rd	Guadalupe Rd	Principal Arterial - Other	1.00	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Gilbert	McQueen Rd	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	1.01	
Mesa	Mesa Dr	Baseline Rd	0.128mi S of US-60	Principal Arterial - Other	0.39	
Mesa	Mesa Dr	0.017mi S of Holmes Ave	Southern Ave	Principal Arterial - Other	0.37	
Mesa	Mesa Dr	Southern Ave	Broadway Rd	Principal Arterial - Other	0.99	
Mesa	Mesa Dr	Broadway Rd	Main St	Principal Arterial - Other	0.50	
Mesa	Mesa Dr	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Mesa Dr	University Dr	Brown Rd	Principal Arterial - Other	0.91	
Buckeye	Monroe Ave	Miller Rd	4th St	Principal Arterial - Other	0.25	
Buckeye	Monroe Ave	4th St	9th St	Principal Arterial - Other	0.50	
Maricopa County	Northern Ave	0.210mi E of Sr 303	Reems Rd	Principal Arterial - Other	1.13	
Maricopa County	Northern Ave	Reems Rd	Litchfield Rd	Principal Arterial - Other	2.00	
Maricopa County	Northern Ave	Litchfield Rd	El Mirage/Maricopa Cnty TB	Principal Arterial - Other	0.74	
El Mirage	Northern Ave	El Mirage/Maricopa Cnty TB	El Mirage Rd	Principal Arterial - Other	1.25	
El Mirage	Northern Ave	El Mirage Rd	El Mirage/Maricopa Cnty TB	Principal Arterial - Other	0.50	
Maricopa County	Northern Ave	El Mirage/Maricopa Cnty TB	Maricopa Cnty/Peoria TB	Principal Arterial - Other	0.51	
Peoria	Northern Ave	Maricopa Cnty/Peoria TB	111th Ave	Principal Arterial - Other	0.51	
Maricopa County	Northern Ave	111th Ave	107th Ave	Principal Arterial - Other	0.48	
Maricopa County	Northern Ave	107th Ave	99th Ave	Principal Arterial - Other	0.99	
Maricopa County	Northern Ave	99th Ave	0.080mi E of 99th Ave	Principal Arterial - Other	0.08	
Peoria	Northern Ave	0.017mi W of Private	91st Ave	Principal Arterial - Other	0.41	
Peoria	Northern Ave	91st Ave	83rd Ave	Principal Arterial - Other	0.99	
Peoria	Northern Ave	83rd Ave	75th Ave	Principal Arterial - Other	1.01	
Glendale	Northern Ave	75th Ave	0.015mi W of 67th Ave	Principal Arterial - Other	0.95	
Goodyear	Pebble Creek Pkwy	McDowell Rd	Virginia Ave	Principal Arterial - Other	0.75	
Goodyear	Pebble Creek Pkwy	Virginia Ave	Indian School Rd	Principal Arterial - Other	1.41	
Chandler	Pecos Rd	Ellis St	Dobson Rd	Principal Arterial - Other	0.50	
Chandler	Pecos Rd	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.00	
Chandler	Pecos Rd	Alma School Rd	Arizona Ave	Principal Arterial - Other	1.00	
Chandler	Pecos Rd	Arizona Ave	McQueen Rd	Principal Arterial - Other	1.00	
Maricopa County	Pecos Rd	McQueen Rd	0.347mi E of McQueen Rd	Principal Arterial - Other	0.35	
Chandler	Pecos Rd	0.347mi E of McQueen Rd	Cooper Rd	Principal Arterial - Other	0.66	
Chandler	Pecos Rd	Cooper Rd	Gilbert Rd	Principal Arterial - Other	1.00	
Gilbert	Pecos Rd	Gilbert Rd	0.230mi E of Gilbert Rd	Principal Arterial - Other	0.23	
Gilbert	Pecos Rd	0.230mi E of Gilbert Rd	Lindsay Rd	Principal Arterial - Other	0.66	
Gilbert	Pecos Rd	Lindsay Rd	0.031mi E of Roca St	Principal Arterial - Other	0.59	
Gilbert	Pecos Rd	0.031mi E of Roca St	Val Vista Dr	Principal Arterial - Other	0.58	
Gilbert	Pecos Rd	Val Vista Dr	0.194mi NW of Market St	Principal Arterial - Other	0.18	
Gilbert	Pecos Rd	0.194mi NW of Market St	0.051mi SE of Market St	Principal Arterial - Other	0.25	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Maricopa County	Pecos Rd	0.051mi SE of Market St	0.208mi SE of Market St	Principal Arterial - Other	0.16	
Maricopa County	Pecos Rd	0.038mi SE of SR-202 nonCard	0.248mi W of Greenfield Rd	Principal Arterial - Other	0.19	
Gilbert	Pecos Rd	0.248mi W of Greenfield Rd	Greenfield Rd	Principal Arterial - Other	0.25	
Maricopa County	Pecos Rd	Greenfield Rd	0.178mi E of Greenfield Rd	Principal Arterial - Other	0.18	
Maricopa County	Pecos Rd	0.178mi E of Greenfield Rd	Higley Rd	Principal Arterial - Other	0.82	
Gilbert	Pecos Rd	Higley Rd	0.125mi E of Los Gatos Ln	Principal Arterial - Other	0.50	
Maricopa County	Pecos Rd	0.125mi E of Los Gatos Ln	Napa Ln	Principal Arterial - Other	0.23	
Gilbert	Pecos Rd	Napa Ln	Recker Rd	Principal Arterial - Other	0.27	
Gilbert	Pecos Rd	Recker Rd	Power Rd	Principal Arterial - Other	1.07	
Phoenix	Peoria Ave	43rd Ave	35th Ave	Principal Arterial - Other	1.00	
Phoenix	Peoria Ave	35th Ave	0.130mi W of I-17	Principal Arterial - Other	0.87	
Phoenix	Peoria Ave	0.125mi E of I-17	19th Ave	Principal Arterial - Other	0.87	
Scottsdale	Pima Rd	McDowell Rd	Oak St	Principal Arterial - Other	0.50	
Scottsdale	Pima Rd	Oak St	Thomas Rd	Principal Arterial - Other	0.50	
Scottsdale	Pima Rd	Thomas Rd	Indian School Rd	Principal Arterial - Other	1.00	
Scottsdale	Pima Rd	Indian School Rd	0.502mi S of Chaparral Rd	Principal Arterial - Other	0.50	
Scottsdale	Pima Rd	0.502mi S of Chaparral Rd	Chaparral Rd	Principal Arterial - Other	0.50	
Scottsdale	Pima Rd	Chaparral Rd	McDonald Dr	Principal Arterial - Other	1.00	
Scottsdale	Pima Rd	McDonald Dr	Indian Bend Rd	Principal Arterial - Other	1.00	
Scottsdale	Pima Rd	Indian Bend Rd	Via De Ventura	Principal Arterial - Other	1.00	
Scottsdale	Pima Rd	Via De Ventura	0.060mi SW of SR-101	Principal Arterial - Other	0.77	
Scottsdale	Pima Rd	0.016mi NE of SR-101 Front nonCard	Pinnacle Peak Rd	Principal Arterial - Other	3.72	
Scottsdale	Pima Rd	Pinnacle Peak Rd	Happy Valley Rd	Principal Arterial - Other	1.00	
Scottsdale	Pima Rd	Happy Valley Rd	Dynamite Blvd	Principal Arterial - Other	1.94	
Gilbert	Power Rd	Williams Field Rd	Gilbert/Maricopa Cnty TB	Principal Arterial - Other	0.31	
Maricopa County	Power Rd	Gilbert/Maricopa Cnty TB	Ray Rd	Principal Arterial - Other	0.71	
Maricopa County	Power Rd	Ray Rd	0.222mi S of SR-202	Principal Arterial - Other	0.24	
Maricopa County	Power Rd	0.072mi S of Nunnolley Rd	0.222mi N of A-Ramp Sta. 18+00.00Ahd	Principal Arterial - Other	0.05	
Maricopa County	Power Rd	0.222mi N of A-Ramp Sta. 18+00.00Ahd	Warner Rd	Principal Arterial - Other	0.27	
Maricopa County	Power Rd	Warner Rd	Elliot Rd	Principal Arterial - Other	1.00	
Maricopa County	Power Rd	Elliot Rd	Guadalupe Rd	Principal Arterial - Other	1.00	
Maricopa County	Power Rd	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	0.99	
Mesa	Power Rd	Baseline Rd	3.910mi N of SR-202 Exit 36 A-Ramp	Principal Arterial - Other	0.43	
Mesa	Power Rd	4.114mi N of SR-202 Exit 36 A-Ramp	Hampton Ave	Principal Arterial - Other	0.18	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Mesa	Power Rd	Hampton Ave	Southern Ave	Principal Arterial - Other	0.25	
Mesa	Power Rd	Southern Ave	Broadway Rd	Principal Arterial - Other	1.01	
Mesa	Power Rd	Broadway Rd	Main St	Principal Arterial - Other	0.49	
Mesa	Power Rd	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Power Rd	University Dr	Adobe Rd	Principal Arterial - Other	0.50	
Mesa	Power Rd	Adobe Rd	Brown Rd	Principal Arterial - Other	0.48	
Mesa	Power Rd	Brown Rd	McKellips Rd	Principal Arterial - Other	1.00	
Mesa	Power Rd	McKellips Rd	McDowell Rd	Principal Arterial - Other	1.01	
Mesa	Power Rd	McDowell Rd	0.133mi S of Preston St	Principal Arterial - Other	0.22	
Chandler	Price Rd	Queen Creek Rd	Germann Rd	Principal Arterial - Other	1.00	
Chandler	Price Rd	Germann Rd	0.007mi N of SR-101 Exit 61 A1-Ramp	Principal Arterial - Other	1.07	
Tempe	Priest Dr	Baseline Rd	0.071mi S of US-60	Principal Arterial - Other	0.58	
Tempe	Priest Dr	0.078mi N of US-60	Southern Ave	Principal Arterial - Other	0.31	
Tempe	Priest Dr	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Tempe	Priest Dr	Broadway Rd	University Dr	Principal Arterial - Other	1.00	
Tempe	Priest Dr	University Dr	Rio Salado Pkwy	Principal Arterial - Other	0.52	
Tempe	Priest Dr	Rio Salado Pkwy	0.035mi S of SR-202 Front	Principal Arterial - Other	0.49	
Tempe	Priest Dr	0.027mi N of SR-202 Front nonCard	Washington St	Principal Arterial - Other	0.37	
Tempe	Priest Dr	Washington St	Phoenix/Tempe TB	Principal Arterial - Other	0.48	
Phoenix	Priest Dr	Phoenix/Tempe TB	Van Buren St	Principal Arterial - Other	0.15	
Phoenix	Priest Dr	Van Buren St	Papago Park Rd	Principal Arterial - Other	0.27	
Chandler	Queen Creek Rd	Price Rd	Dobson Rd	Principal Arterial - Other	0.45	
Chandler	Queen Creek Rd	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.30	
Chandler	Queen Creek Rd	Alma School Rd	0.500mi E of Alma School Rd	Principal Arterial - Other	0.50	
Chandler	Queen Creek Rd	0.500mi E of Alma School Rd	Arizona Ave	Principal Arterial - Other	0.50	
Maricopa County	Queen Creek Rd	Arizona Ave	0.500mi E of Arizona Ave	Principal Arterial - Other	0.50	
Chandler	Queen Creek Rd	0.500mi E of Arizona Ave	1.000mi W of Cooper Rd	Principal Arterial - Other	0.50	
Chandler	Queen Creek Rd	1.000mi W of Cooper Rd	Cooper Rd	Principal Arterial - Other	1.00	
Chandler	Queen Creek Rd	Cooper Rd	0.500mi E of Cooper Rd	Principal Arterial - Other	0.50	
Chandler	Queen Creek Rd	0.500mi E of Cooper Rd	Gilbert Rd	Principal Arterial - Other	0.50	
Chandler	Ray Rd	0.274mi E of I 010159A Sta. 16+30.00Ahd	56th St	Principal Arterial - Other	0.33	
Chandler	Ray Rd	56th St	Kyrene Rd	Principal Arterial - Other	1.01	
Chandler	Ray Rd	Kyrene Rd	Rural Rd	Principal Arterial - Other	1.01	
Chandler	Ray Rd	Rural Rd	McClintock Dr	Principal Arterial - Other	0.98	
Chandler	Ray Rd	McClintock Dr	0.067mi W of SR-101	Principal Arterial - Other	0.91	
Chandler	Ray Rd	0.086mi E of SR-101	Dobson Rd	Principal Arterial - Other	0.95	
Chandler	Ray Rd	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.00	
Chandler	Ray Rd	Alma School Rd	Arizona Ave	Principal Arterial - Other	1.01	
Chandler	Ray Rd	Arizona Ave	McQueen Rd	Principal Arterial - Other	1.01	
Chandler	Ray Rd	McQueen Rd	Cooper Rd	Principal Arterial - Other	1.00	
Gilbert	Ray Rd	Cooper Rd	Gilbert Rd	Principal Arterial - Other	0.99	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Gilbert	Ray Rd	Gilbert Rd	Lindsay Rd	Principal Arterial - Other	0.97	
Gilbert	Ray Rd	Lindsay Rd	0.160mi W of 155th St	Principal Arterial - Other	1.26	
Gilbert	Ray Rd	0.160mi W of 155th St	0.090mi E of 155th St	Principal Arterial - Other	0.25	
Gilbert	Ray Rd	0.090mi E of 155th St	Santan Village Pkwy	Principal Arterial - Other	0.24	
Gilbert	Ray Rd	0.232mi E of SR-202 nonCard	Higley Rd	Principal Arterial - Other	0.74	
Gilbert	Ray Rd	Higley Rd	0.226mi W of Recker Rd	Principal Arterial - Other	0.77	
Maricopa County	Ray Rd	0.226mi W of Recker Rd	Recker Rd	Principal Arterial - Other	0.23	
Gilbert	Ray Rd	Recker Rd	Sanders Dr	Principal Arterial - Other	0.25	
Gilbert	Ray Rd	Sanders Dr	Wren Dr	Principal Arterial - Other	0.24	
Maricopa County	Ray Rd	Wren Dr	Bluejay Dr	Principal Arterial - Other	0.20	
Maricopa County	Ray Rd	Bluejay Dr	Power Rd	Principal Arterial - Other	0.30	
Maricopa County	Riggs Rd	0.057mi E of I-10 Exit 167 C-Ramp	Old Price Rd	Principal Arterial - Other	1.36	
Maricopa County	Riggs Rd	Old Price Rd	Alma School Rd	Principal Arterial - Other	2.02	
Maricopa County	Riggs Rd	Alma School Rd	0.502mi E of Alma School Rd	Principal Arterial - Other	0.50	
Chandler	Riggs Rd	0.502mi E of Alma School Rd	0.275mi W of Arizona Ave	Principal Arterial - Other	0.23	
Maricopa County	Riggs Rd	0.275mi W of Arizona Ave	Arizona Ave	Principal Arterial - Other	0.27	
Maricopa County	Riggs Rd	Arizona Ave	0.270mi E of Arizona Ave	Principal Arterial - Other	0.27	
Chandler	Riggs Rd	0.270mi E of Arizona Ave	McQueen Rd	Principal Arterial - Other	0.73	
Chandler	Riggs Rd	McQueen Rd	Cooper Rd	Principal Arterial - Other	1.00	
Maricopa County	Riggs Rd	Cooper Rd	Gilbert Rd	Principal Arterial - Other	1.00	
Maricopa County	Riggs Rd	Gilbert Rd	0.250mi W of Lindsay Rd	Principal Arterial - Other	0.71	
Chandler	Riggs Rd	0.250mi W of Lindsay Rd	Lindsay Rd	Principal Arterial - Other	0.25	
Maricopa County	Riggs Rd	Lindsay Rd	0.250mi E of Lindsay Rd	Principal Arterial - Other	0.25	
Chandler	Riggs Rd	0.250mi E of Lindsay Rd	Val Vista Dr	Principal Arterial - Other	0.75	
Chandler	Rural Rd	Chandler Blvd	Ray Rd	Principal Arterial - Other	1.00	
Chandler	Rural Rd	Ray Rd	Alexander Blvd	Principal Arterial - Other	0.26	
Tempe	Rural Rd	Alexander Blvd	Warner Rd	Principal Arterial - Other	0.75	
Tempe	Rural Rd	Warner Rd	Carver Rd	Principal Arterial - Other	0.50	
Tempe	Rural Rd	Carver Rd	Elliot Rd	Principal Arterial - Other	0.50	
Tempe	Rural Rd	Elliot Rd	Guadalupe Rd	Principal Arterial - Other	1.00	
Tempe	Rural Rd	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	1.00	
Tempe	Rural Rd	Baseline Rd	0.086mi S of US-60 Exit 174 A-Ramp	Principal Arterial - Other	0.41	
Tempe	Rural Rd	0.045mi N of US-60 Exit 174 J-Ramp	Southern Ave	Principal Arterial - Other	0.42	
Tempe	Rural Rd	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Tempe	Rural Rd	Broadway Rd	Apache Blvd	Principal Arterial - Other	0.50	
Tempe	Rural Rd	Apache Blvd	University Dr	Principal Arterial - Other	0.50	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Tempe	Rural Rd	University Dr	Rio Salado Pkwy	Principal Arterial - Other	0.47	
Tempe	Rural Rd	Rio Salado Pkwy	0.088mi S of SR-202	Principal Arterial - Other	0.41	
Tempe	Scottsdale Rd	0.080mi N of SR-202	Curry Rd	Principal Arterial - Other	0.21	
Tempe	Scottsdale Rd	Curry Rd	McKellips Rd	Principal Arterial - Other	0.75	
Scottsdale	Scottsdale Rd	McKellips Rd	McDowell Rd	Principal Arterial - Other	1.00	
Scottsdale	Scottsdale Rd	McDowell Rd	Thomas Rd	Principal Arterial - Other	1.01	
Scottsdale	Scottsdale Rd	Thomas Rd	Osborn Rd	Principal Arterial - Other	0.50	
Scottsdale	Scottsdale Rd	Osborn Rd	Indian School Rd	Principal Arterial - Other	0.51	
Scottsdale	Scottsdale Rd	Indian School Rd	Stetson Dr	Principal Arterial - Other	0.34	
Scottsdale	Scottsdale Rd	Stetson Dr	Camelback Rd	Principal Arterial - Other	0.16	
Scottsdale	Scottsdale Rd	Camelback Rd	Vista Dr	Principal Arterial - Other	0.72	
Paradise Valley	Scottsdale Rd	Vista Dr	Paradise Valley/Scottsdale TB	Principal Arterial - Other	0.28	
Scottsdale	Scottsdale Rd	Paradise Valley/Scottsdale TB	McDonald Dr	Principal Arterial - Other	0.50	
Scottsdale	Scottsdale Rd	McDonald Dr	Lincoln Dr	Principal Arterial - Other	0.50	
Scottsdale	Scottsdale Rd	Lincoln Dr	Royal Palm Rd	Principal Arterial - Other	1.73	
Scottsdale	Scottsdale Rd	Royal Palm Rd	Doubletree Ranch Rd	Principal Arterial - Other	0.75	
Scottsdale	Scottsdale Rd	Doubletree Ranch Rd	Shea Blvd	Principal Arterial - Other	1.01	
Scottsdale	Scottsdale Rd	Shea Blvd	Mercer Ln	Principal Arterial - Other	0.22	
Scottsdale	Scottsdale Rd	Mercer Ln	Cactus Rd	Principal Arterial - Other	0.78	
Scottsdale	Scottsdale Rd	Cactus Rd	Sweetwater Ave	Principal Arterial - Other	0.50	
Scottsdale	Scottsdale Rd	Sweetwater Ave	Thunderbird Rd	Principal Arterial - Other	0.50	
Scottsdale	Scottsdale Rd	Thunderbird Rd	Frank Lloyd Wright Blvd	Principal Arterial - Other	1.85	
Scottsdale	Scottsdale Rd	Frank Lloyd Wright Blvd	0.123mi S of SR-101	Principal Arterial - Other	1.25	
Scottsdale	Scottsdale Rd	0.146mi N of SR-101	Pinnacle Peak Rd	Principal Arterial - Other	2.66	
Scottsdale	Scottsdale Rd	Pinnacle Peak Rd	Happy Valley Rd	Principal Arterial - Other	1.00	
Scottsdale	Scottsdale Rd	Happy Valley Rd	Dynamite Blvd	Principal Arterial - Other	1.94	
Phoenix	Shea Blvd	32nd St	0.006mi W of SR-51 Exit 9 X-Ramp	Principal Arterial - Other	0.13	
Phoenix	Shea Blvd	0.018mi E of SR-51 Exit 9 T-Ramp	40th St	Principal Arterial - Other	0.75	
Phoenix	Shea Blvd	40th St	Tatum Blvd	Principal Arterial - Other	1.03	
Phoenix	Shea Blvd	Tatum Blvd	52nd St	Principal Arterial - Other	0.50	
Phoenix	Shea Blvd	52nd St	56th St	Principal Arterial - Other	0.50	
Phoenix	Shea Blvd	56th St	64th St	Principal Arterial - Other	0.99	
Scottsdale	Shea Blvd	64th St	68th St	Principal Arterial - Other	0.42	
Scottsdale	Shea Blvd	68th St	Scottsdale Rd	Principal Arterial - Other	0.59	
Scottsdale	Shea Blvd	Scottsdale Rd	Hayden Rd	Principal Arterial - Other	1.00	
Scottsdale	Shea Blvd	Hayden Rd	0.046mi W of SR-101	Principal Arterial - Other	0.96	
Scottsdale	Shea Blvd	0.066mi E of SR-101	104th St	Principal Arterial - Other	1.94	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways
Scottsdale	Shea Blvd	104th St	Frank Lloyd Wright Blvd	Principal Arterial - Other	1.24	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Scottsdale	Shea Blvd	Frank Lloyd Wright Blvd	124th St	Principal Arterial - Other	1.25	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways
Scottsdale	Shea Blvd	124th St	128th St	Principal Arterial - Other	0.50	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways
Scottsdale	Shea Blvd	128th St	136th St	Principal Arterial - Other	1.00	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways
Scottsdale	Shea Blvd	136th St	0.800mi W of Fountain Hills/Phoenix-Mesa UB	Principal Arterial - Other	0.30	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways
Scottsdale	Shea Blvd	0.800mi W of Fountain Hills/Phoenix-Mesa UB	Fountain Hills/Phoenix-Mesa UB	Principal Arterial - Other	0.80	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways
Fountain Hills	Shea Blvd	Fountain Hills/Phoenix-Mesa UB	Fountain Hills Blvd	Principal Arterial - Other	1.70	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways
Fountain Hills	Shea Blvd	Fountain Hills Blvd	SR-87	Principal Arterial - Other	2.27	The regional access function of this facility has been superseded by the construction of the 101L and 202L freeways
Phoenix	Sky Harbor Expy	University Dr	0.590mi NE of University Dr	Principal Arterial - Other Freeway & Expressway	0.59	Access to the airport has been superceded by an adjoining facility (Hohokam) and the facility has been transfered to the City of Phoenix
Phoenix	Sky Harbor Expy	0.590mi NE of University Dr	0.740mi NE of University Dr	Principal Arterial - Other Freeway & Expressway	0.15	Access to the airport has been superceded by an adjoining facility (Hohokam) and the facility has been transfered to the City of Phoenix
Phoenix	Sky Harbor Expy	0.740mi NE of University Dr	Sky Hbr NB Off A Ramp	Principal Arterial - Other Freeway & Expressway	0.31	Access to the airport has been superceded by an adjoining facility (Hohokam) and the facility has been transfered to the City of Phoenix
Phoenix	Sky Harbor Expy	Sky Hbr NB Off A Ramp	Sky Hbr NB On B Ramp	Principal Arterial - Other Freeway & Expressway	0.45	Access to the airport has been superceded by an adjoining facility (Hohokam) and the facility has been transfered to the City of Phoenix
Phoenix	Sky Harbor Expy	Sky Hbr NB On B Ramp	Washington St	Principal Arterial - Other Freeway & Expressway	0.62	Access to the airport has been superceded by an adjoining facility (Hohokam) and the facility has been transfered to the City of Phoenix
Tempe	Southern Ave	0.085mi E of SR-101	Tempe Csr	Principal Arterial - Other	0.57	
Mesa	Southern Ave	Tempe Csr	Dobson Rd	Principal Arterial - Other	0.31	
Mesa	Southern Ave	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.01	
Mesa	Southern Ave	Alma School Rd	Country Club Dr	Principal Arterial - Other	0.99	
Mesa	Southern Ave	Country Club Dr	Mesa Dr	Principal Arterial - Other	0.99	
Mesa	Southern Ave	Mesa Dr	Stapley Dr	Principal Arterial - Other	1.01	
Mesa	Southern Ave	Stapley Dr	Gilbert Rd	Principal Arterial - Other	0.99	
Mesa	Southern Ave	Gilbert Rd	Lindsay Rd	Principal Arterial - Other	0.99	
Mesa	Southern Ave	Lindsay Rd	Val Vista Dr	Principal Arterial - Other	1.01	
Mesa	Southern Ave	Val Vista Dr	Greenfield Rd	Principal Arterial - Other	1.00	
Mesa	Southern Ave	Greenfield Rd	Higley Rd	Principal Arterial - Other	0.99	
Mesa	Southern Ave	Higley Rd	Power Rd	Principal Arterial - Other	2.00	
Mesa	Southern Ave	Power Rd	Sossaman Rd	Principal Arterial - Other	1.00	
Mesa	Southern Ave	Sossaman Rd	0.014mi W of Hawes Rd	Principal Arterial - Other	0.99	
Tempe	SR-143	Broadway Rd	I-10 Front	Principal Arterial - Other	0.14	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Chandler	SR-87	0.246mi N of SR-202	Pecos Rd	Principal Arterial - Other	0.04	Function superseded by the 101L and 202I
Chandler	SR-87	Pecos Rd	Kesler Ln	Principal Arterial - Other	0.04	Function superseded by the 101L and 202I
Chandler	SR-87	Kesler Ln	Fairview St	Principal Arterial - Other	0.21	Function superseded by the 101L and 202I
Chandler	SR-87	Fairview St	Frye Rd	Principal Arterial - Other	0.25	Function superseded by the 101L and 202I
Chandler	SR-87	Frye Rd	Boston St	Principal Arterial - Other	0.24	Function superseded by the 101L and 202I
Chandler	SR-87	Boston St	Chandler Blvd	Principal Arterial - Other	0.27	Function superseded by the 101L and 202I
Chandler	SR-87	Chandler Blvd	Galveston St	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Chandler	SR-87	Galveston St	Ray Rd	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Chandler	SR-87	Ray Rd	Knox Rd	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Chandler	SR-87	Knox Rd	Warner Rd	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Chandler	SR-87	Warner Rd	Elliot Rd	Principal Arterial - Other	1.00	Function superseded by the 101L and 202I
Chandler	SR-87	Elliot Rd	Western Csr	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Mesa	SR-87	Baseline Rd	Iron Ave	Principal Arterial - Other	0.39	Function superseded by the 101L and 202I
Mesa	SR-87	M172+0.570	Southern Ave	Principal Arterial - Other	0.39	Function superseded by the 101L and 202I
Mesa	SR-87	Southern Ave	8th Ave	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Mesa	SR-87	8th Ave	Broadway Rd	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Mesa	SR-87	Broadway Rd	Main St	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Mesa	SR-87	Main St	University Dr	Principal Arterial - Other	0.50	Function superseded by the 101L and 202I
Mesa	SR-87	University Dr	8th St	Principal Arterial - Other	0.51	Function superseded by the 101L and 202I
Mesa	SR-87	8th St	Brown Rd	Principal Arterial - Other	0.38	Function superseded by the 101L and 202I
Mesa	SR-87	Brown Rd	McKellips Rd	Principal Arterial - Other	1.12	Function superseded by the 101L and 202I
Mesa	Stapley Dr	Baseline Rd	0.076mi S of US-60 Exit 181 G-Ramp	Principal Arterial - Other	0.40	
Mesa	Stapley Dr	0.091mi N of US-60 Exit 181 C-Ramp	Southern Ave	Principal Arterial - Other	0.36	
Mesa	Stapley Dr	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Mesa	Stapley Dr	Broadway Rd	Main St	Principal Arterial - Other	0.50	
Mesa	Stapley Dr	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Stapley Dr	University Dr	Brown Rd	Principal Arterial - Other	1.01	
Surprise	Sun Valley Pkwy	0.064mi W of Unknown	183rd Ave	Principal Arterial - Other	0.22	
Surprise	Sun Valley Pkwy	183rd Ave	Citrus Rd	Principal Arterial - Other	0.52	
Paradise Valley	Tatum Blvd	McDonald Dr	0.151mi NE of McDonald Dr Sta. 31+38.62Ahd	Principal Arterial - Other	0.15	
Paradise Valley	Tatum Blvd	0.151mi NE of McDonald Dr Sta. 31+38.62Ahd	Lincoln Dr	Principal Arterial - Other	0.32	
Paradise Valley	Tatum Blvd	Lincoln Dr	Mockingbird Ln	Principal Arterial - Other	1.81	
Paradise Valley	Tatum Blvd	Mockingbird Ln	Caide Del Sol Dr	Principal Arterial - Other	0.36	
Paradise Valley	Tatum Blvd	Caide Del Sol Dr	Doubletree Ranch Rd	Principal Arterial - Other	0.44	
Paradise Valley	Tatum Blvd	Doubletree Ranch Rd	Gold Dust Ave	Principal Arterial - Other	0.74	
Paradise Valley	Tatum Blvd	Gold Dust Ave	Shea Blvd	Principal Arterial - Other	0.25	
Phoenix	Tatum Blvd	Shea Blvd	Cactus Rd	Principal Arterial - Other	1.15	
Phoenix	Tatum Blvd	Cactus Rd	Thunderbird Rd	Principal Arterial - Other	0.91	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Phoenix	Tatum Blvd	Thunderbird Rd	Greenway Rd	Principal Arterial - Other	1.00	
Phoenix	Tatum Blvd	Greenway Rd	Bell Rd	Principal Arterial - Other	1.00	
Phoenix	Tatum Blvd	Bell Rd	Union Hills Dr	Principal Arterial - Other	1.01	
Phoenix	Tatum Blvd	Union Hills Dr	0.106mi S of SR-101	Principal Arterial - Other	1.11	
Phoenix	Tatum Blvd	0.122mi N of SR-101	Deer Valley Dr	Principal Arterial - Other	0.40	
Phoenix	Tatum Blvd	Deer Valley Dr	Pinnacle Peak Rd	Principal Arterial - Other	1.36	
Phoenix	Tatum Blvd	Pinnacle Peak Rd	Jomax Rd	Principal Arterial - Other	2.03	
Phoenix	Tatum Blvd	Jomax Rd	Dynamite Blvd	Principal Arterial - Other	1.00	
Phoenix	Tatum Blvd	Dynamite Blvd	Cave Creek Rd	Principal Arterial - Other	1.39	
Phoenix	Thomas Rd	99th Ave	0.038mi W of SR-101 Exit 3 J-Ramp	Principal Arterial - Other	0.42	
Phoenix	Thomas Rd	0.035mi E of SR-101 Exit 3 A-Ramp	91st Ave	Principal Arterial - Other	0.43	
Phoenix	Thomas Rd	91st Ave	83rd Ave	Principal Arterial - Other	1.00	
Phoenix	Thomas Rd	83rd Ave	79th Ave	Principal Arterial - Other	0.62	
Phoenix	Thomas Rd	79th Ave	75th Ave	Principal Arterial - Other	0.37	
Phoenix	Thomas Rd	75th Ave	67th Ave	Principal Arterial - Other	1.00	
Phoenix	Thomas Rd	67th Ave	59th Ave	Principal Arterial - Other	0.97	
Phoenix	Thomas Rd	59th Ave	51st Ave	Principal Arterial - Other	1.00	
Phoenix	Thomas Rd	51st Ave	48th Ln	Principal Arterial - Other	0.42	
Phoenix	Thomas Rd	48th Ln	43rd Ave	Principal Arterial - Other	0.58	
Phoenix	Thomas Rd	43rd Ave	35th Ave	Principal Arterial - Other	1.00	
Phoenix	Thomas Rd	35th Ave	27th Ave	Principal Arterial - Other	1.00	
Phoenix	Thomas Rd	27th Ave	0.010mi W of I-17 Front nonCard	Principal Arterial - Other	0.19	
Phoenix	Thomas Rd	0.008mi E of I-17 Front	19th Ave	Principal Arterial - Other	0.72	
Phoenix	Thomas Rd	19th Ave	7th Ave	Principal Arterial - Other	0.98	
Phoenix	Thomas Rd	7th Ave	Central Ave	Principal Arterial - Other	0.53	
Phoenix	Thomas Rd	Central Ave	7th St	Principal Arterial - Other	0.50	
Phoenix	Thomas Rd	7th St	12th St	Principal Arterial - Other	0.50	
Phoenix	Thomas Rd	12th St	16th St	Principal Arterial - Other	0.50	
Phoenix	Thomas Rd	16th St	0.054mi W of SR-51 Exit 1 L2-Ramp	Principal Arterial - Other	0.44	
Phoenix	Thomas Rd	0.044mi E of SR-51 Exit 1 P2-Ramp	24th St	Principal Arterial - Other	0.40	
Phoenix	Thomas Rd	24th St	32nd St	Principal Arterial - Other	1.00	
Phoenix	Thomas Rd	32nd St	40th St	Principal Arterial - Other	1.00	
Phoenix	Thomas Rd	40th St	44th St	Principal Arterial - Other	0.49	
Phoenix	Thomas Rd	44th St	46th St	Principal Arterial - Other	0.26	
Phoenix	Thomas Rd	46th St	48th St	Principal Arterial - Other	0.26	
Phoenix	Thomas Rd	48th St	56th St	Principal Arterial - Other	0.99	
Scottsdale	Thomas Rd	56th St	64th St	Principal Arterial - Other	1.03	
Scottsdale	Thomas Rd	64th St	Scottsdale Rd	Principal Arterial - Other	0.98	
Scottsdale	Thomas Rd	Scottsdale Rd	Miller Rd	Principal Arterial - Other	0.50	
Scottsdale	Thomas Rd	Miller Rd	Hayden Rd	Principal Arterial - Other	0.50	
Scottsdale	Thomas Rd	Hayden Rd	Granite Reef Rd	Principal Arterial - Other	0.50	
Scottsdale	Thomas Rd	Granite Reef Rd	Pima Rd	Principal Arterial - Other	0.49	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Salt River Pima-Maricopa Indian Community	Thomas Rd	Pima Rd	0.064mi W of SR-101	Principal Arterial - Other	0.03	
Peoria	Thunderbird Rd	0.056mi E of SR-101 Exit 12 A-Ramp	0.080mi W of 83rd Ave	Principal Arterial - Other	0.17	
Peoria	Thunderbird Rd	0.080mi W of 83rd Ave	83rd Ave	Principal Arterial - Other	0.08	
Peoria	Thunderbird Rd	83rd Ave	0.070mi E of 83rd Ave	Principal Arterial - Other	0.07	
Peoria	Thunderbird Rd	0.070mi E of 83rd Ave	0.077mi W of 80th Dr	Principal Arterial - Other	0.16	
Peoria	Thunderbird Rd	0.077mi W of 80th Dr	75th Ave	Principal Arterial - Other	0.78	
Peoria	Thunderbird Rd	75th Ave	67th Ave	Principal Arterial - Other	1.01	
Glendale	Thunderbird Rd	67th Ave	59th Ave	Principal Arterial - Other	0.97	
Glendale	Thunderbird Rd	59th Ave	51st Ave	Principal Arterial - Other	1.00	
Phoenix	Thunderbird Rd	51st Ave	43rd Ave	Principal Arterial - Other	1.00	
Phoenix	Thunderbird Rd	43rd Ave	35th Ave	Principal Arterial - Other	1.00	
Phoenix	Thunderbird Rd	35th Ave	30th Ave	Principal Arterial - Other	0.64	
Phoenix	Thunderbird Rd	30th Ave	0.149mi W of I-17 nonCard	Principal Arterial - Other	0.18	
Phoenix	Thunderbird Rd	0.188mi E of I-17 nonCard	23rd Ave	Principal Arterial - Other	0.38	
Phoenix	Thunderbird Rd	23rd Ave	19th Ave	Principal Arterial - Other	0.42	
Phoenix	Thunderbird Rd	19th Ave	8th Ave	Principal Arterial - Other	0.96	
Phoenix	Thunderbird Rd	8th Ave	Central Ave	Principal Arterial - Other	0.55	
Phoenix	Thunderbird Rd	Central Ave	7th St	Principal Arterial - Other	0.54	
Phoenix	Thunderbird Rd	7th St	18th St	Principal Arterial - Other	1.45	
Phoenix	Thunderbird Rd	18th St	Cactus Rd	Principal Arterial - Other	0.34	
Phoenix	University Dr	I-10 Exit 151 Crossing	Elwood St	Principal Arterial - Other	0.14	
Phoenix	University Dr	Elwood St	38th St	Principal Arterial - Other	0.76	
Phoenix	University Dr	38th St	40th St	Principal Arterial - Other	0.25	
Phoenix	University Dr	40th St	Sky Hbr SB Off X Ramp	Principal Arterial - Other	0.56	
Phoenix	University Dr	Sky Hbr SB Off X Ramp	Sky Harbor Expy	Principal Arterial - Other	0.04	
Phoenix	University Dr	Sky Harbor Expy	Sky Hbr NB On P Ramp	Principal Arterial - Other	0.05	
Phoenix	University Dr	Sky Hbr NB On P Ramp	0.069mi E of 47th Pl	Principal Arterial - Other	0.31	
Tempe	University Dr	0.010mi W of 48th St	Priest Dr	Principal Arterial - Other	0.90	
Tempe	University Dr	Priest Dr	Mill Ave	Principal Arterial - Other	1.21	
Tempe	University Dr	Mill Ave	Rural Rd	Principal Arterial - Other	0.79	
Tempe	University Dr	Rural Rd	McClintock Dr	Principal Arterial - Other	1.00	
Tempe	University Dr	McClintock Dr	0.066mi W of SR-101	Principal Arterial - Other	0.96	
Tempe	University Dr	0.096mi E of SR-101	Mesa/Tempe TB	Principal Arterial - Other	0.71	
Mesa	University Dr	Mesa/Tempe TB	Dobson Rd	Principal Arterial - Other	0.18	
Mesa	University Dr	Dobson Rd	Alma School Rd	Principal Arterial - Other	1.04	
Mesa	University Dr	Alma School Rd	Country Club Dr	Principal Arterial - Other	0.95	
Mesa	University Dr	Country Club Dr	Mesa Dr	Principal Arterial - Other	0.99	
Mesa	University Dr	Mesa Dr	Stapley Dr	Principal Arterial - Other	1.02	
Mesa	University Dr	Stapley Dr	Gilbert Rd	Principal Arterial - Other	0.99	
Mesa	University Dr	Gilbert Rd	Lindsay Rd	Principal Arterial - Other	0.99	
Mesa	University Dr	Lindsay Rd	Val Vista Dr	Principal Arterial - Other	1.00	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Mesa	University Dr	Val Vista Dr	Greenfield Rd	Principal Arterial - Other	1.00	
Mesa	University Dr	Greenfield Rd	Higley Rd	Principal Arterial - Other	1.00	
Maricopa County	University Dr	Higley Rd	Power Rd	Principal Arterial - Other	2.00	
Mesa	University Dr	Power Rd	Sossaman Rd	Principal Arterial - Other	0.99	
Wickenburg	US-93X	US-93 Exit 198 Crossing	0.076mi N of Penn Ln	Principal Arterial - Other	0.20	
Wickenburg	US-93X	0.076mi N of Penn Ln	0.033mi S of Penn Ln	Principal Arterial - Other	0.11	
Wickenburg	US-93X	0.033mi S of Penn Ln	Division St	Principal Arterial - Other	0.77	
Wickenburg	US-93X	Division St	0.012mi of US-60	Principal Arterial - Other	0.13	
Gilbert	Val Vista Dr	Mercy Rd	0.168mi S of SR-202	Principal Arterial - Other	0.06	
Gilbert	Val Vista Dr	0.130mi N of SR-202	0.159mi N of SR-202 Exit 42 A-Ramp	Principal Arterial - Other	0.08	
Gilbert	Val Vista Dr	0.159mi N of SR-202 Exit 42 A-Ramp	Pecos Rd	Principal Arterial - Other	0.27	
Gilbert	Val Vista Dr	Pecos Rd	0.239mi N of Frye Rd	Principal Arterial - Other	0.51	
Maricopa County	Val Vista Dr	0.239mi N of Frye Rd	Williams Field Rd	Principal Arterial - Other	0.26	
Gilbert	Val Vista Dr	Williams Field Rd	Warner Rd	Principal Arterial - Other	2.04	
Gilbert	Val Vista Dr	Warner Rd	Elliot Rd	Principal Arterial - Other	1.00	
Gilbert	Val Vista Dr	Elliot Rd	Guadalupe Rd	Principal Arterial - Other	1.00	
Gilbert	Val Vista Dr	Guadalupe Rd	Baseline Rd	Principal Arterial - Other	1.03	
Mesa	Val Vista Dr	Baseline Rd	0.223mi S of J-Ramp Sta. 12+89.26Ahd	Principal Arterial - Other	0.32	
Mesa	Val Vista Dr	0.133mi N of J-Ramp Sta. 12+89.26Ahd	Southern Ave	Principal Arterial - Other	0.33	
Mesa	Val Vista Dr	Southern Ave	Broadway Rd	Principal Arterial - Other	1.00	
Mesa	Val Vista Dr	Broadway Rd	Main St	Principal Arterial - Other	0.50	
Mesa	Val Vista Dr	Main St	University Dr	Principal Arterial - Other	0.50	
Mesa	Val Vista Dr	University Dr	Brown Rd	Principal Arterial - Other	1.00	
Mesa	Val Vista Dr	Brown Rd	McKellips Rd	Principal Arterial - Other	1.00	
Mesa	Val Vista Dr	McKellips Rd	McDowell Rd	Principal Arterial - Other	1.00	
Mesa	Val Vista Dr	McDowell Rd	0.031mi N of Sargent Dr	Principal Arterial - Other	0.64	
Maricopa County	Val Vista Dr	0.031mi N of Sargent Dr	0.031mi N of Thomas Rd	Principal Arterial - Other	0.41	
Tempe	Warner Rd	0.077mi E of I-10	Priest Dr	Principal Arterial - Other	0.46	
Tempe	Warner Rd	Priest Dr	Hardy Dr	Principal Arterial - Other	0.51	
Tempe	Warner Rd	Hardy Dr	Kyrene Rd	Principal Arterial - Other	0.50	
Tempe	Warner Rd	Kyrene Rd	Rural Rd	Principal Arterial - Other	1.00	
Tempe	Warner Rd	Rural Rd	McClintock Dr	Principal Arterial - Other	1.00	
Tempe	Warner Rd	McClintock Dr	0.053mi W of SR-101	Principal Arterial - Other	0.99	
Chandler	Warner Rd	0.070mi E of SR-101	Dobson Rd	Principal Arterial - Other	0.89	
Chandler	Warner Rd	Dobson Rd	Comanche Dr	Principal Arterial - Other	0.82	
Chandler	Warner Rd	Comanche Dr	Alma School Rd	Principal Arterial - Other	0.19	
Chandler	Warner Rd	Alma School Rd	0.084mi W of Evergreen St	Principal Arterial - Other	0.22	
Chandler	Warner Rd	0.084mi W of Evergreen St	Grace Blvd	Principal Arterial - Other	0.47	
Chandler	Warner Rd	Grace Blvd	Arizona Ave	Principal Arterial - Other	0.31	
Chandler	Warner Rd	Arizona Ave	McQueen Rd	Principal Arterial - Other	1.01	

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Gilbert	Warner Rd	McQueen Rd	Cooper Rd	Principal Arterial - Other	1.06	
Gilbert	Warner Rd	Cooper Rd	Gilbert Rd	Principal Arterial - Other	0.98	
Gilbert	Warner Rd	Gilbert Rd	Lindsay Rd	Principal Arterial - Other	0.98	
Gilbert	Warner Rd	Lindsay Rd	Val Vista Dr	Principal Arterial - Other	1.00	
Gilbert	Warner Rd	Val Vista Dr	Greenfield Rd	Principal Arterial - Other	1.02	
Gilbert	Warner Rd	Greenfield Rd	Higley Rd	Principal Arterial - Other	0.97	
Gilbert	Warner Rd	Higley Rd	Recker Rd	Principal Arterial - Other	0.99	
Maricopa County	Warner Rd	Recker Rd	Power Rd	Principal Arterial - Other	0.99	
Phoenix	Washington St	Adams St	7th Ave	Principal Arterial - Other	0.70	
Phoenix	Washington St	7th Ave	1st Ave	Principal Arterial - Other	0.43	
Phoenix	Washington St	1st Ave	Central Ave	Principal Arterial - Other	0.07	
Phoenix	Washington St	Central Ave	7th St	Principal Arterial - Other	0.50	
Phoenix	Washington St	7th St	9th St	Principal Arterial - Other	0.17	
Phoenix	Washington St	9th St	16th St	Principal Arterial - Other	0.83	
Phoenix	Washington St	16th St	18th St	Principal Arterial - Other	0.25	
Phoenix	Washington St	18th St	I-10 Front	Principal Arterial - Other	0.31	
Phoenix	Washington St	I-10 Front nonCard	24th St	Principal Arterial - Other	0.37	
Phoenix	Washington St	24th St	27th St	Principal Arterial - Other	0.37	
Phoenix	Washington St	Jefferson St	32nd St	Principal Arterial - Other	0.63	
Phoenix	Washington St	32nd St	36th St	Principal Arterial - Other	0.53	
Phoenix	Washington St	36th St	40th St	Principal Arterial - Other	0.48	
Phoenix	Washington St	40th St	44th St	Principal Arterial - Other	0.48	
Phoenix	Washington St	44th St	0.074mi W of SR-143	Principal Arterial - Other	0.24	
Phoenix	Washington St	0.069mi E of SR-143	0.045mi W of SR-202	Principal Arterial - Other	0.63	
Phoenix	Washington St	0.037mi E of SR-202 nonCard	Phoenix/Tempe TB	Principal Arterial - Other	0.41	
Tempe	Washington St	Phoenix/Tempe TB	Priest Dr	Principal Arterial - Other	0.34	
Gilbert	Williams Field Rd	133rd St	Gilbert Rd	Principal Arterial - Other	0.35	
Maricopa County	Williams Field Rd	Gilbert Rd	0.109mi E of Gilbert Rd	Principal Arterial - Other	0.11	
Maricopa County	Williams Field Rd	0.109mi E of Gilbert Rd	Allen Ave	Principal Arterial - Other	0.28	
Maricopa County	Williams Field Rd	Allen Ave	Lindsay Rd	Principal Arterial - Other	0.59	
Maricopa County	Williams Field Rd	Lindsay Rd	Eastern Canal	Principal Arterial - Other	0.48	
Gilbert	Williams Field Rd	Eastern Canal	Palomino Creek Dr	Principal Arterial - Other	0.24	
Gilbert	Williams Field Rd	Palomino Creek Dr	Val Vista Dr	Principal Arterial - Other	0.28	
Gilbert	Williams Field Rd	Val Vista Dr	Santan Village Pkwy	Principal Arterial - Other	0.50	
Gilbert	Williams Field Rd	Santan Village Pkwy	0.194mi E of Market St	Principal Arterial - Other	0.36	
Maricopa County	Williams Field Rd	Greenfield Rd	0.115mi W of Rockwell St	Principal Arterial - Other	0.38	To be replaced by the Planned Williams Gateway Freeway
Gilbert	Williams Field Rd	0.115mi W of Rockwell St	0.250mi W of Higley Rd	Principal Arterial - Other	0.25	To be replaced by the Planned Williams Gateway Freeway
Maricopa County	Williams Field Rd	0.250mi W of Higley Rd	Higley Rd	Principal Arterial - Other	0.25	To be replaced by the Planned Williams Gateway Freeway
Maricopa County	Williams Field Rd	Higley Rd	Recker Rd	Principal Arterial - Other	1.00	To be replaced by the Planned Williams Gateway Freeway

Agency	Road	Western or Southern Limit	Eastern or Northern Limit	Federal Functional Classification	Centerline Miles	Notes
Gilbert	Williams Field Rd	Recker Rd	Gilbert/Maricopa Cnty TB	Principal Arterial - Other	0.50	To be replaced by the Planned Williams Gateway Freeway
Maricopa County	Williams Field Rd	Gilbert/Maricopa Cnty TB	0.870mi E of Recker Rd	Principal Arterial - Other	0.37	To be replaced by the Planned Williams Gateway Freeway

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

FY 2013 Road Safety Assessments at Intersections

SUMMARY:

Each year more than 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections. They result in a total of nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended Road Safety Assessments (RSAs) as a regional road safety initiative to help identify and address safety issues at high risk intersections. A total of \$300,000 is currently available from the FY 2013 MAG Work Program for conducting Road Safety Assessments, utilizing qualified MAG on-call consultants. A total of ten (10) RSA sites have been identified based on the response to a MAG call for projects announced in October 2012.

The 2005 MAG Strategic Transportation Safety Plan recommended the introduction of RSAs in the region. The establishment of an RSA program was identified as a needed statewide safety initiative by the Governor's Traffic Safety Advisory Council. This was reflected in the state's 2007 Strategic Highway Safety Plan. The Arizona Department of Transportation (ADOT) established an RSA program in 2008 and began performing RSAs across the state, including a few in the MAG region. However, ADOT is unable to fully address the need for performing RSAs as identified by MAG jurisdictions. In 2010 MAG developed on-call consulting contracts with several engineering firms qualified in road safety expertise. In addition, with valuable assistance from the ADOT and the Federal Highway Administration, MAG sponsored a RSA workshop that provided hands-on training to both local agency staff and MAG on-call consultants. MAG also developed a standard process for performing urban RSAs and established guidelines for the end products. A total of 18 RSAs has been successfully completed by MAG. The first seven (7) RSAs were performed by RSA teams with ADOT providing the lead role. Another eleven (11) RSAs were performed by RSA teams that were led by MAG on-call consultants.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The RSAs provide recommendations in a final report that can lead to safety improvements that range from low cost improvements to major infrastructure changes. Projects that involve major infrastructure changes would require additional investigations such as Project Assessments or Design Concept Reports. Local agencies could also utilize RSA findings to support their applications to ADOT for statewide Highway Safety Improvement Program funds. RSAs are considered a proactive step toward addressing road safety issues.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The RSAs are performed by a multi-disciplinary team that is mostly made up of volunteers from local agencies. The feasibility of this program depends on the participation of volunteers in this regional program. The RSA program is helping develop RSA expertise among local agency staff and MAG on-call consultants.

POLICY: Upon completion of each RSA, a final report is provided by MAG to each affected local agency with the recommendation that the agency prepare and keep on file a response to each recommendation in the RSA final report along with a planned timeline for implementation and potential funding sources.

ACTION NEEDED:

Recommend approval of the list of 10 intersections for performing Road Safety Assessments utilizing MAG on-call consultants at an estimated total cost of \$230,000.

PRIOR COMMITTEE ACTIONS:

On January 24, 2013, the MAG Transportation Review Committee recommended approval of the list of 10 intersections for performing RSAs.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

On January 8, 2013, the MAG Transportation Safety Committee reviewed the list of candidate intersections and recommended that, for FY 2013/14, the 10 (ten) locations be approved for utilization of the \$300,000 in MAG planning funds be programmed as follows:

- 1) Three intersections as one RSA project in the Phoenix (listed at #1, 2, and 3 in the attached handout) - estimated at \$45,000

- 2) Two intersections as one RSA project in Avondale (listed as #6 and #10) - estimated at \$35,000
- 3) One intersection in Peoria (listed as #9) - estimated at \$30,000
- 4) The remaining Phoenix intersections individually (listed as #4 and #5) - estimated at \$30,000 each
- 5) The remaining Avondale intersections individually (listed as #7 and #8) - estimated at \$30,000 each

The measure was voted on at the January 8, 2013 special meeting and passed with a majority; one nay was recorded (*italics*).

MEMBERS ATTENDING

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

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

CONTACT PERSON:

Sarath Joshua, MAG, (602) 254-6300.

Summary of Road Safety Assessment Applications

Priority	Agency	MAG Rank	Intersection Cross Streets	Crash History (2009-2011)			Estimated RSA Cost
				Fatal Crashes	Injury Crashes	All Crashes	
1	Phoenix	3	67th Ave and Indian School Rd.	1	36	99	\$45,000
	Phoenix	10	51st Ave and Indian School Rd.	1	36	109	
	Phoenix	64	67th Ave and Thomas Rd.	0	43	90	
2	Avondale	224	McDowell Rd. and Rancho Santa Fe Blvd.	0	29	59	\$35,000
	Avondale	2834	Dysart Rd and Rancho Santa Fe Blvd.	0	3	8	
3	Peoria	1211	83rd Ave & Paradise Lane	0	16	47	\$30,000
4	Phoenix	102	43rd Ave and Thomas Rd.	0	44	92	\$30,000
5	Phoenix	194	27th Ave and Indian School Rd.	0	31	84	\$30,000
6	Avondale	434	107th Ave & McDowell Rd	0	15	52	\$30,000
7	Avondale	756	Dysart Rd and Van Buren Rd.	0	15	66	\$30,000

Estimated Total Cost **\$230,000**

Available Funds **\$300,000**

NOTE: MAG Intersection Crash Risk Rank is based on crash statistics for the period 2009 - 2011.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

Amendment of the FY 2013 Unified Planning Work Program and Annual Budget to Provide Additional Funding for the Northwest Valley Local Transit System Contract

SUMMARY:

In September 2011, the Regional Council approved an amendment to the Fiscal Year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, for the Northwest Valley Local Transit System Study. Additionally, the Regional Council Executive Committee approved an amendment to the MAG FY 2012 Work Program and Annual Budget to include the Northwest Valley Local Transit System Study. The Study was awarded by MAG to Moore & Associates, Inc., in April 2012 for the amount of \$229,981.59.

Since the fall of 2012, due to the overwhelming enthusiasm for the Study, public meeting requests initiated by the general public, stakeholders and the six cities/county involved in the study, the meeting allocation budget originally projected within the contract and scope has more than tripled. Therefore, the goals and expectations of the project management team have changed subsequent to the development and submittal of the original proposal and the following changes to the scope of work and project cost are necessary for the purpose of addressing increased community outreach, public involvement and travel budget costs for Tasks 2 and 6 (Public Involvement and Northwest Valley Plan; respectively).

It is requested that \$25,000 is added to contract #495 with Moore & Associates, Inc for continuing additional community meetings and stakeholder outreach work to complete the NWVLTSS. This funding will support more than 20 additional stakeholder and community meetings related to the findings and recommendations of the Study (two amounts of \$12,500 would be dispersed equally to both Task 2 and Task 6). This will increase the contract to \$254,981.59 from \$229,981.59.

PUBLIC INPUT:

No public input has been received concerning the specific requested change.

PROS & CONS:

PROS: This study is developing a short, mid, and long range local transit plan that suits the specific characteristics and travel needs in the Northwest Valley and is developing a transit service network that complements and supports regional transit improvements. The study area includes participation from the City of Glendale, City of Peoria, City of El Mirage, Town of Youngtown, City of Surprise (and Sun City Grand), Sun City and Sun City West (the unincorporated communities of Maricopa County) and the Town of Buckeye's Sun City Festival community.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The study will provide planning tools to assist local jurisdictions in preparing a short, mid, and long range local transit plan.

POLICY: None.

ACTION NEEDED:

Recommend approval to amend the FY 2013 Unified Planning Work Program and Annual Budget to provide additional funding of \$25,000 for the Northwest Valley Local Transit System Study contract.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Marc Pearsall, Transit Planner III, 602-254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including revisions to projects for Chandler, Fort McDowell Yavapai Nation, Gilbert, Maricopa County, Mesa, Phoenix, and Scottsdale. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by February 22, 2013.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, City of Phoenix Public Transit Department, Valley Metro/RPTA, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP and Regional Transportation Plan 2010 Update.

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

February 5, 2013

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including revisions to projects for Chandler, Fort McDowell Yavapai Nation, Gilbert, Maricopa County, Mesa, Phoenix, and Scottsdale. Comments on the conformity assessment are requested by February 22, 2013.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 22, 2012 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

ATTACHMENT

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

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

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update include the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 22, 2012 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Gilbert	2012	2014	GLB12-107CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 642,857	\$ 2,142,857	RARF	\$ 1,500,000	Admin: Correction to the reimbursement year to match the approved FY13 ALCP.	A minor project revision is needed to change the reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2014	2017	MMA14-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2	2	6	Local	\$ -	\$ -	\$ 1,669,024	\$ 5,563,413	RARF	\$ 3,894,389	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.	A minor project revision is needed to change the reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2015	2018	MMA15-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2	2	6	Local	\$ -	\$ -	\$ 1,669,024	\$ 5,563,413	RARF	\$ 3,894,389	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.	A minor project revision is needed to change the reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2015	2016	MMA14-112RWZ	Northern Parkway: Northern Avenue at Loop 101	Acquisition of right-of-way for roadway widening	0.5	4	6	Local	\$ -	\$ -	\$ 1,002,702	\$ 3,342,340	STP-MAG	\$ 2,339,638	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Increase project costs and reimbursement.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2012	2012	MMA12-117DZ	Northern Parkway: Reems and Litchfield Overpasses	Design roadway widening	0.2	0	4	Local	\$ -	\$ -	\$ 331,053	\$ 331,053	STP-MAG	\$ -	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. ALCP FY13 update.	The new 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 2010 Update would remain unchanged.
Maricopa County	2011	2011	MMA10-009CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$13,798,180	\$ -	\$ 567,961	\$14,366,141	STP-MAG	\$ 13,798,180	Admin: Reimbursement year deferred from 2010 to 2011.	A minor project revision is needed to change the reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2012	2011	MMA12-106CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$ 5,026,583	\$ -	\$ 281,319	\$ 5,307,902	STP-MAG	\$ 5,026,583	Admin: Correction to the programmed amounts to match the approved FY2013 ALCP.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Maricopa County	2013	2010	MMA11-106CZ2	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$ 9,396,272	\$ -	\$ 525,874	\$ 9,922,146	STP-MAG	\$ 9,396,272	Admin: Correction to the programmed amounts to match the approved FY2013 ALCP.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2013	2013	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ 836,597	\$ -	\$ 358,542	\$ 1,195,139	STP-MAG	\$ 836,597	Amend: Delete TIP listing. Defer work and reimbursement and combine with TIPID MMA13-103DZ.	A minor project revision is needed to defer reimbursement and combine projects. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2014	2014	MMA13-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ 1,673,195	\$ -	\$ 717,083	\$ 2,390,278	STP-MAG	\$ 1,673,195	Amend: Defer reimbursement year, combine project costs with TIPID MMA11-103DZ.	A minor project revision is needed to defer reimbursement and combine projects. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2013	2013	MMA13-118RW3Z	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening				STP-MAG	\$ 1,673,195	\$ -	\$ 717,083	\$ 2,390,278	STP-MAG	\$ 1,673,195	Amend: New TIP listing. Advance a portion of the work and reimbursement of TIPID MMA13-118RWZ.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2013	2014	MMA13-118RWZ	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening				STP-MAG	\$ 326,805	\$ -	\$ 140,060	\$ 466,865	STP-MAG	\$ 326,805	Amend: Decrease project costs and reimbursements to account for the portion of the project being advanced in TIPID MMA13-118RW3Z.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2012	2013	MES12-125DZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1	4	6	Local	\$ -	\$ -	\$ 389,514	\$ 389,514	RARF	\$ 272,660	Amend: Decrease design project costs and reimbursement amount. Reassign project reimbursement to TIPID MES150-10CZ2.	A minor project revision is needed to change the project funding and reimbursement amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	2013	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1	4	6	RARF	\$ -	\$ 2,113,392	\$ 905,739	\$ 3,019,131	RARF	\$ 2,113,392	Amend: Increase construction costs and reimbursement amount. Project reimbursement reassigned from TIPID MES12-125DZ2.	A minor project revision is needed to change the project funding and reimbursement amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2011	2012	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 48,679	\$ 48,679	RARF	\$ 34,076	Amend: Decrease costs to reflect actual project expenditures. FY2012 reimbursement split with TIPID MES12-016DZ2.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2011	2011	MES11-016DZ4	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ 40,480	\$ 17,349	\$ 57,828	RARF	\$ 40,480	Amend: New TIP ID to reflect actual project expenditures. FY2011 reimbursement split with TIPID MES10-016DZ2.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2012	2013	MES12-016DZ	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 430,396	\$ 430,396	RARF	\$ 301,277	Amend: Decrease costs to reflect actual project expenditures. FY2013 reimbursement split with TIPID MES13-016DZ.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2012	2012	MES12-016DZ2	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local		\$ 23,764	\$ 10,184	\$ 33,948	RARF	\$ 23,764	Amend: New TIP ID to reflect actual project expenditures. FY2012 reimbursement split with TIPID MES12-016DZ.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	2013	MES13-016DZ	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	RARF	\$ -	\$ 381,068	\$ 163,315	\$ 544,383	RARF	\$ 381,068	Amend: New TIP ID to reflect actual project expenditures. Increase FY2013 reimbursement and split with TIPID MES12-016DZ. Increased reimbursement reallocated from the construction phase.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	2014	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,809,588	\$ 2,809,588	RARF	\$ 518,041	Amend: Defer work year, increase costs to align with updated cost estimates. Decrease reimbursement and reallocate to MES13-016DZ and MES13-10RW.	A minor project revision is needed to defer project and change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	2013	MES13-10RW	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 2,214,856	\$ 949,224	\$ 3,164,081	RARF	\$ 2,214,856	Amend: Increase project costs to align with updated cost estimates. Increased reimbursement reallocated from the construction phase.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	2015	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 3,009,830	\$10,032,766	RARF	\$ 1,978,185	Amend: Delete TIP line item. Reallocate regional reimbursement to MES14-118RWZ and MES13-118CZ2.	A minor project revision is needed to delete the project and reallocate funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2014	---	MES14-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,015,015	\$ 2,015,015	-	\$ -	Amend: New TIP ID to align with updated cost estimates.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	2014	MES14-118RWZ	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 1,460,144	\$ 625,776	\$ 2,085,919	RARF	\$ 1,460,144	Amend: New TIP ID to align with updated cost estimates. Reimbursement reallocated from the construction phase.	A minor project revision is needed to change the project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2015	2016	MES15-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	HSIP	\$ 6,315,471		\$ 381,741	\$ 6,697,212	RARF	\$ 267,219	Amend: New TIP line item to align with updated cost estimates and project schedule. Regional reimbursement reallocated from the project savings phase.	A minor project revision is needed to change the project funding and schedule. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2012	2012	PHX11-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	6	0	6	STP-MAG	\$ 7,684,116	\$ -	\$ 3,293,483	\$ 10,977,599	STP-MAG	\$ 7,684,116	Amend: Delete TIP line item to match approved FY2013 ALCP.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2011	2012	PHX09-103RWZ2	Sonoran Blvd: 15th Avenue to Cave Creek	Acquisition of right-of-way for roadway widening	7	4	6	Local	\$ -	\$ -	\$ 3,252,928	\$ 10,843,092	RARF	\$ 7,590,164	Amend: Update project costs and increase reimbursement amount from the construction line item.	A minor project revision is needed to change the project funding and reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2011	2012	PHX10-103DZ	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	7	4	6	Local	\$ -	\$ -	\$ 1,814,839	\$ 6,049,462	RARF	\$ 4,234,623	Amend: Update project costs and increase reimbursement amount from the construction line item.	A minor project revision is needed to change the project funding and reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2011	2012	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7	4	6	Local	\$ -	\$ -	\$ 10,796,071	\$ 17,179,589	RARF	\$ 6,383,518	Amend: Decrease reimbursement amount and apply difference to design and right-of-way line items.	A minor project revision is needed to change reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Scottsdale	2011	2012	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 164,784	\$ 549,301	RARF	\$ 384,517	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.	A minor project revision is needed to change the project funding and reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	2014	SCT13-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 935,241	\$ 3,117,471	RARF	\$ 2,182,229	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.	A minor project revision is needed to change the project funding and reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	2015	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 438,330	\$ 1,461,101	RARF	\$ 1,022,771	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.	A minor project revision is needed to change the project funding and reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2015	2015	SCT13-105SAVZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Project savings for roadway widening	0.4	2	4	RARF	\$ -	\$ 2,746,786	\$ 1,177,194	\$ 3,923,980	RARF	\$ 2,746,786	Admin: Correction to the project phase to match the approved FY2013 ALCP.	A minor project revision is needed to correct the project phase. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2015	2017	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Local	\$ -	\$ -	\$ 568,174	\$ 1,324,377	RARF	\$ 756,203	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.	A minor project revision is needed to defer the project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	0	SCT12-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1	2	4	Local	\$ -	\$ -	\$ 3,995,612	\$ 3,995,612	RARF	\$ -	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Delete from TIP.	A minor project revision is needed to delete TIP listing. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	2013	SCT12-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1	2	4	RARF	\$ -	\$ 48,188	\$ 20,652	\$ 68,840	RARF	\$ 48,188	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Add reimbursement phase	A minor project revision is needed to change the reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2012	2012	SCT12-110CZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	RARF	\$ -	\$ 1,537,799	\$ 740,875	\$ 2,467,878	RARF	\$ 1,537,799	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. FY13 ALCP Update.	A minor project revision is needed to update TIP listing project change. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Scottsdale	2014	2015	SCT14-122RW2Z	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	0.3	0	4	Local	\$ -	\$ -	\$ 385,714	\$ 1,285,714	RARF	\$ 900,000	Admin: Project was approved as part of the September 26, 2012 action. Update the TIP ID.	A minor project revision is needed to update the project identification. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2014	2016	SCT14-122RW3Z	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	0.3	0	4	Local	\$ -	\$ -	\$ 1,123,168	\$ 3,743,894	RARF	\$ 2,620,725	Admin: Project was approved as part of the September 26, 2012 action. Update the TIP ID.	A minor project revision is needed to update the project identification. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2012	2012	SCT08-930DX	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	Local	\$ -	\$ 637,162	\$ 273,070	\$ 910,232	RARF	\$ 637,162	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Delete from TIP.	A minor project revision is needed to update TIP listing project change. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2012	2015	SCT13-120CZ	Shea Blvd at 125th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 492,961	\$ 502,961	RARF	\$ 352,073	Amend: Delete TIP line item. Consolidate project costs and reimbursements with SCT12-120CZ.	A minor project revision is needed to change the project funding and reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2014	2015	SCT12-120CZ	Shea Blvd at 125th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Defer work year from 2013 and consolidate project costs and reimbursements with SCT13-120CZ.	A minor project revision is needed to defer the project and change project funding and reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	2025	SCT12-121CZ	Shea Blvd at 136th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 105,379	\$ 105,379	RARF	\$ 73,765	Amend: Defer work year from 2012 to 2013.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	2025	SCT12-121DZ	Shea Blvd at 136th Street	Design intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 316,147	\$ 316,147	RARF	\$ 221,303	Amend: Defer work year from 2012 to 2013.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	2025	SCT12-121RWZ	Shea Blvd at 136th Street	Acquisition of right-of-way for intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 10,533	\$ 10,533	RARF	\$ 7,373	Amend: Defer work year from 2012 to 2013.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Scottsdale	2014	2025	SCT113-121CZ	Shea Blvd at 136th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 105,379	\$ 105,379	RARF	\$ 73,765	Amend: Defer work year from 2012 to 2014.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Chandler	2013	2027	CHN14-102RW2Z	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	1	2	4	Local	\$ -	\$ -	\$ 286,761	\$ 955,872	RARF	\$ 669,110	Admin: Project change was inadvertently omitted from September 26, 2012 list. Add new reimbursement phase.	A minor project revision is needed to change the project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2016	2016	None	Southern Ave at Stapley Dr	Project Savings for intersection improvement	0.5	4	6	RARF	\$ -	\$ 1,488,291	\$ 637,839	\$ 2,126,129	RARF	\$ 1,488,291	Amend: Decrease regional reimbursement amount. Allocate to TIPID MES15-118CZ.	A minor project revision is needed to change the project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Chandler	2016	2016	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	0.3	4	6	RARF	\$ -	\$ 889,000	\$ 381,000	\$ 1,270,000	RARF	\$ 381,000	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year, decrease and advance reimbursement.	A minor project revision is needed to defer the project and change project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Chandler	2017	2017	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	RARF	\$ -	\$ 3,225,857	\$ 1,382,510	\$ 4,608,367	RARF	\$ 3,225,857	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year, split reimbursement, and advance reimbursement year.	A minor project revision is needed to defer the project and change project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2017	2021	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 54,195	\$ 179,935	RARF	\$ 125,740	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split work year and defer reimbursement year.	A minor project revision is needed to change project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2017	2021	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 218,641	\$ 327,280	RARF	\$ 108,640	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year and split reimbursement.	A minor project revision is needed to defer the project and change project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Gilbert	2017	2023	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2	4	6	Local	\$ -	\$ -	\$ 218,641	\$ 299,621	RARF	\$ 299,803	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2018	2023	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquisition of right-of-way for roadway widening	2	4	6	Local	\$ -	\$ -	\$ 229,600	\$ 1,226,333	RARF	\$ 801,217	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2019	2021	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 71,467	\$ 238,222	RARF	\$ 166,755	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2020	2021	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 439,735	\$ 1,464,770	RARF	\$ 1,025,034	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2016	2016	MMA15-112CZ	Northern Parkway: Northern Avenue at Loop 101	Construct intersection improvement	0.5	4	6	STP-MAG	\$ 2,008,124	\$ -	\$ 860,625	\$ 2,868,749	STP-MAG	\$ 2,008,124	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split and advance reimbursement.	A minor project revision is needed to change the project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2016	2017	MMA15-112CZ2	Northern Parkway: Northern Avenue at Loop 101	Construct intersection improvement	0.5	4	6	Local	\$ 3,000,000	\$ -	\$ 1,285,714	\$ 4,285,714	STP-MAG	\$ 3,000,000	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split reimbursement.	A minor project revision is needed to change the project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2011	2020	MMA11-107CZ2	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3	2	4	Local	\$ -	\$ -	\$ 2,083,981	\$ 6,946,605	RARF	\$ 4,862,623	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer and split ALCP Reimbursement.	A minor project revision is needed to defer the project and change project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2011	2019	MMA11-107CZ	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3	2	4	Local	\$ -	\$ -	\$ 4,862,623	\$ 9,725,247	RARF	\$ 4,862,623	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer and split ALCP reimbursement.	A minor project revision is needed to defer the project and change project reimbursement. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Scottsdale	2012	2025	SCT12-121DZ	Shea Blvd at 136th Street	Design intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$94,844	\$316,147	RARF	\$ 221,303	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.	A minor project revision is needed to change the project reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2012	2025	SCT12-121RWZ	Shea Blvd at 136th Street	Acquisition of right-of-way for intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$3,160	\$10,533	RARF	\$ 7,373	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.	A minor project revision is needed to change the project reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Date for Completion/ Open to Traffic	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
MES14-171	Mesa	East Valley; Ellsworth and Germann, Ellsworth and Queen Creek Rd	Procure and Install East Valley RCN components	2014	2014	1	-	-	CMAQ	0	\$ 298,931	\$ 18,069	\$ 317,000	Admin: Lead agency project change, ADOT required. Change lead agency from MAG to Mesa. Change TIP ID from MAG12-115, to MES14-171. Change year from 2012 to 2014.	A minor project revision is needed to change lead agency and program year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MAG14-102	MAG	Regionwide	Pave dirt roads program	2014	2014	0	0	0	CMAQ	0	\$ 4,898,000	\$ 279,186	\$ 5,177,186	Amend: Delete placeholder for paving projects. Projects are programmed individually. Duplicate listing.	A minor project revision is needed to delete duplicate listing. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MMA13-101	Maricopa County	87th Avenue, Deer Valley Rd to Peoria city limits (Via Montoya Rd)	Construct pave unpaved road project	2013	9/27/2013	0.3	2	2	CMAQ	\$ 33,495	\$ 554,145	\$ -	\$ 587,640	Amend: Engineering estimate returned higher total cost. Update federal cost by \$131,840, increase total cost by \$139,809.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MMA11-114	Maricopa County	Low Volume Road Project	Design work for Pave Dirt Roads	2013	9/26/2014	4	2	2	CMAQ	\$ 17,100	\$ 282,900	\$ -	\$ 300,000	Admin: Revise work year from 2011 to 2013, construction is programmed in 2014. Increase federal cost by \$282,900 and reduce local cost to \$17,100.	A minor project revision is needed to change design year and funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLB11-102	Gilbert	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Design pave unpaved road project	2013	06/2014	0.8	2	2	CMAQ	\$ 1,726	\$ 28,549	\$ -	\$ 30,275	Amend: Change design year from FY 2011 to FY 2013. Increase federal match to 94.3% of total design cost.	A minor project revision is needed to change design year and funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLB11-103	Gilbert	156th St: Riggs Rd to 0.25 miles south	Design pave unpaved road project	2013	06/2014	0.3	2	2	CMAQ	\$ 577	\$ 9,548	\$ -	\$ 10,125	Amend: Change design year from FY 2011 to FY 2013. Increase federal match to 94.3% of total design cost.	A minor project revision is needed to change design year and funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Date for Completion/ Open to Traffic	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
GLB11-807	Gilbert	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	2013	06/2014	0.3	0	0	CMAQ	\$ 439	\$ 7,261	\$ -	\$ 7,700	Amend: Change design year from FY 2011 to FY 2013. Increase federal match to 94.3% of total design cost.	A minor project revision is needed to change design year and funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLB11-808	Gilbert	Bonanza Road: 156th St to 157th St	Design pave dirt road project	2013	06/2014	0.2	0	0	CMAQ	\$ 257	\$ 4,244	\$ -	\$ 4,500	Amend: Change design year from FY 2011 to FY 2013. Increase federal match to 94.3% of total design cost.	A minor project revision is needed to change design year and funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
FTM11-201	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, Harquahala Rd, Ironwood, Sha Hee, Gu Mah, Ft. Loop, and Rodeo Rd	Pave unpaved roads	2012	Jun-14	4.9	2	2	CMAQ	0	\$ 3,248,325	\$ -	\$ 3,248,325	Amend: Engineering estimate was lower than total cost on bids received. Update federal cost by \$618,325, increase total cost by \$618,325. Project authorized Sept 2012 under SAFETEA-LU.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Year	TIP ID	Name of Agency	Title	Description:	Miles	Lanes Before	Lanes After	Federal Cost	Local Match	Total Cost	Notes	Conformity Assessment
2015	BKY15-431c	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Construct: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	964,532	84,598	1,049,130	Amend: Add to TIP	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	MMA15-434c	Maricopa County	New River Area PM-10 Paving, Phase I.	Construct: New River Area PM-10 Paving - Phase I, in seven locations.	0.5	2	2	1,072,645	64,836	1,137,481	Amend: Add to TIP. Project split in two funding years. Phase I of II.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	MMA15-436c	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Construct: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	235,750	14,250	250,000	Amend: Add to TIP	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	PHX15-431c	Phoenix	2015 CMAQ Alley Dust Proofing	Construct: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	1,232,662	240,000	1,472,662	Amend: Add to TIP	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	AVN15-441c	Avondale	Agua Fria Asphalt 1-10 Underpass	Construct an asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	1,264,427	76,429	1,340,856	Amend: Add to TIP	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	CVK15-441c	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Construct: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	2,938,480	290,940	3,229,420	Amend: Add to TIP	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	MMA15-441c	Maricopa County	McDowell Road, 76th Street to Usery Pass Road	Construct 5 ft. wide bicycle lanes by widening the existing pavement or restriping the existing pavement where the roadway width is adequate. Extend culverts and construct new headwalls as needed to provide proper clear zone widths. Update street signs along the project. Relocate utilities interfering with construction.	2.1	NA	NA	556,747	33,653	590,400	Amend: Add to TIP	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	MES15-441c	Mesa	Rio Salado Pathway - Segment 3	Construct 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	999,999	199,595	1,199,594	Amend: Add to TIP	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Year	TIP ID	Name of Agency	Title	Description:	Miles	Lanes Before	Lanes After	Federal Cost	Local Match	Total Cost	Notes	Conformity Assessment
2015	PHX15-441c	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Construct: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	750,260	45,350	795,610	Amend: Add to TIP	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	PHX15-446c	Phoenix	Regional Bike Share	Implementation: Bike sharing—the shared use of a bicycle fleet. acquire 375 bicycles, 38 kiosks, related hardware and software. Bikes are available 24 hours per day.	18	0	0	1,414,500	85,500	1,500,000	Amend: Add to TIP	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	DOT15-461c	ADOT	ADOT FMS Phase 11A project to extend fiber communications backbone along I-10 up to Dysart Road.	Construct and Install: Add fiber communications from ADOT FMS fiber backbone along I-10 at Avondale Blvd to City of Avondale fiber backbone. Extend fiber communication from ADOT FMS fiber backbone along I-10 at Dysart Rd to Litchfield Rd and branch to City of Goodyear fiber backbone at Litchfield Rd.	2	NA	NA	51,045	3,086	54,131	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	APJ15-461	Apache Junction	Apache Junction ITS Strategic Plan	Procure: consultant to complete an ITS Strategic Plan for all current and future traffic signals within the City of Apache Junction	452	NA	NA	141,450	18,550	160,000	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	AVN15-461	Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	Procure, Construct and Install: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	508,579	30,741	539,320	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	CHN15-461	Chandler	Traffic Signal Controller Upgrades	Procure and install 201 new traffic signal controllers in the City of Chandler.	136	NA	NA	511,766	30,934	542,700	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	GDY15-461	Goodyear	SR303L - McDowell Road to Camelback Road Connectivity	Procure and install cable, inner duct, fiber, video, and switch hardware.	3	NA	NA	219,876	13,291	233,167	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Year	TIP ID	Name of Agency	Title	Description:	Miles	Lanes Before	Lanes After	Federal Cost	Local Match	Total Cost	Notes	Conformity Assessment
2015	MES15-461	Mesa	Radio Communications Upgrade	Procure: 4 access points per radio tower on 12 existing radio towers; total of 38 access points, and procure 40 remotes to support field device communications back to the radio towers.	3	NA	NA	233,864	14,136	248,000	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	PHX15-461	Phoenix	7th Ave 7th St DMS Deployment	Procure, install and provision the Dynamic Message Signs near identified intersections; 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	854,811	51,670	906,481	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	PHX15-463	Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	Procure, install and provision the CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	730,891	45,488	776,379	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	SCT15-463	Scottsdale	Highway Advisory Radio Deployment	Procure and install: Highway Advisory Radio (HAR), 60 flashing advisory signs, fiber, and activation of existing elements.	101	NA	NA	380,040	38,000	418,040	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	TMP15-461	Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	Procure and install new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	287,751	17,394	305,145	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2015	MMA15-461	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	Procure, install, implement Adaptive Signal Control Technology (ASCT) Deployment in four areas. Partnering agencies are ADOT, Surprise, Peoria, Glendale, Phoenix, and Scottsdale.	7	NA	NA	2,315,065	139,935	2,455,000	Amend: Add to TIP	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

Social Services Block Grant Allocation Recommendations

SUMMARY:

Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Upon completion of research and a service ranking exercise, it is proposed to move \$75,039 to the highest priority services.

PUBLIC INPUT:

Opportunities for public input were made available at the January MAG Human Services Technical and Coordinating Committee meetings. Two public comments were received in support of the recommended allocations and in support of preventative care programs. The public was invited to complete the service ranking exercise that informed the vote of the Committees. A total of 43 members of the public provided input that was incorporated into the service ranking exercise.

PROS & CONS:

PROS: As needs increase and funding becomes uncertain, it is more important than ever to strategically assess and define priorities in order to maximize the existing resources. The SSBG allocation recommendation combines the expertise of the member agencies and the benefit of detailed research to recommend strategies that will directly impact regional human services. This year, it is proposed to move \$75,039 to the highest priority services in order to make best use of limited resources.

CONS: None are anticipated.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Human Services Coordinating Committee and MAG Human Services Technical Committee conduct extensive research into the four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. This research is complemented by the expertise of local nonprofit agencies that provide human services. As a result, community input is an important part of the process to develop the allocation recommendations. This year, a new process was put into place that balances the input received by the Committees with feedback received from community partners. The service ranking exercise weighted the ranking results submitted by committee members as two thirds and the ranking results received from community members at one third. This balanced perspective offers a responsible way to recommend allocations that is not skewed in favor of any one target group.

POLICY: The service ranking exercise is a useful way to ensure limited resources are strategically targeted for the services that are most in demand. Completing the exercise annually makes the process more responsive to dynamic changes. The process also provides the local conduit for community input as

requested by the Arizona Department of Economic Security. The data generated by the Committees' research is also used by other agencies and entities for their planning purposes.

ACTION NEEDED:

Recommend approval to forward the Social Services Block Grant (SSBG) allocation recommendations for FY 2014 to the Arizona Department of Economic Security.

PRIOR COMMITTEE ACTIONS:

On January 30, 2013, the MAG Human Services Coordinating Committee voted unanimously to recommend approval of the MAG FY 2014 Social Services Block Grant allocation recommendations.

MEMBERS ATTENDING

- | | |
|---|--|
| Councilmember Michael Nowakowski,
Phoenix, Chair | Vice Mayor JoAnne Osborne, Goodyear,
Vice Chair |
| + Councilmember Trinity Donovan, Chandler | + Councilmember Jared Taylor for Gilbert |
| * Councilmember Chris Glover for Mesa | Councilmember Frank Scott, Avondale |
| Councilmember Diane Landis, Litchfield Park | * Supervisor Mary Rose Wilcox, Maricopa
County |
| * Barbara Lloyd, Tempe Community Council | * Councilmember Mike Woodard, Surprise |
| * Councilmember Manuel Martinez, Glendale | |

+Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

On January 10, 2013, the MAG Human Services Technical Committee voted unanimously to recommend approval of the MAG FY 2013 Social Services Block Grant allocation recommendations.

COMMITTEE MEMBERS

- | | |
|---|--|
| Tim Cole for Deanna Jonovich, Phoenix,
Chair | Jeff Dean for Jim Knaut, Area Agency on
Aging |
| Stephanie Small, Avondale | * Margarita Leyvas, Maricopa County, Vice
Chair |
| * Mary Berumen, Mesa | Joyce Lopez-Powell, Valley of the Sun
United Way |
| + Kyle Bogdon, DES/ACYF | Steven MacFarlane, Phoenix |
| * Krista Cornish, Buckeye | + Leah Powell, Chandler |
| + Lisa Elena Vallejo for Naomi Farrell, Tempe | * Cindy Saverino, Arizona Department of
Economic Security |
| * Jessica Fierro, Gilbert | + Carol Sherer, Arizona Department of
Economic Security/DDD |
| Jessica Blazina, Surprise | |
| Laura Guild, Arizona Department of
Economic Security | |
| Jeffrey Jamison, Phoenix | |

+Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

CONTACT PERSON:

Amy St. Peter, MAG Human Services Manager, (602) 254-6300

Social Services Block Grant
FY 2014 Funding Recommendations including Redistributed Funds (PwD: SI/GC)

January 2, 2013

Target Group	Service Title & Service Ranking Across Target Group	FY2013 Funding	FY2014 Funding Recommendations	% of target groups	\$ Amount of Change	FY2014 Funding Recommendations including Redistributed Funds (PwD: SI/GC)
AFC	AFC: Case Mgt: Basic Needs	\$1,031,644	\$1,060,411	58%	\$4,081	\$1,064,492
AFC	AFC: Case Mgt: Homeless, Emergency Shltr	\$196,781	\$202,269	11%	\$778	\$203,047
AFC	AFC: Shltr: Homeless Families and Individuals	\$94,081	\$96,705	5%	\$372	\$97,077
ELD	ELD: Home Delivered Meals	\$452,468	\$465,085	25%	\$1,790	\$466,875
PwD	PwD: Home Delivered Meals	\$19,049	\$19,580	1%	\$75	\$19,655
		\$1,794,023	\$1,844,049		\$7,096	\$1,851,145
AFC	AFC: Case Mgt: Homeless, Transitional Housing	\$69,354	\$72,273	12%	\$414	\$72,687
AFC	AFC: Crisis Shltr Svcs.: Children and Runaway Children	\$73,391	\$76,480	12%	\$438	\$76,918
AFC	AFC: Crisis Shltr Svcs.: Domestic Violence	\$352,943	\$367,796	59%	\$2,107	\$369,903
AFC	AFC: Shltr: Transitional housing for elderly homeless people who have disabilities	\$98,669	\$102,821	17%	\$589	\$103,410
ELD	ELD: Transportation	\$0	\$0	0%	\$0	\$0
		\$594,357	\$619,370		\$3,548	\$622,918
AFC	AFC: Transportation: Homeless/Unemployed	\$0	\$0			\$0
DD	DD: Ext Supported Empl Svcs: Individuals with DD in need of work training opps.	\$285,686	\$285,686			\$285,686
ELD	ELD: Adult Day Care/Adult Day Health Care: Homeless, Emergency Shltr	\$195,930	\$195,930			\$195,930
ELD	ELD: Home Care: HK/HM, Chore, Home Health Aid, Personal Care, Respite and Nursing Svcs.	\$341,621	\$341,621			\$341,621
PwD	PwD: Congregate Meals	\$11,144	\$11,144			\$11,144
		\$834,381	\$834,381			\$834,381
AFC	AFC: Case Mgt: Pregnant/Parenting Youth	\$37,375	\$33,637			\$33,637
AFC	AFC: Supportive Intervention/Guidance Counseling: Outpatient Domestic Violence Victims	\$34,979	\$31,481			\$31,481
DD	DD: Attendant Care Svcs.	\$18,770	\$16,893			\$16,893
DD	DD: Ext. Supported Empl. Svcs.: Individuals with DD who reside in the family home and are in need of work training \ opps.	\$55,855	\$50,270			\$50,270
DD	DD: Respite Service	\$29,693	\$26,724			\$26,724
DD	DD: Transportation Service	\$0	\$0			\$0
ELD	ELD: Supportive Intervention/Guidance Counseling	\$0	\$0			\$0
PwD	PwD: Home Care	\$29,301	\$26,371			\$26,371
		\$205,974	\$185,376			\$185,376
AFC	AFC: Supportive Intervention/Guidance Counseling: High Risk Children	\$47,578	\$38,062			\$38,062
DD	DD: Habilitation Svcs.	\$18,951	\$15,161			\$15,161
PwD	PwD: Adaptive Aids/Devices	\$9,513	\$7,610			\$7,610
PwD	PwD: Adult Day Care/Adult Day Health Care	\$10,260	\$8,208			\$8,208
PwD	PwD: Rehabilitation Instructional Svcs.	\$9,936	\$7,949			\$7,949
PwD	PwD: Supported Empl., Ext.	\$162,666	\$130,133			\$130,133
PwD	PwD: Supportive Intervention/Guidance Counseling	\$13,306	\$0			\$0
		\$272,210	\$207,123		\$10,645	\$207,123
		\$3,700,944	\$3,690,300			\$3,700,944

Additional Recommended Services

- * Other: Violence & Harm Prevention (recommended by 2 people)
- * Other: Volunteer Management
- * Other: Grandparents Raising Grandchildren
- * Other: DD Adult/Child Day Care Services
- * Other: AFC: Financial Literacy Education

- * Other: Day Care Services
- * Other: Permanent Supportive Housing
- * Other: Parent Aide Services/Parenting Skills
- * Other: Preventative and educational services for toddler and children; mentoring and

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is tentatively scheduled for the beginning of April. This presentation is an overview of MAG's early FY 2014 proposed projects for the FY 2014 Work Program.

The Budget Workshop, which will also be available via Webinar, is scheduled for Friday, February 22, 2013, at 1:30 p.m. in the MAG Palo Verde Room. The invitation to the Budget Workshop is attached.

The rate for the draft Dues and Assessments each fiscal year prior to FY 2010 has been calculated by applying the average CPI-U from the prior calendar year. This calculated rate was approved by the MAG Regional Council on May 24, 2006. In FY 2010, due to the downturn in the economy, the Dues and Assessments were reduced to 50 percent of the FY 2009 amount. This 50 percent reduction in Dues and Assessments for the members was maintained each fiscal year through FY 2013. Expenses in excess of the Dues and Assessments for the year have been paid out of MAG's fund balance. Last month MAG staff proposed that draft Dues and Assessments be set at 75 percent of the FY 2009 Dues and Assessments amount for FY 2014 with the average CPI-U change of 2.29 percent from calendar year 2009 through 2012 applied to this overall amount. Changes in dues and assessments for individual members are due to population shifts and the application of the CPI-U. The application of a minimum dues and assessments amount of \$350 affects two members and is discussed in footnote (d).

Information for this presentation of the developing budget is included for your early review and input. Enclosed for your information are the following documents:

- ▶ Attachment A is the timeline for budget development.
- ▶ Attachment B is the draft Dues and Assessments for FY 2014.
- ▶ Attachment C is the Budget Workshop invitation scheduled for Friday, February 22, 2013.
- ▶ Attachment D is the Proposed New Projects for FY 2014.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2014. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2013.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information and input on the development of the Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

This item was on the January 29, 2013, Regional Council agenda for information and input.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the January 22, 2013, Regional Council Executive Committee agenda for information and input.

MEMBERS ATTENDING

- * Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- Mayor Michael LeVault, Youngtown, Treasurer
- Mayor Gail Barney, Queen Creek
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Thomas L. Schoaf, Litchfield Park
- * Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the January 16, 2013 MAG Management Committee for information and input.

MEMBERS ATTENDING

- David Cavazos, Phoenix, Chair
- Dr. Spencer Isom, El Mirage, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- # Gary Neiss, Carefree
- * Usama Abujbarah, Cave Creek
- Rich Dlugas, Chandler
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Horatio Skeete, Glendale
- Jim Rumpeltes for Brian Dalke, Goodyear
- * Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park

- Christopher Brady, Mesa
- * Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Wendy Kaserman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dan Worth, Scottsdale
- # Chris Hillman, Surprise
- Charlie Meyer, Tempe
- Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Lloyce Robinson, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa Co.
- JymeSue McLaren for Steve Banta, Valley Metro/RPTA

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

CONTACT PERSON:

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051

Maricopa Association of Governments
Fiscal Year 2014
DRAFT February 5, 2013
Work Program and Annual Budget Proposed Timeline

Attachment A

01/10/13	Thursday	Intergovernmental Meeting
01/16/13	Wednesday	Management Committee Meeting-dues/assessments; timeline
01/22/13	Tuesday	Regional Council Executive Committee Meeting-dues/assessments; timeline
01/30/13	Wednesday	Regional Council-dues/assessments; timeline
02/07/13	Thursday	Intergovernmental Meeting
02/13/13	Wednesday	Management Committee Meeting- present new projects; presentation of summary budget documents
02/19/13	Tuesday	Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents
02/22/13	Friday	Budget Workshop-webinar 1:00 p.m. Palo Verde Room, 2nd Floor, MAG Building
02/27/13	Wednesday	Regional Council Meeting- present new projects; presentation of summary budget documents
03/07/13	Thursday	Intergovernmental Meeting
03/13/13	Wednesday	Management Committee Meeting- information and review of draft budget documents
03/18/13	Monday	Regional Council Executive Committee Meeting- information and review of draft budget documents
03/27/13	Wednesday	Regional Council Meeting- information and review of draft budget documents
04/03/13	Wednesday	IPG meeting with FHWA, FTA, ADOT and others
04/04/13	Thursday	Intergovernmental Meeting
04/10/13	Wednesday	Management Committee Meeting- information and review of draft budget documents
04/15/13	Monday	Regional Council Executive Committee Meeting- information and review of draft budget documents
04/24/13	Wednesday	Regional Council Meeting- information and review of draft budget documents
April		Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)
05/02/13	Thursday	Intergovernmental Meeting
05/08/13	Wednesday	Management Committee meeting - present draft Budget for recommendation of approval
05/13/13	Monday	Regional Council Executive Committee meeting - present draft Budget for recommendation of approval
05/22/13	Wednesday	Regional Council meeting - present draft Budget for approval

**Maricopa Association of Governments
Fiscal Year 2014**

Attachment B

Draft Dues And Assessments

Jurisdiction	FY 2012 Budget (a) Population Totals	MAG Member Dues	Solid Waste Planning Assessment	Water Quality Planning Assessment	9-1-1 (b) Planning Assessment	Human Services Planning Assessment	Homeless (c) Prevention Assessment	Total (d) FY 2014 Estimated Dues & Assessments	Total FY 2013 Dues & Assessments	Dues/Assess Change 2014-2013 Over (Under)	2014-2013 % Chg
Apache Junction (f)	36,928	\$1,462	\$72	\$848	\$1,659	\$522		\$4,563	\$2,937	\$1,626	55.36%
Avondale	76,870	\$3,043	\$150	\$1,765	\$3,453	\$1,086	\$982	\$10,479	\$6,892	\$3,587	52.05%
Buckeye	54,102	\$2,142	\$106	\$1,242	\$2,430	\$764		\$6,684	\$4,169	\$2,515	60.33%
Carefree	3,388	\$134	\$7	\$78	\$152	\$48		\$419	\$350	\$69	19.71%
Cave Creek	5,110	\$203	\$10	\$117	\$230	\$72		\$632	\$411	\$221	53.77%
Chandler	241,214	\$9,551	\$472	\$5,538	\$10,835	\$3,408	\$3,082	\$32,886	\$21,345	\$11,541	54.07%
El Mirage	32,067	\$1,270	\$63	\$736	\$1,440	\$453		\$3,962	\$2,605	\$1,357	52.09%
Fort McDowell Yavapai Nation (d) (h)	976	\$268	\$2	\$22	\$44	\$14		\$350	\$350	\$0	0.00%
Fountain Hills	22,695	\$899	\$44	\$521	\$1,019	\$321		\$2,804	\$1,843	\$961	52.14%
Gila Bend (d)	1,932	\$188	\$4	\$44	\$87	\$27		\$350	\$350	\$0	0.00%
Gila River Indian Community (h)	3,010	\$119	\$6	\$69	\$135	\$43		\$372	\$350	\$22	6.29%
Gilbert	219,666	\$8,698	\$430	\$5,044	\$9,867	\$3,104	\$2,807	\$29,950	\$18,844	\$11,106	58.94%
Glendale	229,008	\$9,068	\$448	\$5,258	\$10,287	\$3,236	\$2,926	\$31,223	\$20,495	\$10,728	52.34%
Goodyear	69,018	\$2,733	\$135	\$1,585	\$3,100	\$975		\$8,528	\$5,348	\$3,180	59.46%
Guadalupe	5,943	\$235	\$12	\$136	\$267	\$84		\$734	\$452	\$282	62.39%
Litchfield Park	5,621	\$223	\$11	\$129	\$252	\$79		\$694	\$448	\$246	54.91%
Maricopa County (e)	276,634	\$10,954	\$541	\$6,352	\$12,426	\$3,909	\$3,535	\$37,717	\$24,785	\$12,932	52.18%
Mesa	444,856	\$17,615	\$870	\$10,214	\$19,984	\$6,286	\$5,685	\$60,654	\$39,693	\$20,961	52.81%
Paradise Valley	13,106	\$519	\$26	\$301	\$589	\$185		\$1,620	\$1,050	\$570	54.29%
Peoria (g)	157,660	\$6,243	\$308	\$3,620	\$7,082	\$2,228	\$2,015	\$21,496	\$13,928	\$7,568	54.34%
Phoenix	1,464,727	\$57,999	\$2,864	\$33,633		\$20,698	\$18,718	\$133,912	\$87,494	\$46,418	53.05%
Queen Creek (f)	27,708	\$1,098	\$54	\$636	\$1,245	\$392		\$3,425	\$2,161	\$1,264	58.49%
Salt River Pima-Maricopa (h)	6,437	\$254	\$13	\$148	\$289	\$91		\$795	\$516	\$279	54.07%
Scottsdale	219,713	\$8,700	\$430	\$5,045	\$9,870	\$3,105	\$2,808	\$29,958	\$19,653	\$10,305	52.43%
Surprise	119,530	\$4,733	\$234	\$2,744	\$5,369	\$1,689	\$1,527	\$16,296	\$10,624	\$5,672	53.39%
Tempe	164,659	\$6,520	\$322	\$3,781	\$7,397	\$2,327	\$2,104	\$22,451	\$14,620	\$7,831	53.56%
Tolleson	6,579	\$260	\$13	\$151	\$296	\$93		\$813	\$536	\$277	51.68%
Wickenburg (g)	6,476	\$256	\$13	\$149	\$291	\$92		\$801	\$522	\$279	53.45%
Youngtown	6,188	\$245	\$12	\$142	\$278	\$87		\$764	\$505	\$259	51.29%
TOTALS	3,921,821	\$155,632	\$7,672	\$90,048	\$110,373	\$55,418	\$46,189	\$465,332	\$303,276	\$162,056	

FY 2013 Total Costs Based on Population		\$101,432	\$5,000	\$58,688	\$71,935	\$36,118	\$30,103
Per Capita Cost		\$0.04011	\$0.00198	\$0.02321	\$0.02845	\$0.01428	\$0.01190

Each year, the MAG annual Dues and Assessments are apportioned according to per capita populations and the CPI-U from the prior calendar year is applied to the Dues and Assessments. From FY 2010 through FY 2013, Dues and Assessments were reduced by 50% from the FY 2009 amount and this overall lower amount was held constant due to economic conditions. The FY 2014 estimated Dues and Assessments are increased to 75% of the FY 2009 amount and the CPI-U average from calendar year 2009 to the present of 2.29% has been applied. Changes in population and application of the 3-year average CPI-U account for the individual member differences between the FY 2013 and FY 2014 Dues and Assessments totals .

- (a) MAG July 1, 2012 Approved Population. These population updates are needed by the State Economic Estimates Commission by December 15th of each year and are the final estimates.
- (b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- (c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- (d) Total Dues and Assessments minimum at \$350 per member results in an overall increase for these members and a slight adjustment for the other members.
- (e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- (f) Maricopa and Pinal County portions.
- (g) Maricopa and Yavapai County portions.
- (h) Maricopa County portion only.

MAG WEBINAR PRESENTATION ON THE DEVELOPMENT OF THE
FY 2014 UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET

Friday, February 22, 2012 at 1:30 p.m.
MAG Office, Suite 200, Palo Verde Room
302 North 1st Avenue, Phoenix, AZ

In an effort to get early input into the FY 2014 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Friday, February 22 at 1:30 p.m. The budget workshop will include an overview of MAG's proposed dues and assessments and proposed projects for the FY 2014 Work Program.

If you are attending in person, please park in the garage underneath the building and bring your ticket to the meeting, parking will be validated.

If you would like to attend this meeting by web and/or phone please contact Imelda Lopez-Worley for log in information at (602) 452-5068.

If you have any questions or need additional information regarding new projects or dues and assessments, please contact Becky Kimbrough at (602) 254-6300.

Draft MAG FY 2014 Work Program
Proposed New Projects

Environmental Division

Air Quality Technical Assistance On-Call

Total Resources Required: \$130,000 1

2014 MAG Air Quality Associate

Total Resources Required: \$130,000 3

Human Services Division

HUD Application Support

Total Resources Required: \$2,500 5

Age-Friendly Cities Initiative

Total Resources Required: \$12,857 6

Communications Division

Don't Trash Arizona Litter Prevention and Education Program

Total Resources Required: \$300,000 7

Disability Outreach Associate

Total Resources Required: \$18,000 9

Video Outreach Associate

Total Resources Required: \$70,000 10

Transportation Division

MAG Transportation Performance Dashboard Platform

Total Resources Required: \$120,000 11

MAG Regional Transportation Plan 2016

Total Resources Required: \$500,000 12

Naming and Wayfinding Off-Street Bicycle and Pedestrian Network

Total Resources Required: \$75,000 13

Pedestrian and Bicycle Facilities Design Assistance Program On-Call

Total Resources Required: \$300,000 14

Best Practices Review of Emergency Vehicle Preemption at Signalized Intersections and Potential Areas for Unified Operations On-Call

Total Resources Required: \$60,000 15

Traffic Signal Optimization Program Associate

Total Resources Required: \$40,000 16

Traffic Signal Optimization Program On-Call

Total Resources Required: \$300,000 17

Road Safety Assessments, Project Assessments and Design Concept Reports On-Call

Total Resources Required: \$300,000 18

Travel Surveys and Travel Data Application and Management On-Call and Associate Contract

Total Resources Required: \$4,500,000 over a 3 year period. 19

**Draft MAG FY 2014 Work Program
Proposed New Projects**

Environmental Division

Project Name: Air Quality Technical Assistance On-Call

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. For the eight-hour ozone standard of 0.075 parts per million, EPA published a final rule on May 21, 2012 to designate the Maricopa nonattainment area as a Marginal Area with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. Consultant expertise may also include an analysis of greenhouse gas requirements and emissions. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012.

Requested by: This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

Mission/Goal Statement: Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Total Resources Required: \$130,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: On May 21, 2012, EPA published a final rule to designate the Maricopa nonattainment area as a Marginal Area for the eight-hour ozone standard of 0.075 parts per million, with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. Tracking the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

Benefit to MAG Member Agencies: Attainment of the 2008 eight-hour ozone standard (0.075 parts per million) would reflect positively on the region. Timely implementation of committed control measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding

Draft MAG FY 2014 Work Program Proposed New Projects

of federal highway funds, and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated. An analysis of greenhouse gas requirements and emissions may be beneficial to the MAG member agencies for complying with potential future mandates.

Benefit to the Public: Timely implementation of committed measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and protecting public health throughout the region. Tracking the progress made to pave dirt roads will also contribute to attainment of the PM-10 standard and cleaner air for the citizenry. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

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Proposed New Projects**

Environmental Division

Project Name: 2014 MAG Air Quality Associate

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. For the eight-hour ozone standard of 0.075 parts per million, EPA published a final rule on May 21, 2012 to designate the Maricopa nonattainment area as a Marginal Area with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Technical assistance may also include an analysis of greenhouse gas requirements and emissions. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012.

Requested by: This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

Mission/Goal Statement: Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Total Resources Required: \$130,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: On May 21, 2012, EPA published a final rule to designate the Maricopa nonattainment area as a Marginal Area for the eight-hour ozone standard of 0.075 parts per million, with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. Tracking the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

Benefit to MAG Member Agencies: Attainment of the 2008 eight-hour ozone standard (0.075 parts per million) would reflect positively on the region. Timely implementation of committed control measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding

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of federal highway funds, and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated. An analysis of greenhouse gas requirements and emissions may be beneficial to the MAG member agencies for complying with potential future mandates.

Benefit to the Public: Timely implementation of committed measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and protecting public health throughout the region. Tracking the progress made to pave dirt roads will also contribute to attainment of the PM-10 standard and cleaner air for the citizenry. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

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Proposed New Projects

Human Services Division

Project Name: HUD Application Support

Brief Description: John Epler and Associates will provide assistance on the region's consolidated application to the United States Department of Housing and Urban Development (HUD) to support homeless assistance programs.

Requested by: This project is recommended by MAG staff, and the MAG Continuum of Care Regional Committee on Homelessness.

Mission/Goal Statement: This project will provide assistance to homeless agencies and the public they serve. It will also develop a competitive application to provide funding to homeless assistance programs in the region.

Total Resources Required: \$2,500

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: Provide the assistance homeless agencies need to receive funding and provide transitional housing, permanent supportive housing, and supportive services to people experiencing homelessness.

Benefit to MAG Member Agencies: MAG member agencies will receive the benefit of having a coordinated, regional response to homelessness that provides services to people experiencing homelessness in their communities.

Benefit to the Public: The public benefits from the services supported by the consolidated funding application.

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Proposed New Projects

Human Services Division

Project Name: Age-Friendly Cities Initiative

Brief Description: This initiative will support the development of a Regional Aging in Place Network. The network will feature the implementation of three aging in place models, consisting of a website designed for adults aged 55 to 70 years, a conference, and outreach video.

Requested by: This project is recommended by MAG staff, MAG Human Services Coordinating Committee and the MAG Human Services Technical Committee.

Mission/Goal Statement: Coordinate regional activity and assist cities in becoming more age-friendly, and prepare three pilot sites to implement aging in place models with broad community support and skilled technical expertise.

Total Resources Required: \$12,857

Approximate time frame for project completion: July 2013-July 2014

Expected Outcome: This consultant will provide technical assistance and assistance with the pilot sites to prepare these for launch. Technical assistance will include addressing the pilot sites' long-term financial sustainability.

Benefit to MAG Member Agencies: MAG member agencies will be better able to respond to the needs of older adults, as well as better equipped to engage this population in strengthening the region for people of all ages.

Benefit to the Public: The public will have access to centralized information and interventions that will help them age in place and be more connected with their communities in meaningful ways.

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Proposed New Projects

Communications Division

Project Name: *Don't Trash Arizona* Litter Prevention and Education Program

Brief Description: Concern over ugly freeway litter led elected officials to cite litter education and prevention as an important component of the Regional Transportation Plan. *Don't Trash Arizona* is a joint effort between the Maricopa Association of Governments and the Arizona Department of Transportation to address the economic, safety, and health impacts of freeway litter along regional and state highways. The program is funded through Proposition 400, which was approved by voters in 2004. That funding encompasses litter pickup, sweeping, and landscape maintenance, as well as litter education and prevention. *Don't Trash Arizona* seeks to change attitudes, awareness, and most importantly, behavior, when it comes to roadway littering.

In 2006, litter prevention and education efforts were begun by MAG and ADOT to address roadway litter. The slogan *Don't Trash Arizona* is used cooperatively by both agencies to increase public awareness of the roadway litter condition.

In October 2011, the Regional Council action approved the selection of a consultant to develop the FY 2012 litter prevention and education program. The action included a provision that the base contract period shall be a one-year term but that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. The available extension options were utilized, carrying the project through November 30, 2013. Approval of FY2014 funding for the *Don't Trash Arizona* program will enable MAG to continue building on its partnership with ADOT in litter prevention and education efforts in Maricopa County.

Recommended by: This project is recommended by MAG staff, the Transportation Policy Committee, Regional Council in 2003, a resolution passed by the MAG Regional Council and State Transportation Board on December 3, 2003, citing litter education as a high priority for the Regional Transportation Plan, approval of consultant by Regional Council Executive Committee on October 13, 2011.

Mission/Goal Statement: The goal of the litter prevention and education program conducted in cooperation with the Arizona Department of Transportation is to reduce litter along state and Valley freeways, to improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance.

Total Resources Required: \$300,000

Approximate time frame for project completion: December 2013-November 2014

Expected Outcome: The consultant will develop and implement a strategy to increase public awareness as a way to reduce litter on the regional freeway system in the MAG Region and will establish an evaluative process to measure the success of the program. The consultant will use an array of communication services, including public education and outreach efforts that are designed to increase awareness of the freeway litter problem in the MAG region in an effort to lead to measurable changes in behavior among offenders. The consultant will provide services that include public relations, marketing, advertising and the development of partnerships with businesses, organizations or other entities that may provide additional value in promoting litter control efforts.

Benefit to MAG Member Agencies: It costs our region about \$3 million and nearly 150,000 labor hours each year to pick up 1.6 million pounds of litter along Valley freeways. Unightly litter also impacts our economy when tourists and prospective businesses choose not to come back to our state due to a poor impression. Litter is not only unsightly, it is unsanitary and can cause environmental and health problems. Cigarette butts, for example, contain toxic chemicals that can end up in storm drains and contaminate our water systems. Trash and other items falling from unsecured loads can cause serious traffic accidents. Debris on roadways nationwide causes 25,000 accidents each year and more than 80 fatalities. Accidents and slow-downs due to roadway debris increase the time we spend stuck in traffic and results in lost productivity. The litter prevention and education campaign will help mitigate these impacts to local communities.

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Benefit to the Public: Along with the benefits referenced above, reducing the amount of freeway litter through public education will help the region address the economic, safety and health impacts of litter to residents and improve our regional quality of life. It will improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance.

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Proposed New Projects

Communications Division

Project Name: Disability Outreach Associate

Brief Description: Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. MAG implemented the Associate Outreach program in 2001 to provide targeted outreach to Title VI communities, including the disability community. The Disability Outreach Associate serves as a liaison between MAG and the disability community, developing methods to engage the community in the transportation planning process, while achieving high levels of participation from the community and securing participation and promoting activity in the planning and programming process.

Recommended by: This project is recommended by MAG staff, SAFETEA-LU/MAP-21 Federal Transportation Law.

Mission/Goal Statement: To develop a regional transportation plan that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process, and to ensure that the plan identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on protected populations, such as the disability community.

Total Resources Required: \$18,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The Associate will work as a liaison between MAG and members of the disability community to provide information and collect feedback to be used in the update of the Regional Transportation Plan. The Plan is designed to develop systems, services and solutions that meet the needs of the public, including disability communities. Input from the disability community leads to better transportation decisions that meet the needs of all people and the creation of transportation facilities that fit harmoniously into communities.

Benefit to MAG Member Agencies: Active public involvement by all affected stakeholders helps strengthen community-based partnerships; helps develop transportation facilities that fit harmoniously into communities; and provides populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

Benefit to the Public: Regional transportation solutions that ensure safety and mobility for all while avoiding, minimizing or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on Title VI and other protected populations, such as people with disabilities.

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Proposed New Projects

Communications Division

Project Name: Video Outreach Associate

Brief Description: Associate assists in implementing the MAG Video Outreach Program by providing writing, direction, preproduction, production, and post production services along with project management. Approximately five videos would be produced within a 12-month time frame.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Surveys have found that an overwhelming majority of Americans get their news and information through the medium of television over all other forms of media. Through the use of television production equipment and facilities, MAG utilizes its Video Outreach Program to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. These video segments are posted to the MAG website and affiliated sites, YouTube, and distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.

Total Resources Required: \$70,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The MAG Communications Division began its Video Outreach Program in 2007 with the purchase of television production equipment and staff training. Since that time, the program has evolved into a robust outreach program with numerous successful videos produced, resulting in a better informed citizenry regarding MAG's roles and responsibilities in the region. It is anticipated that the continuation of the MAG Video Outreach Program, through the assistance of the MAG Associate, will continue to increase awareness and encourage public participation in the development of MAG plans and programs.

Benefit to MAG Member Agencies: As members of the MAG organization, member agencies play a key role in developing regional policies. The Video Outreach Program provides positive exposure regarding this role and increases the public understanding of local governments' regional responsibilities and accomplishments.

Benefit to the Public: The MAG Video Outreach Program performs an important public service by communicating information about air quality, transportation, and human services issues to the general public, encouraging public participation in the development of MAG plans and programs, and resulting in a better informed and active citizenry.

Draft MAG FY 2014 Work Program Proposed New Projects

Transportation Division

Project Name: MAG Transportation Performance Dashboard Platform

Brief Description: The MAG Transportation Dashboard Platform is intended to be a strategic, web-based portal and data repository of multimodal transportation performance information for the region. The platform will enable a dashboard interface to communicate with archived and real-time data from multiple public and private sources available. The main focus for the development of the Dashboard Platform will be visual communication products and tools to simplify complex information and make it available in a user-friendly and relevant format. These tools will enable policymakers, officials, and the public to assess the effectiveness and efficiency of the multiple investments in the regional transportation system.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The MAG Dashboard Platform will allow for seamless management of vast amounts of archived and real-time, as available, traffic data, as well as provide the user with high-quality visualization, animation and data mining tools on-line to create customized queries.

Total Resources Required: \$120,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: At the end of the contract period, the platform's information engine will have the capability to fuse, process and analyze dynamic databases from a variety of sources and formats, thus offering the ability to coordinate and integrate the decision making process at the operational, planning and programming levels. Speed, congestion, travel time, bottleneck, incident and extent of congestion information will be accessible from a unified location. By combining sensitivity analysis, trend reporting and network evaluation tools in a single functional location, this platform will integrate data sources thus further facilitating Regional Transportation Plan (RTP) partner agency coordination in reporting and documenting outcomes and standards.

Benefit to MAG Member Agencies: In collaboration with MAG member agencies, performance measurement and management functions at MAG were initiated in 2007 with the development and publication of a multimodal Performance Framework Report. Additionally, in order to integrate performance measures with the Congestion Management Process a working group representing seven member jurisdictions was formed and a Congestion Management Update Report was developed. Since 2009, performance information, analysis and results is updated continuously on the MAG website, available to all MAG partners and stakeholders. The proposed project would enhance reporting capabilities as well as act as a platform for information sharing among member agencies.

Benefit to the Public: Besides enabling policymakers, officials and the public in general to assess the effectiveness and efficiency of the multiple investments in the regional transportation system, the proposed Dashboard Platform would create an efficient and simple tool to understand the status of the transportation system and thus enhance accountability and transparency in the decision making process. The new MAP-21 Transportation Act authorized earlier this year creates a number of performance-based programs and requirements that would benefit from consistent and flexible tools to assist in the decision making and prioritization process, as well as providing a reporting mechanism in a coordinated fashion. A unified Dashboard Platform such as the one in the proposed project would create a cost effective and timely solution to the complexity of understanding and reporting on compliance.

Draft MAG FY 2014 Work Program
Proposed New Projects

Transportation Division

Project Name: MAG Regional Transportation Plan 2016

Brief Description: The next Regional Transportation Plan update represents the next generation and refresh of this important document since its current edition that was adopted by the MAG Regional Council in November 2003. Although there have been updates to the Plan in 2005, 2006, 2008, 2010 and 2013, there has been considerable change in the available funding for regional transportation facilities, greater demands for better transit integration (based upon the successes of light rail transportation), a larger transportation planning area related to expanding MAG's boundaries into Pinal County, designation of Interstate 11 as a new northwest-southeast corridor for the region providing connections throughout the Intermountain West, and new federal policies significantly expanding the role of performance-based and scenario planning into a region's transportation planning process. New land use and socioeconomic data forecasts have also been identified for the region for the 2040 horizon prompting the need to evaluate this growth on the regional transportation system to determine future needs. As part of this effort, a new tool such as Metroquest will be used to enhance the public involvement aspects of the plan. Given these factors, the multi-year planning for the next generation of the MAG Regional Transportation Plan is proposed to begin in FY 2014.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Establish the next generation of the MAG Regional Transportation Plan for adoption by the MAG Regional Council in FY 2016 through a continuing, comprehensive, and collaborative process.

Total Resources Required: \$500,000

Approximate time frame for project completion: July 2013-December 2015.

Expected Outcome: During FY2014, the initial phases for developing the next generation of the MAG Regional Transportation Plan (RTP) will be completed. Tasks include developing the project management plan; identifying and implementing new tasks to supplement MAG's continuing public consent and outreach process; establishing the RTP Vision, Goals, and Measures; and completing the data collection and analysis of the following elements: demographic/socioeconomic data; system performance inventory; congestion management process/strategies; environmental justice; environmental mitigation process; freight; pedestrian/bicycle planning; safety; regional studies summary; system preservation, maintenance, and rehabilitation; and revenue forecasts. In FY 2015 and FY 2016, the next generation of the Regional Transportation Plan will complete alternatives analyses based upon a project identification/prioritization process following recommendations from the Congestion Management Plan, the final report, and the adoption process through the MAG Regional Council.

Benefit to MAG Member Agencies: Member agencies rely upon the Regional Transportation Plan and its collective goals and visions to identify their future plans for meeting travel demand within their communities or within the purview of their agencies. A reliable and reasonably funded transportation system permits all agencies to benefit economically in meeting their general plan's goals and objectives. The document also provides Valley Metro/RPTA, the Arizona Department of Transportation, and federal agencies within the U.S. Department of Transportation a vision for the future of the transportation system within the MAG region, as well the anticipated performance of that system to meet the forecasted travel demand.

Benefit to the Public: The MAG Regional Transportation Plan is the cornerstone of transportation planning for the agency. A refreshed, next generation document will reflect the current thinking by the region about the regional transportation system and through a scenario process that considers multiple congestion mitigation methods, modes of travel, and revenue possibilities based upon land-use and socioeconomic data forecasted through 2040. As this process is collaborative, the public will have opportunities to provide thoughts, ideas, and comments in developing the new RTP. Following adoption, the public will have access to documents, identifying and prioritizing future transportation facilities to assist them with their personal mobility planning.

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Proposed New Projects

Transportation Division

Project Name: Naming and Wayfinding Off-Street Bicycle and Pedestrian Network

Brief Description: To develop a comprehensive naming, numbering and wayfinding signage guidance for the off-street bicycle and pedestrian network.

Requested by: This project is recommended by MAG staff and the MAG Bicycle and Pedestrian Committee.

Mission/Goal Statement: The goal of the project is to identify all the major bikeways to be included in a network that can be referred to by name and/or number. This will help in promoting the facilities to the public, funding request by jurisdictions, and creating a sense of place.

Total Resources Required: \$75,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: This project will develop guidelines detailing a comprehensive naming, numbering, and wayfinding system for the off-street bike and pedestrian network. This document would provide guidance to jurisdictions on how to incorporate regional wayfinding practices into their off-street paths as a supplement to local wayfinding and signage procedures. This project will also result in a regional off-street bicycle and pedestrian system map.

Benefit to MAG Member Agencies: Providing a unified system for the off-street network will allow jurisdictions to more easily coordinate planning and construction efforts for off-street facilities. Having this system in place gives MAG member agencies a more competitive position in the federal funding process, as their projects would be part of a well-defined and connected regional network.

Benefit to the Public: There are 181 miles of canal paths plus many more miles of off-street paths. It would be beneficial to have names and wayfinding signage between the paths and from the paths to desired destinations. With a regional wayfinding and naming convention to supplement local efforts, members of the public will know how to use the system to reach destinations all over the region and know where in the system they are at any given time.

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Proposed New Projects

Transportation Division

Project Name: Pedestrian and Bicycle Facilities Design Assistance Program On-Call

Brief Description: The Pedestrian and Bicycle Facilities Design Assistance program was initiated in 1996 to encourage the development of designs for bicycle and pedestrian facilities according to the *MAG Pedestrian Policies and Design Guidelines* and the *MAG Regional Bikeway Masterplan*. The intent of the program is to stimulate integration of bicycle and pedestrian facilities into the transportation infrastructure. MAG will issue a new Request for Qualifications to develop an on-call consultant list.

Requested by: This project is recommended by MAG staff and the MAG Bicycle and Pedestrian Committee.

Mission/Goal Statement: Funding the design of bicycle and pedestrian projects in MAG member agencies fits into MAG's mission as stated in the Regional Transportation Plan to promote the development and expansion of all modes of transportation.

Total Resources Required: \$300,000

Approximate time frame for project completion: August 2013-September 2014

Expected Outcome: Up to four projects submitted by MAG member agencies will be designed by professional consultants using the *MAG Pedestrian Policies and Design Guidelines* and the *MAG Regional Bikeway Masterplan*.

Benefit to MAG Member Agencies: MAG member agencies obtain planning and design assistance for bicycle and pedestrian projects and designing projects in accordance with the *Guidelines* informs member agency staff and community stakeholders about best practices in design. Designing projects through this program leverages additional funding for the construction of the bicycle and pedestrian facilities.

Benefit to the Public: Designing bicycle and pedestrian facilities in accordance with the *Guidelines* results in safe, comfortable and desirable facilities. Providing appropriate facilities encourages people to walk and bike, which reduce the negative impacts of motorized travel on air quality and congestion, while simultaneously creating more economically viable and healthy communities.

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Proposed New Projects

Transportation Division

Project Name: Best Practices Review of Emergency Vehicle Preemption at Signalized Intersections and Potential Areas for Unified Operations On-Call

Brief Description: Across the MAG region there are more than 3,000 signalized traffic signals maintained and operated by 30 jurisdictions. Some jurisdictions have installed Emergency Vehicle Preemption (EVP) equipment at signalized intersections and also inside emergency vehicles to enable these vehicles to safely negotiate the street network with the least delay during medical emergencies.

This study will document the prevailing EVP practices in the MAG region and also document the best practices from across the nation. The study will identify any proven approaches for standardized EVP operations across a large metropolitan region made up of multiple jurisdictions. This will take into account the currently installed EVP systems that still have useful services lives but are from different vendors. The study will identify recent advances in EVP technology and how local agencies in the region could take advantage of these features. The study will review the current practice of using confirmation lights and estimate what it might cost to implement standardized confirmation lights across the entire MAG region.

Requested by: This project is recommended by MAG staff and the MAG ITS Committee.

Mission/Goal Statement: The goal of this study is to inform local agencies on the best available options for using EVP technology to minimize the conflicts and crashes between emergency vehicles and other vehicles.

Total Resources Required: \$60,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The key expected outcomes from this study are review of EVP technology; feasibility of unified EVP operations in the region; feasibility of using standardized confirmation lights.

Benefit to MAG Member Agencies: (1) Opportunity to learn about EVP practices across the MAG region; (2) Information on areas for potential unified EVP operations, and the likely implementation cost.

Benefit to the Public: The state of the practice review and the feasibility of unified EVP operations will assist local agencies with planning ahead for EVP or improved EVP in their communities. This would directly translate into reduced intersection crashes with emergency vehicles.

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Proposed New Projects

Transportation Division

Project Name: Traffic Signal Optimization Program Associate

Brief Description: The MAG Traffic Signal Optimization Program (TSOP) has successfully completed nearly 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants that are hired by MAG through an on-call services contract. The MAG Associate for this project would assist MAG staff coordinate TSOP projects with local agencies and would also provide technical assistance during implementation. The Associate would be a person well experienced in local agency traffic signal operations.

Requested by: This project is recommended by MAG staff.

Mission/Goal Statement: The MAG Associate would help MAG reach the goal of ensuring that the traffic signal operations in the region are efficient, safe, and have minimal the impact on the environment.

Total Resources Required: \$40,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The key outcomes from TSOP projects include improved traffic operations and reduced vehicular emissions. Some improvements to traffic operations also lead to secondary benefits in terms of safety improvements. National studies have found that signal optimization projects such as these produce benefit to cost ratios as high as 40 to 1.

Benefits to MAG Member Agencies: (1) Ability to adjust signal timing to keep up with changes in traffic patterns due to new developments and traffic growth; (2) Ability to delay the need for costly long-term road capacity improvements by improving traffic flow and reducing congestion through fine adjustments to traffic signal operations.

Benefit to the Public: Reduced motorist frustration and unsafe driving by reducing overall stops and delay. Improved traffic flow through a group of signals, thereby reducing overall emissions and fuel consumption.

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Transportation Division

Project Name: Traffic Signal Optimization Program On-Call

Brief Description: The MAG Traffic Signal Optimization Program (TSOP) has successfully completed nearly 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants hired by MAG through an on-call services contract.

This project has been championed by the MAG Intelligent Transportation Systems (ITS) Program to provide traffic engineering assistance for refining signal operations across the MAG region. It is also one of the strategies identified in the MAG Regional Concept of Transportation Operations. A selected number of these projects will be evaluated through "before" and "after" travel time studies.

Requested by: This project is recommended by MAG staff, and the MAG ITS Committee.

Mission/Goal Statement: The goal of this program is to ensure that the traffic signal operations in the region are efficient and safe and have minimal the impact on the environment, and fit well within the overall goals of the MAG Regional Transportation Plan.

Total Resources Required: \$300,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The key outcomes from TSOP projects are improved traffic operations and reduced vehicular emissions. Some improvements to traffic operations also lead to secondary benefits in terms of safety improvements. National studies have found that signal optimization projects such as these produce benefit to cost ratios as high as 40 to 1.

Benefit to MAG Member Agencies: (1) Ability to adjust signal timing to keep up with changes in traffic patterns due to new developments and traffic growth; (2) Ability to delay the need for costly long-term road capacity improvements by improving traffic flow and reducing congestion through fine adjustments to traffic signal operations.

Benefit to the Public: Reduced motorist frustration and unsafe driving by reducing overall stops and delay. Improved traffic flow through a group of signals, thereby reducing overall emissions and fuel consumption.

**Draft MAG FY 2014 Work Program
Proposed New Projects**

Transportation Division

Project Name: Road Safety Assessments, Project Assessments and Design Concept Reports On-Call

Brief Description: A select number of Road Safety Assessments (RSAs), Project Assessments (PAs) and Design Concept Reports (DCRs) will be developed for intersections and arterial corridors that experience high crash occurrences. These locations will be identified both through a comprehensive network screening process that includes a review of three years of crashes on the road network, and will also be based on recommendations by the related local agencies.

Requested by: This project is recommended by MAG staff and the MAG Transportation Safety Committee.

Mission/Goal Statement: The goals of performing Road Safety Assessments and developing Project Assessments or Design Concept Reports are: To provide technical assistance to local agencies in identifying potential safety countermeasures that could be implemented at locations that experience high crash occurrence or at sites where the safety of road users is an agency concern; and, to help local agencies further develop safety countermeasures into projects that qualify for federal Highway Safety Improvement Program funds.

Total Resources Required: \$300,000

Approximate time frame for project completion: July 2013-December 2014

Expected Outcome: The performance of RSAs will identify low cost road safety improvements that local agencies can address within a short time. The PAs and DCRs will develop detailed infrastructure improvements, based on recommendations in previous MAG or agency funded RSAs, that would position these as candidate projects to compete for statewide Highway Safety Improvement Program (HSIP) funds.

Benefit to MAG Member Agencies: Assistance to MAG member agencies in the identification of road safety issues. Preparation of projects for high priority road safety improvements that could compete for HSIP funds.

Benefit to the Public: Road safety improvements and the resulting reductions in crashes, injuries and deaths.

**Draft MAG FY 2014 Work Program
Proposed New Projects**

Transportation Division

Project Name: Travel Surveys and Travel Data Application and Management On-Call and Associate Contract

Brief Description: The main purpose of the on-call contracts will be to collect regional travel data by conducting household and establishment travel surveys. Travel surveys are the main data source for the development and update of the regional transportation forecasting models. They also are the only source of the detailed travel demand and travel behavior information for the region. Complementary areas of expertise will include management and application of the collected data sets. The project is designed to ensure relevancy of the regional travel forecast for ongoing and future planning work and provide data sets necessary for maintaining updated travel forecasting models and relevant transportation system analyses. The travel survey data are fundamental for fulfilling applicable regulatory obligations, providing the best possible service to MAG member agencies, Federal and local planning authorities, the professional community, and the general public at large.

Regional travel surveys require extensive preparation. Pre-tests and pilot surveys are normally conducted prior to the main survey effort to test survey technologies, finalize survey instruments and sample designs. It will require close collaboration between MAG staff, consultants, and a multi-jurisdictional technical advisory team. Total duration of the project is planned for 36 months including 12 to 18 months dedicated to data collection (2014-2015 calendar years) and 18 to 24 months required for survey preparations, data processing, data analysis and data application. Technical project tasks are closely intertwined and in many instances will have to be conducted in parallel by different consultants (for example, survey instrument design based on the MAG models structure and requirements will have to be developed, tested and adjusted through the pilot surveys). Timing of the survey is determined by the validity and relevance of the previous survey data, as well as timing of the Decennial Censuses, model development plans and regional planning needs (previous data was collected mostly in 2008 and reflected conditions of the economic downturn in the region).

Requested by: This project is recommended by MAG staff.

Mission/Goal Statement: The mission of the Transportation System Analysis Program is to provide state-of-the-art travel forecast and analysis for the regional transportation planning process by continuously advancing forecasting and analytical tools and data, as well as internal business processes.

The goal of the project is to collect regional household and establishment travel data and apply it for the purposes of regional travel forecasting and analysis. The project deliverables will provide critical data sets for the regional transportation planning and travel demand forecasting.

Total Resources Required: \$4,500,000 over a 3 year period.

Approximate time frame for project completion: November 2013-November 2016

Expected Outcome: The outcome of the project will include the following deliverables:

- 2014-2015 Regional Household Travel Survey Data Sets. The data will be used to analyze regional travel patterns and regional travel behavior, to develop and update regional transportation forecasts and to provide main data input for the regional planning studies. The data also will be applied for the purposes of performance measurement, data requests from MAG member agencies and the professional community at large.
- 2014-2015 Regional Establishment Survey Data Sets. Commercial vehicles travel survey data will be a part of the deliverables. The data will be used in the regional travel forecasting models, including truck models and forecasts development and update.

Draft MAG FY 2014 Work Program Proposed New Projects

Complimentary origin-destination travel data, socioeconomic data and traffic data will be collected in order to validate or expand survey data, validate updated models and perform transportation system analysis. MAG regional travel demand forecasting models will be updated and recalibrated. Transportation system analysis and regional transportation forecast will be updated.

Benefit to MAG Member Agencies: New enhanced regional travel data that will allow detailed analysis of the travel patterns and travel behavior in the region. Updated regional transportation models will provide relevant quantitative input for regional, state and local planning projects. New data sets will allow identification and analysis of current regional travel trends and application of the results of the analysis in the transportation planning efforts. The project will provide important data foundation for upcoming Regional Transportation Plans and forecasts.

Benefit to the Public: The data and model updates will ensure that the MAG region continues to be competitive in terms of infrastructure planning decisions and required federal funding and provides relevant travel forecasts for regional planning purposes. The project will provide better information to decision makers, planners and engineers. Detailed systemwide travel information about regional travel patterns and regional travel behavior that can be utilized by general public and businesses will be developed.

Summary of Project: The project deliverables provide critical data sets for the regional transportation planning, travel demand forecasting and transportation system analysis. Project tasks will include planning for coordinated household and establishment travel surveys; surveys sample design and surveys sampling frame development; survey instruments and survey technologies development, including relevant software development; pre-test and pilot surveys; survey data analysis, data processing, data cleaning, data expansion; data management tasks; survey data application for regional travel demand forecasting and transportation system analysis.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 5, 2013

SUBJECT:

Programming of Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Funding in the Draft FY2014-2018 MAG Transportation Improvement Program

SUMMARY:

MAG is developing a new Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP). The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality (CMAQ) funds to specific modes and in some cases, identifies specific projects for the funds. Funding for all programs is currently estimated based on MAP-21 and the Arizona Department of Transportation (ADOT) estimated regional distribution of funding as of November 27, 2012. Funding levels for the CMAQ programs in the MAG region are subject to change and will be updated as federal and state announcements are made. For the Intelligent Transportation Systems (ITS), Bicycle, Pedestrian and Air Quality projects, the RTP identifies CMAQ allocations, and individual projects need to be identified for the new TIP. A Call for Projects was announced in August 2012 and the results from the evaluation process are included.

Applications were made available in August 6, 2012. An overview and application process meeting was held on August 13, 2012. Two additional workshops were held on August 27, and on September 10, 2012, to provide technical and staff assistance in completing applications and answering questions. Applications were due at MAG on September 19, 2012, and 84 applications were received. All information explained below pertains to on-time, complete, and eligible applications. Each CMAQ program must meet Federal Highway Administration (FHWA) eligibility criteria and one of the criteria is location. For Bicycle, Pedestrian and ITS projects to be eligible to receive CMAQ funding, the project must be located within the 8-hour Ozone Nonattainment Area. For PM-10 Paving Unpaved Road eligibility, projects must be located within the Phoenix PM-10 Nonattainment Area. Each application received is displayed by mode on a map. See attachments.

All proposed FY 2015, 2016, and 2017 CMAQ projects are evaluated by MAG Air Quality staff and receive a cost-effectiveness number (AQ score) within each modal category. Where appropriate, the emission reduction benefits and cost-effectiveness of CMAQ eligible projects have been quantified using the Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects, approved on September 30, 2011. The MAG Air Quality Technical Advisory Committee reviews proposed projects and makes the recommended ranking based on the evaluations. These recommended ranking and AQ scores are forwarded and presented to the modal committee to include for final consideration and programming of projects.

The related modal technical advisory committees assisted in defining the evaluation criteria for each mode beginning in April of 2012. Criteria for project evaluation included both qualitative and quantitative data. The Congestion Management Process (CMP) and the CMP tool were used to evaluate the Bicycle and Pedestrian projects and the ITS committee used a modified CMP tool for each of the four categories of ITS projects in combination with the newly adopted ITS plan. PM-10 Paving of Unpaved Road projects strictly used the Air Quality analysis score. Projects then went through a two-tiered committee review process starting in October that resulted in project rankings by the ITS and the Bicycle and Pedestrian

Committees in November and December, and the Air Quality Technical Advisory Committee in October. MAG staff coordinated the modified project funding amounts and information with the corresponding agency for agreement and modification of project costs as needed to meet program funding levels. This process follows the approved MAG Federal Fund Programming Principles.

There were 35 ITS project applications submitted requesting a total of \$23,437,205 in CMAQ funds. There are \$18,548,845 of CMAQ funds estimated to be available for ITS projects in FFY 2015-2017. Thirty-one projects are recommended for programming. Projects not recommended for programming total \$2,426,392.

There were 29 Bicycle and Pedestrian applications submitted requesting a total of \$25,804,786 of CMAQ funds. There are \$23,532,117 of CMAQ funds estimated to be available for Bicycle and Pedestrian projects in FY 2015-2017. One project was not able to be awarded full funding and the lead agency has agreed to accept partial funding, rounding up. One project was recommended for funding in another program. A total of twenty-six projects is recommended for programming. Projects not recommended total \$1,637,391.

There were 12 PM-10 Pave Unpaved Road applications submitted requesting a total of \$14,128,078 of CMAQ funds. One project requested to be withdrawn by the submitting agency. There are \$10,686,128 of CMAQ funds available for PM-10 Pave Unpaved Road Projects in FY 2015-2017. All projects are recommended for funding in the PM-10 Pave Unpaved Roads program totaling \$10,686,128. In addition to the application process, \$9,523,808 of CMAQ funds are identified via the Regional Transportation Plan (RTP) of CMAQ funding distributed for Air Quality Projects in FY 2015-2017.

The Air Quality Program detail has been included since the Transportation Review Committee heard this item. The FY 2011-2015 TIP includes placeholder listings until the detail of the programming is completed. The current estimated federal allocation of funding is included. Please refer to Table AQ.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the funding for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner. By adding the FY 2015 to the current FY 2011-2015 TIP, those projects will be eligible for FY 2014 Closeout funding if available.

CONS: If these projects are not approved, the time to develop projects will be limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized, that all annual obligation authority is utilized, and to enhance opportunities for additional federal funds.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection criteria have been fully addressed by members of MAG technical advisory committees. Air Quality Emission Reduction scores were considered and integrated into the recommended listings based on updated funding availability, and the program is fiscally balanced. The paving of dirt roads and alley projects supports committed measures to “reduce Particulate emissions from unpaved roads and alleys in the revised MAG 1999 Serious Area Particulate Plan for PM-10. The MAG 2012 Five Percent Plan for PM-10 includes the paving of unpaved roads.

POLICY: The MAG federally funded program has been developed in accord with federal regulations and MAG policies. The Congestion Management Process has been followed as appropriate by modal category.

ACTION NEEDED:

Recommend approval of the lists of FY 2015 Congestion Mitigation and Air Quality funded projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, and to add the list of FY 2015, 2016, and 2017 projects to the Draft FY 2014-2018 MAG Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

Bicycle and Pedestrian Committee: On December 11, 2012, the Bicycle and Pedestrian Committee recommended a list of CMAQ funded projects to be added to the Draft FY 2014-2018 MAG Transportation Improvement Program.

MEMBERS ATTENDING

- | | |
|--|------------------------------------|
| Reed Kempton, Scottsdale, Chair of
Bicycle and Pedestrian Committee | * Nicole Dailey, Gilbert |
| Margaret Boone, Avondale, Vice-
Chair of Bicycle & Pedestrian Committee | Steve Hancock, Glendale |
| Michael Sanders, ADOT | * Joe Schmitz, Goodyear |
| Tiffany Halperin, ASLA, Arizona Chapter | * Julius Diogenes, Litchfield Park |
| * Robert Wisener, Buckeye | Denise Lacey, Maricopa County |
| * D.J. Stapley, Carefree | Jim Hash, Mesa |
| Ian Cordwell, Cave Creek | * Brandon Forrey, Peoria, |
| Kathy Mills for Bob Beane, Coalition of
Arizona Bicyclists | Katherine Coles, Phoenix |
| Jason Crampton, Chandler | Dawn Coomer for Ben Limmer, RPTA |
| Mark Smith, El Mirage | Karen Savage, Surprise |
| | Eric Iwersen, Tempe |
| | * Mark Hannah, Youngtown |

* Members neither present nor represented by proxy # Attended via audio-conference

Street Committee: At the December 11, 2012, Street Committee meeting, the members recommended a list of CMAQ funded projects to be added to the Draft FFY2014-2018 MAG Transportation Improvement Program.

MEMBERS ATTENDING

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

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

Intelligent Transportation Systems (ITS) Committee: On December 5, 2012, the ITS committee recommended a list of CMAQ funded ITS projects to be added to the Draft FY 2014-2018 MAG Transportation Improvement Program.

MEMBERS ATTENDING

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

+ Not present

Teleconference

Air Quality Technical Advisory Committee: On October 25, 2012, the committee recommended to forward the list of recommended project tables based on the technical merit to the appropriate committees.

MEMBERS ATTENDING

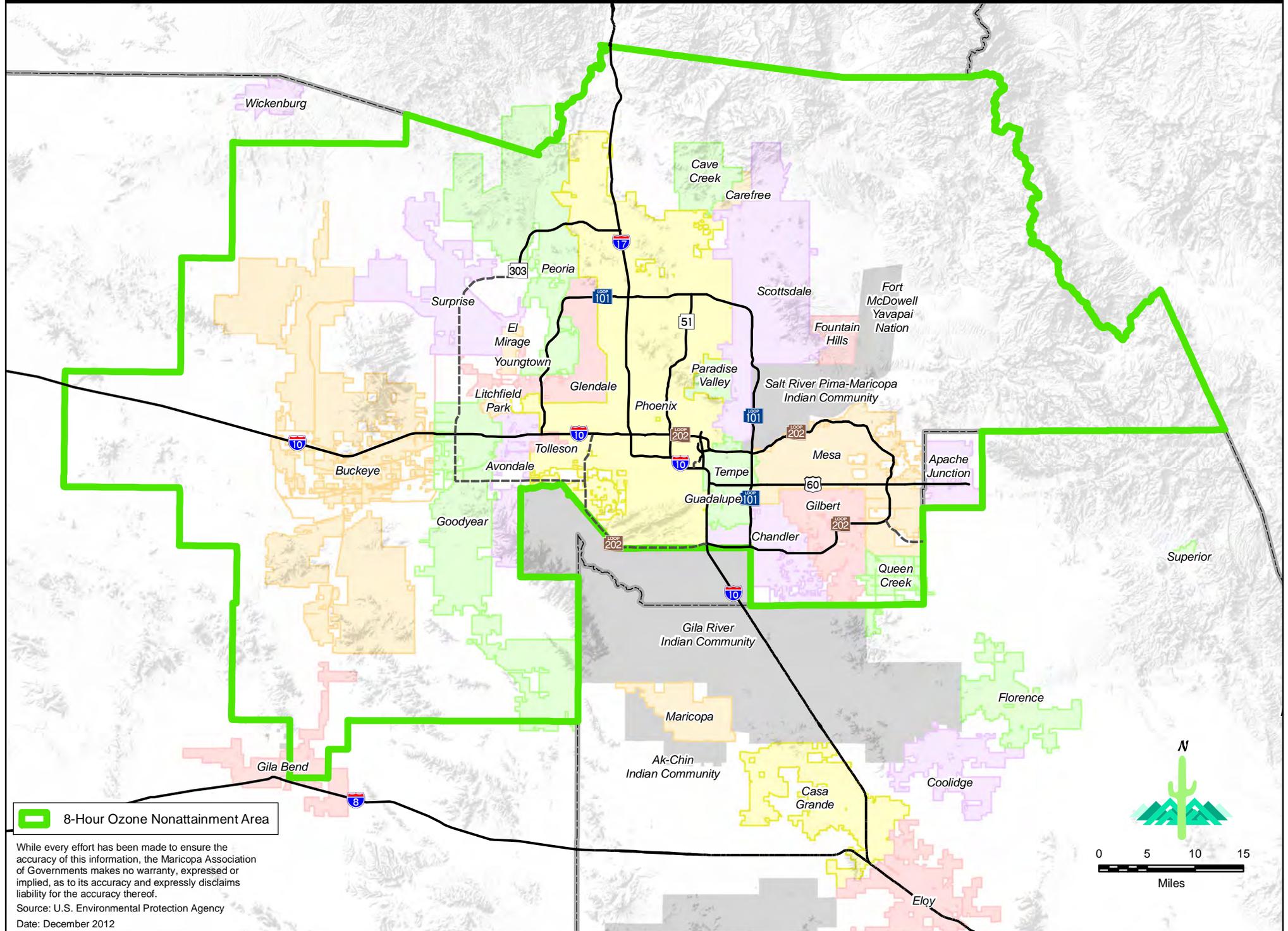
- Oddvar Tveit, Tempe, Chairman
- # Elizabeth Biggins-Ramer, Buckeye, Vice Chair
- Kristen Sexton, Avondale
- # Jim Weiss, Chandler
- # Jamie McCullough, El Mirage
- Jessica Koberna, Gilbert
- Wade Ansell for Doug Kukino, Glendale
- * Cato Esquivel, Goodyear
- # Greg Edwards for Scott Bouchie, Mesa
- William Mattingly, Peoria
- Philip McNeely, Phoenix
- Tim Conner, Scottsdale
- # Antonio DeLaCruz, Surprise
- * Mark Hannah, Youngtown
- Ramona Simpson, Queen Creek
- * American Lung Association of Arizona
- Kristin Watt, Salt River Project
- Rebecca Hudson, Southwest Gas Corporation
- * Mark Hajduk, Arizona Public Service Company
- * Gina Grey, Western States Petroleum Association
- * Dawn M. Coomer, Valley Metro/RPTA
- * Dave Berry, Arizona Motor Transport Assn.
- Jeannette Fish, Maricopa County Farm Bureau
- Steve Trussell, Arizona Rock Products Assn.
- * Amy Bratt, Greater Phoenix Chamber of Commerce
- # Amanda McGennis, Associated General Contractors
- * Spencer Kamps, Homebuilders Association of Central Arizona
- * Mannie Carpenter, Valley Forward
- * Kai Umeda, University of Arizona Cooperative Extension
- Beverly Chenausky, Arizona Department of Transportation
- Trevor Baggioire for Diane Arnst, Arizona Department of Environmental Quality
- * Environmental Protection Agency
- * Jo Crumbaker, Maricopa County Air Quality Department
- Michelle Wilson, 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:

Teri Kennedy, (602) 254-6300

8-Hour Ozone Nonattainment Area

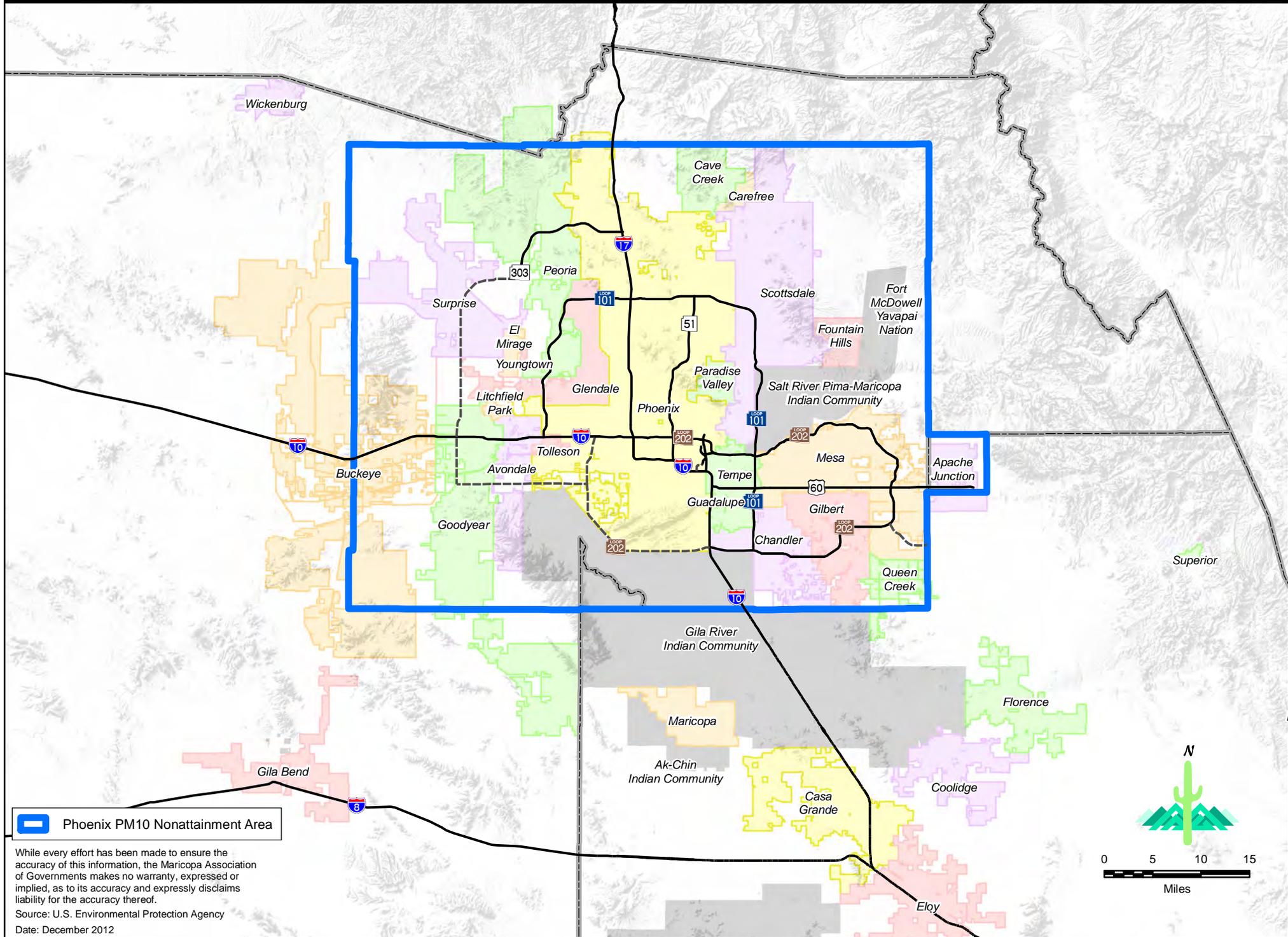


 8-Hour Ozone Nonattainment Area

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.

Source: U.S. Environmental Protection Agency
Date: December 2012

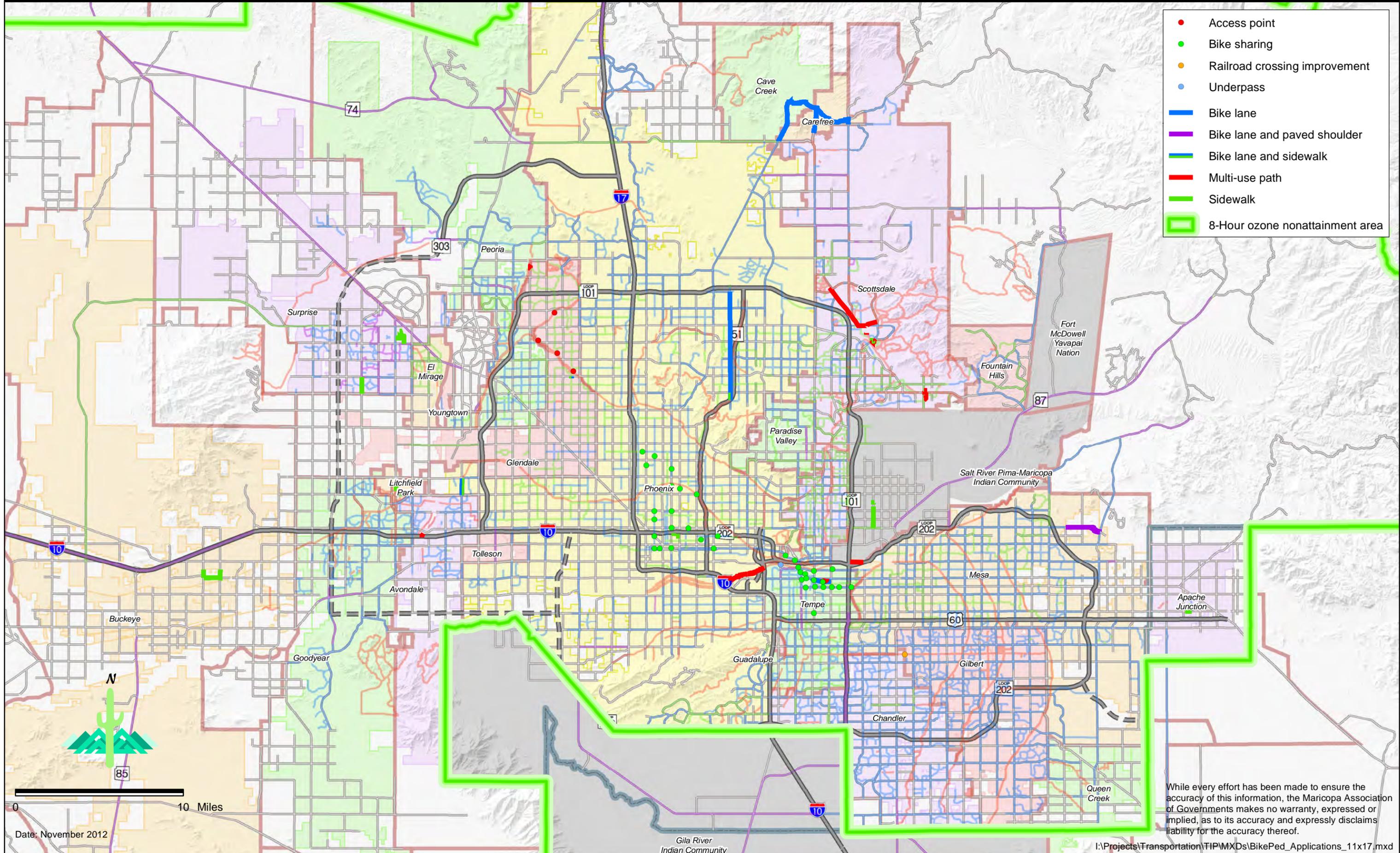
Phoenix PM10 Nonattainment Area



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Source: U.S. Environmental Protection Agency
Date: December 2012

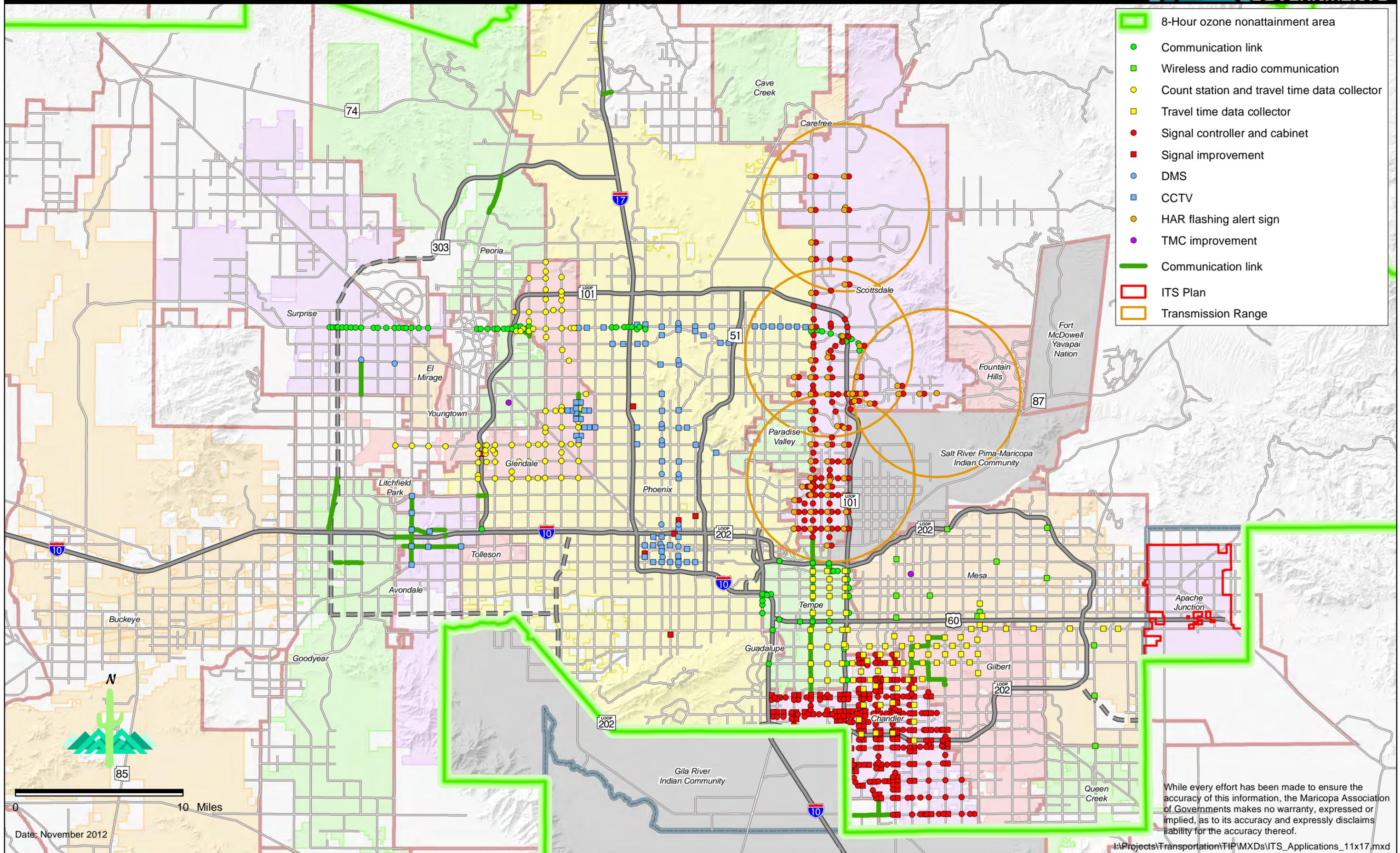
Bicycle and Pedestrian Project Applications



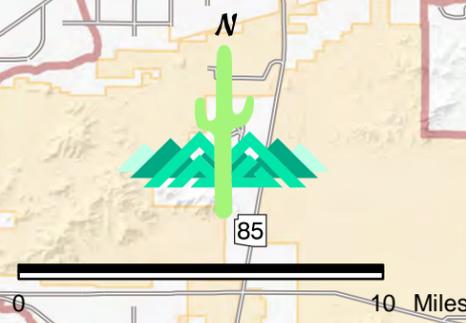
ProjID	City	Project Name	Federal Dollars Requested (From Part C of Application)	Year Requested	Year Granted (based on request and final rank)	CMAQ (Air Quality) Rank	CMP (Congestion) DATA RANK	CMP (Congestion) Reading Rank	Committee Rank	Final Average	Final Rank
			Estimated Total Available: \$23.9 Million			30%	20%	20%	30%	100%	
PHX-BikePed-6	Phoenix	Regional BikeShare Along Metro Rail Corridor Phx to Tempe	\$1,414,500	2015	2015	7	7	3	3	5.0	2.0
CVK-BikePed-1	Cave Creek	Cave Creek/Carefree Bike Lanes	\$2,938,480	2015	2015	3	13	10	2	6.1	3.0
MMA-BikePed-1	Maricopa County	5' Bike Lanes on McDowell Rd, 76th St to Usery Pass	\$556,747	2015	2015	1	12	15	4	6.9	4.0
MES-BikePed-1	Mesa	Rio Salado Shared Use Pathway - Segment 3	\$999,999	2015	2015	16	4	1	6	7.6	5.0
PHX-BikePed-1	Phoenix	Roosevelt Row Bike Lane and Sidewalk Improvement	\$750,260	2015	2015	5	14	9	5	7.6	6.0
AVN-BikePed-1	Avondale	Agua Fria Asphalt I-10 Underpass	\$1,264,427	2015	2015	11	10	5	7	8.4	7.0
TMP-BikePed-2	Tempe	Shared Use Path Priest Drive Underpass	\$1,165,396	2016	2016	2	5	4	1	2.7	1.0
GLN-BikePed-3	Glendale	New River North Shared Use Pathway	\$330,850	2015	2016	8	6	12	8	8.4	7.0
PHX-BikePed-3	Phoenix	Rio Salado 12' Shared Use Pathway, 32nd Street to 40th Street	\$1,122,642	2015	2016	12	9	8	10	10.0	9.0
PHX-BikePed-2	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	\$445,568	2015	2016	4	8	26	11	11.3	10.0
PHX-BikePed-8	Phoenix	12' Shared Use Pathway Rio Salado Pathway - 40th Street to SR143	\$2,058,310	2016	2016	14	17	7	9	11.7	11.0
SCT-BikePed-2	Scottsdale	Shared Use Pathway Shea Tunnel Access / 124th St	\$1,253,032	2015	2016	9	21	11	14	13.3	14.0
CHN-BikePed-1	Chandler	Western Canal Crossing Improvement at UPRR	\$355,275	2016	2016	10	19	14	15	14.1	15.0
PHX-BikePed-1	Phoenix	Shea blvd: 32nd St to SR51	\$364,941	2015	2016	6	19	28	13	15.1	16.0
SRP-BikePed-1	Salt River Indian Comm	8' Sidewalk Longmore Road Pedestrian Project	\$497,796	2015	2016	18	16	13	17	16.3	17.0
GLN-BikePed-1	Glendale	55th Avenue Widening for Bike Lanes and Sidewalk	\$159,266	2015	2016	19	2	27	19	17.2	18.0
GLN-BikePed-2	Glendale	Neighborhood Connections to Shared Use Pathway	\$107,832	2015	2016	25	3	19	18	17.3	19.0
TMP-BikePed-1	Tempe	10' Shared Use Path on 8th Street	\$1,379,021	2017	2017	26	1	2	12	12.0	12.0
SCT-BikePed-1	Scottsdale	Shared Use Pathway WestWorld/Indian Bend	\$4,223,645	2017	2017	15	11	6	16	12.7	13.0
BKY-BikePed-2	Buckeye	Watson Road 10' Shared Use Path	\$302,206	2015	2017	13	26	20	20	19.1	20.0
LPK-BikePed-1	Litchfield Park	6' Sidewalk on Old Litchfield Road	\$213,911	2015	2017	20	21	16	21	19.7	21.0
APJ-BikePed-1	Apache Junction	Southern/Winchester Sidewalk Installation	\$197,604	2015	2017	23	15	23	22	21.1	22.0
SUR-BikePed-1	Surprise	5' Sidewalk Reems Rd	\$198,900	2016	2017	17	27	22	23	21.8	23.0
BKY-BikePed-3	Buckeye	Lower Buckeye 10' Shared Use Path	\$388,830	2017	2017	24	23	18	24	22.6	24.0
BKY-BikePed-1	Buckeye	Rainbow/Lower Buckeye 10' Shared Use Path	\$392,592	2015	2017	22	28	17	25	23.1	25.0
PHX-BikePed-7	Phoenix	10' Detached Shared Use Pathway 107th Ave*	\$900,000	2015	2017	21	23	24	27	23.8	26.0
PHX-BikePed-7	Phoenix	10' Detached Shared Use Pathway 107th Ave*	\$600,000	2015	2017	21	23	24	27	23.8	26.0
PHX-BikePed-4	Phoenix	First Street 8' Sidewalk Project	\$989,631			28	18	21	26	24.0	27.0
SUR-BikePed-2	Surprise	5' Sidewalk West Point	\$233,125			27	23	25	28	26.1	28.0
			Total Federal Dollars Requested			\$25,804,786					
			Total awarded for projects ranked 1-25*			\$23,982,030					
			Total Remaining funds after awarding projects ranked 1-25			\$847,646					

*Phoenix has accepted the remaining funds (\$847,646) for 107th Ave. TIP Manager change to \$900,000

ITS Project Applications



- 8-Hour ozone nonattainment area
- Communication link
- Wireless and radio communication
- Count station and travel time data collector
- Travel time data collector
- Signal controller and cabinet
- Signal improvement
- DMS
- CCTV
- HAR flashing alert sign
- TMC improvement
- Communication link
- ITS Plan
- Transmission Range



Date: November 2012

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.

Recommended List of ITS Projects for FY2015

Project	Lead Agency	Partner Agencies	Project Description	CMAQ Request	FINAL Rank	Recommendation for FY2015
ADOT-ITS-1	ADOT	Avondale, Goodyear, MAG	ADOT FMS Phase 11A project is currently planned to extend fiber communications backbone along I-10 up to Dysart Road. This project will expand the FMS Phase 11A scope to include the RCN expansion to City of Avondale (Section 1) and City of Goodyear (Section 2).	\$51,045	1	1
TMP-ITS-1	Tempe		This project will install a fiber connection from ADOT's node 12 building to the signals at Broadway and Ramp K and Broadway and 48th St, and 48th St and Ramp C. The project will also install wireless radios, high speed DSL communications and 22 CCTV cameras at several intersections in Tempe.	\$287,752	2	2
MMA-ITS-1	Maricopa County	ADOT, Peoria, Glendale, Scottsdale, Phoenix, Surprise	This project will add adaptive signal control capabilities to the existing signal system and enable coordination between agencies. Adaptive capability will be provided for all the signals within the Bell Road corridor for four areas operated by Surprise, ADOT, Maricopa County, Peoria, Glendale, Scottsdale, and Phoenix.	\$2,315,065	3	3
CHN-ITS-1	Chandler		The city has about 201 traffic signal controllers operating in field. The existing signal controllers have many limitations. Currently, the city is in the process of upgrading controller firmware. This project will install new compatible traffic signal controller hardware.	\$511,766	4	4
MES-ITS-1	Mesa		This project will install four access points per radio tower on 12 existing radio towers for a total of 48 access points. Purchase 40 remotes to support field device communications back to the radio towers.	\$233,864	5	5
SCT-ITS-3	Scottsdale		This project will install 4 Highway Advisory Radio (HAR) transmission units plus approximately 60 flashing advisory signs with a message such as [TUNE TO 610AM FOR VITAL INFORMATION WHEN FLASHING]. The transmission sites will receive data from the Scottsdale TMC, and the flashing signs will be activated through the City's interconnected Signal System.	\$380,040	6	6
GDY-ITS-1	Goodyear		Expand Traffic Management Center (TMC) traffic surveillance and monitoring capability by connecting to existing CCTV cameras at Indian School Road and Camelback Road traffic signals at SR 303L; Facilitate the adjustment of traffic signal timing adjustments at these locations in response to real-time traffic conditions.	\$219,876	8	7
PHX-ITS-1	Phoenix		Procure, install 8 Dynamic Message Signs that will display messages such as real-time travel times, traffic incident information, downtown event information, and advise on alternate routes along 7th street and 7th Avenue. Messages will be generated either automatically by field devices or posted by TMC staff.	\$854,811	9	8
PHX-ITS-3	Phoenix		Install CCTV traffic monitoring cameras at approximately 65 locations along six major corridors, 7th Avenue and 7th Street for North-South movements and on Bell Road, Greenway Road, Northern Road and Glendale Ave. for East-West movements.	\$730,891	10	9
AVN-ITS-1	Avondale		Provide and install fiber communications backbone on Dysart Road north of I-10. This project will allow City of Avondale to view ADOT CCTV Cameras and respond to traffic incidents that occur on I-10. as well as on the surrounding arterial system by adjusting signal timing from the Avondale interim TOC.	\$508,579	11	10
APJ-ITS-1	Apache Junction		This project will develop an ITS Strategic Plan for the City of Apache Junction.	\$141,450	34	11

\$6,235,139 11 projects

**Available
Remaining**

**\$6,234,885
-\$254**

Recommended List of ITS Projects for FY2016

Project	Lead Agency	Partner Agencies	Project Description	CMAQ Request	FINAL Rank	Recommendation for FY2016
MES-ITS-3	Mesa	Maricopa County	Develop an electronic means of sharing CAD data with RADS. Develop filters for integrating Mesa 9-1-1 CAD data in RADS and a user interface that Traffic Management Center operators can use to monitor incidents.	\$56,580	6	1
GLN-ITS-1	Glendale		Installation of conduit, fiber optic cable, communications equipment and CCTV cameras at intersections along Olive, Northern and 51st Avenues to expand the capabilities of the signal system. Additionally, 7 new CCTV cameras will be installed to allow for real time traffic monitoring.	\$904,728	12	2
MES-ITS-2	Mesa	Chandler, Gilbert, Tempe	Install 91 ARID Bluetooth devices in traffic signal cabinets throughout the East Valley to monitor traffic speeds and travel times. The data from each agency's devices will be shared via RADS and disseminated via a web map that displays travel times, speed or congestion levels. This project will expand a current City of Mesa project which will deploy 80 ARID sensors.	\$655,385	13	3
CHN-ITS-2	Chandler		Add four-section Flashing Yellow Arrows to 114 signalized intersections currently with Protected-only and protected/permissive left turn signals. This will improve traffic safety and signal efficiency by providing the flexibility to restrict left turns by time-of-day.	\$633,281	14	4
GLN-ITS-2	Glendale		Installation of count stations and travel time data collectors at key intersections and locations throughout the city. Additionally, the project will include development of a database and GUI to manage, query, and present the data.	\$555,470	15	5
PEO-ITS-1	Peoria		Establish communication between the TMC and two traffic signals near the Peoria Sports Complex in order to facilitate timing changes during special events and incidents.	\$206,772	16	6
SCT-ITS-1	Scottsdale		Replace standard Signal Cabinets with Advanced Hybrid Cabinets at 60 major intersections	\$678,960	18	7
TMP-ITS-2	Tempe		The project will install conduit and fiber in the Rural Road corridor from US 60 north to City Limit. The installation will be based on the overall design of the Rural Road fiber corridor which will be funded locally through the City's CIP.	\$983,626	18	8
GLB-ITS-2	Gilbert		This project will install segment#1, 3.5 mile fiber optic cable in new and existing conduit, upgrades traffic controllers and CCTV cameras at intersections to improve communication from Gilbert's TOC to multiple intersections in northwest Gilbert.	\$546,072	23	9
GLB-ITS-1	Gilbert		This project will install segment#2 , another 3.5 mile fiber optic cable in new and existing conduit, upgrades traffic controllers and installs CCTV cameras at intersections to improve communication from Gilbert's TOC to multiple intersections in northwest Gilbert.	\$549,599	24	10
AVN-ITS-2	Avondale		Install fiber communications backbone on McDowell Road east of Dysart Road. This project will allow staff at Avondale's interim TMC to view CCTV Cameras and respond to irregular traffic conditions on the surrounding arterial system by adjusting signal timing.	\$424,498	27	11

\$6,194,971 11 projects

**Available
Remaining**

**\$6,287,258
\$92,287**

Recommended List of ITS Projects for FY2017

Project	Agency		Project Description	CMAQ Request	FINAL Rank	Recommendation for FY2017
PEO-ITS-3	Peoria		Upgrade legacy electronic equipment to continue operation of Peoria's Traffic Mangement Center.	\$482,345	17	1
PHX-ITS-4	Phoenix		The existing DTMS software and hardware will be upgraded/expanded to provide additional flexibility for controlling ingress and egress to the special events. 2 new DMSs will be added for inbound and 3 new DMSs will be added for outbound.	\$566,507	20	2
SCT-ITS-2	Scottsdale		Replace standard Signal Cabinets with Advanced Hybrid Cabinets at 60 arterial/collector intersections	\$678,960	21	3
MMA-ITS-2	Maricopa County	ADOT	Install pull boxes and fiber optic cable at mutiple sites. Project will include any required RADS software updates or integration needs. MCDOT will develop agreements with ADOT and City of Phoenix for the connections/permits.	\$429,988	22	4
SUR-ITS-1	Surprise		Install a fiber optic backbone on Reems Road from Peoria Avenue to Waddell Avenue. Install dynamic message signs at two locations: Reems Road north of Waddell Road; Litchfield Road south of Waddell Road.	\$804,851	25	5
TMP-ITS-3	Tempe		Install conduit and fiber in the Rural Rd corridor from US 60 south to City Limit. Devices to be installed include pull boxes, splice closures, patch panels, fiber optic jumper cables, and ethernet switches. The installation will be based on the overall design of the Rural Rd fiber corridor which will be funded locally through the City's CIP.	\$887,390	26	6
MMA-ITS-3	Maricopa County		Using fiber, connect traffic signals at various sites to the TMC through the RCN network. Project also includes the installation of 2 CCTV cameras along Riggs Road at S Dobson Road and S Alma School Road. This project will require a construction permit from City of Chandler to install fiber and conduit infrastructure in City's ROW.	\$734,295	28	7
GDY-ITS-2	Goodyear		Purchase and install approximately 5,500 LF of 2-2" conduits, 5,500 3" conduit, 15,000 LF of 96 strand SMFO cable, 8 fiber optic splice enclosures, 7 field hardened Ethernet switches, 7 video codecs and 7 CCTV cameras. This project will connect the City of Goodyear TMC to the seven traffic signals along Cotton Lane and Yuma Road.	\$820,001	29	8
GLN-ITS-3	Glendale		Install four lane control signal bridges with overhead signs to allow for dynamic assignment of lanes along Maryland Avenue between 95th and 99th avenues. Install dynamic message signs for both east and westbound traffic on two of the structures.	\$1,222,193	30	9

\$6,626,530 9 projects

Available **\$6,340,071**
Remaining **-\$286,459**

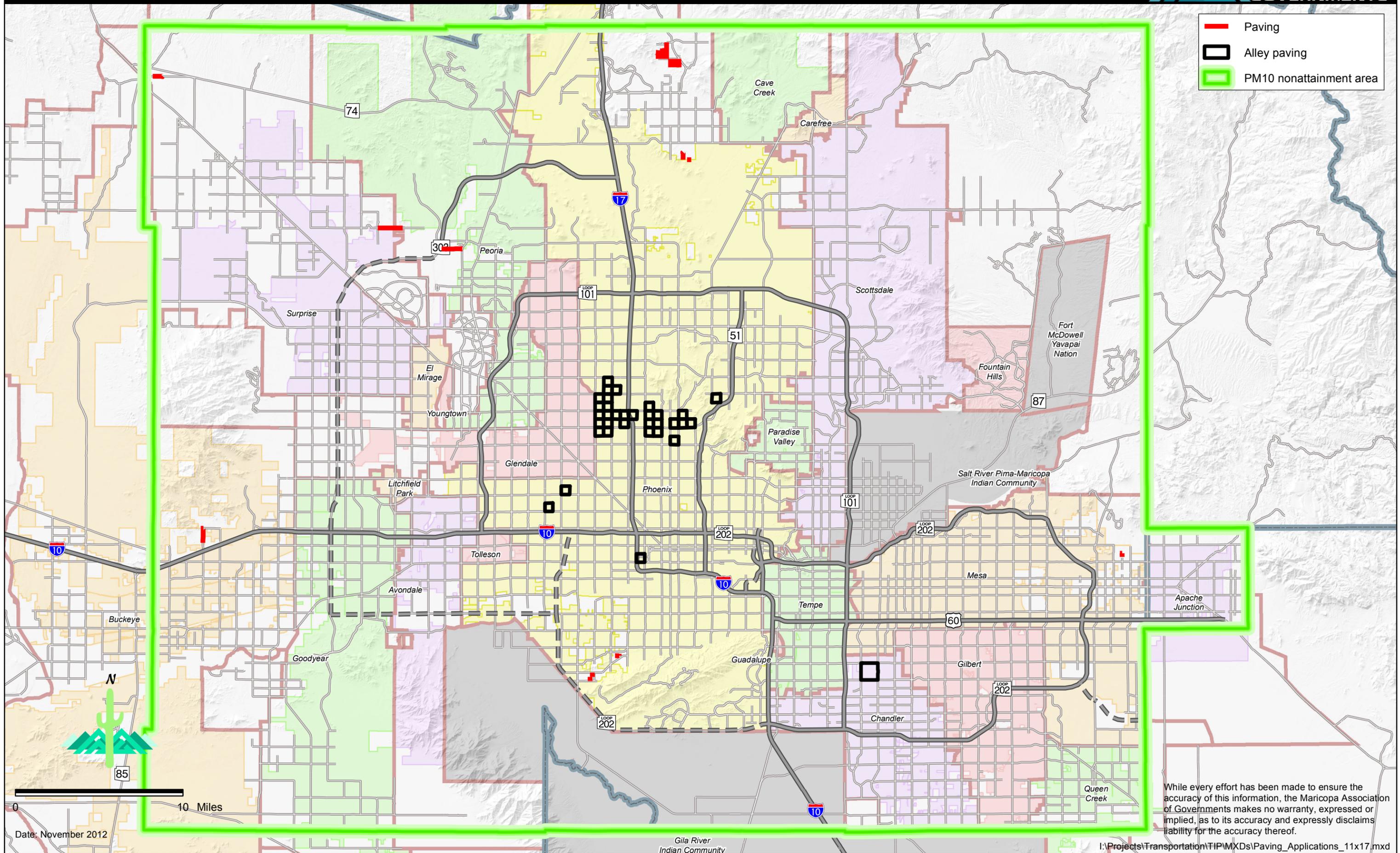
Remaining ITS Project Applications - Not Recommended

AVN-ITS-3	Avondale		Provide and install fiber communications backbone on Dysart Road south of the I-10. This project will allow City of Avondale to view ADOT CCTV Cameras and respond to irregular traffic conditions such as incidents occur on I-10 as well as on the surrounding arterial system by adjusting signal timing and coordinating traffic managment.	\$419,118	31	
AVN-ITS-4	Avondale		Install fiber backbone on Van Buren Street from Central Avenue to 107th Avenue. This project will allow City of Avondale to view ADOT CCTV Cameras and respond to irregular traffic conditions such as incidents occur on I-10 as well as on the surrounding arterial system.	\$731,990	32	
PEO-ITS-2	Peoria		Establish communication between the TMC and the traffic signal at Loop 303 and Lake Pleasant Parkway in order to monitor and operate these signals.	\$630,113	33	
PHX-ITS-2	Phoenix		Procure, install and provision the HAWK signals at identified locations. Based on the warranted HAWK list, install up to six HAWK signals on signalized, coordinated corridors with existing transit facilities.	\$839,597	35	

\$2,620,818

Paving Project Applications

-  Paving
-  Alley paving
-  PM10 nonattainment area



Date: November 2012

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.

DECEMBER 5, 2012 MAG PROGRAMMING RECOMMENDATION FOR APPROVAL

Funding and budget adjusted since approval on 12-5-2012 to logically split budget based on work and available funding by year.

Program of Proposed PM-10 Paving Unpaved Road Projects For FY 2015 CMAQ Funding

Scenario #3

* available in FY 2015

Agency	Location	Work Type	Req'd FY	Length (miles)	Emission Reduction Weighted TOG (kg/day)	Emission Reduction Weighted Nox (kg/day)	Emission Reduction Weighted PM10 (kg/day)	Emission Reduction Weighted Total (kg/day)	Cost Effectiveness (\$/met.ton)	CMAQ Funds Requested
Maricopa County#6	Rockaway Hills Dr	Pave Dirt Roads	2015	0.7	0.00	0.00	114.06	114.06	\$381	\$235,750
Buckeye	Watson (~650' north of Van Buren alignment) to McDowell/Watson	Pave Dirt Roads	2015	0.88	0.00	0.00	236.67	236.67	\$750	\$964,532
Phoenix#1	Various locations in twelve quarter sections	Pave Dirt Alleys	2015	29.3	0.00	0.00	194.07	194.07	\$1,170	\$1,232,662
Maricopa County#4a (orig budget 2,074,600), Phase I	3rd Avenue - Honda Bow Road to Circle Mountain Road, 3rd St - Linda Ln to Honda Bow Rd, 7th Ave - Honda Bow Rd to Leann Rd, 7th St - Linda Ln to Honda Bow Rd, 11th Ave - Honda Bow Rd to 13th Ave, Cavalry Rd - 7th Ave to 3rd Ave, Central Ave - BOM to Honda Bow Rd	Pave Dirt Roads	2015	4.37	0.00	0.00	308.75	308.75	\$1,237	\$1,072,645
Subtotal										\$3,505,589

Program of Proposed PM-10 Paving Unpaved Road Projects For FY 2016 CMAQ Funding

* available in FY 2016

Agency	Location	Work Type	Req'd FY	Length (miles)	Emission Reduction Weighted TOG (kg/day)	Emission Reduction Weighted Nox (kg/day)	Emission Reduction Weighted PM10 (kg/day)	Emission Reduction Weighted Total (kg/day)	Cost Effectiveness (\$/met.ton)	CMAQ Funds Requested
Chandler	Area between Dobson Rd, Alma School Rd, Elliot Rd and Warner Rd.	Pave Dirt Alleys	2016	15.3	0.00	0.00	118.38	118.38	\$887	\$570,515
Phoenix#2	Various locations in twelve quarter sections	Pave Dirt Alleys	2016	29.2	0.00	0.00	225.93	225.93	\$1,022	\$1,253,410
Maricopa County#4b: Phase II	3rd Avenue - Honda Bow Road to Circle Mountain Road, 3rd St - Linda Ln to Honda Bow Rd, 7th Ave - Honda Bow Rd to Leann Rd, 7th St - Linda Ln to Honda Bow Rd, 11th Ave - Honda Bow Rd to 13th Ave, Cavalry Rd - 7th Ave to 3rd Ave, Central Ave - BOM to Honda Bow Rd	Pave Dirt Roads	2015	**	**	**	**	**	**	\$1,001,955
Maricopa County#2	McLellan Rd from 103rd St to Signal Butte Rd, 104th St to McLellan Rd	Pave Dirt Roads	2015	0.825	0.00	0.00	61.92	61.92	\$1,346	\$452,640
Surprise	Jomax Rd from 147th Ave to East City (133rd Avd)	Pave Dirt Roads	2016	1.5	0.00	0.00	77.06	77.06	\$1,690	\$707,250
Subtotal										\$3,985,770

Program of Proposed PM-10 Paving Unpaved Road Projects For FY 2017 CMAQ Funding

* available in FY 2017

Agency	Location	Work Type	Req'd FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (\$/met.ton)	CMAQ Funds Requested
Phoenix#3	Various locations in nine quarter sections	Pave Dirt Alleys	2017	29.1	0.00	0.00	145.85	145.85	\$1,629	\$1,289,909
Maricopa County#5	31st Ave - Olney Ave to McNeil St, 44th Ave - EOM to Carver Rd, 45th Ave - Estrella Dr to EOM, Olney Ave - BOR to 31st Ave	Pave Dirt Roads	2016	0.735	0.00	0.00	50.08	50.08	\$2,913	\$792,120
Maricopa County#1	10th St - Dove Valley Rd to Paint Your Wagon Tr, Dove Valley Rd - 12th St to 14th St	Pave Dirt Roads	2016	0.72	0.00	0.00	47.93	47.93	\$4,275	\$1,112,740
Subtotal										\$3,194,769

* The estimated CMAQ amount is subject to change based on final funding levels from MAP-21 and the expectation of a continuing resolution.

** MCDOT # 4 split funding across two years. Total AQ benefits listed in 4a.

Call For Projects: FY 2015 CMAQ funded projects, amendments to the FY 2011-2015 TIP														
Year	Application Project ID	TIP ID	Name of Agency	Title	MAG Mode	Description:	Miles	Lanes Before	Lanes After	In ALCP	Federal Cost:	Local Match:	Total Cost:	Notes
2015	BKY-Pave-1	BKY15-431c	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Air Quality	Construct: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	No	964,532	84,598	1,049,130	Amend: Add to TIP
2015	MMA-Pave-4	MMA15-434c	Maricopa County	New River Area PM-10 Paving, Phase I.	Air Quality	Construct: New River Area PM-10 Paving - Phase I, in seven locations.	0.5	2	2	No	1,072,645	64,836	1,137,481	Amend: Add to TIP. Project split in two funding years. Phase I of II.
2015	MMA-Pave-6	MMA15-436c	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Air Quality	Construct: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	No	235,750	14,250	250,000	Amend: Add to TIP
2015	PHX-Pave-1	PHX15-431c	Phoenix	2015 CMAQ Alley Dust Proofing	Air Quality	Construct: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	No	1,232,662	240,000	1,472,662	Amend: Add to TIP
2015	AVN-BikePed-1	AVN15-441c	Avondale	Agua Fria Asphalt 1-10 Underpass	Bike/Ped	Construct an asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	No	1,264,427	76,429	1,340,856	Amend: Add to TIP
2015	CVK-BikePed-1	CVK15-441c	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Bike/Ped	Construct: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	No	2,938,480	290,940	3,229,420	Amend: Add to TIP
2015	MMA-BikePed-1	MMA15-441c	Maricopa County	McDowell Road, 76th Street to Usery Pass Road	Bike/Ped	Construct 5 ft. wide bicycle lanes by widening the existing pavement or restriping the existing pavement where the roadway width is adequate. Extend culverts and construct new headwalls as needed to provide proper clear zone widths. Update street signs along the project. Relocate utilities interfering with construction.	2.1	NA	NA	No	556,747	33,653	590,400	Amend: Add to TIP
2015	MES-BikePed-1	MES15-441c	Mesa	Rio Salado Pathway - Segment 3	Bike/Ped	Construct 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	No	999,999	199,595	1,199,594	Amend: Add to TIP
2015	PHX-BikePed-1	PHX15-441c	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Bike/Ped	Construct: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	No	750,260	45,350	795,610	Amend: Add to TIP
2015	PHX-BikePed-6	PHX15-446c	Phoenix	Regional Bike Share	Bike/Ped	Implementation: Bike sharing—the shared use of a bicycle fleet. acquire 375 bicycles, 38 kiosks, related hardware and software. Bikes are available 24 hours per day.	18	0	0	No	1,414,500	85,500	1,500,000	Amend: Add to TIP
2015	ADOT-ITS-1-R	DOT15-461c	ADOT	ADOT FMS Phase 11A project to extend fiber communications backbone along I-10 up to Dysart Road.	ITS	Construct and Install: Add fiber communications from ADOT FMS fiber backbone along I-10 at Avondale Blvd to City of Avondale fiber backbone. Extend fiber communication from ADOT FMS fiber backbone along I-10 at Dysart Rd to Litchfield Rd and branch to City of Goodyear fiber backbone at Litchfield Rd.	2	NA	NA	No	51,045	3,086	54,131	Amend: Add to TIP

Call For Projects: FY 2015 CMAQ funded projects, amendments to the FY 2011-2015 TIP														
Year	Application Project ID	TIP ID	Name of Agency	Title	MAG Mode	Description:	Miles	Lanes Before	Lanes After	In ALCP	Federal Cost:	Local Match:	Total Cost:	Notes
2015	APJ-ITS-1-R	APJ15-461	City of Apache Junction	Apache Junction ITS Strategic Plan	ITS	Procure: consultant to complete an ITS Strategic Plan for all current and future traffic signals within the City of Apache Junction	452	NA	NA	No	141,450	18,550	160,000	Amend: Add to TIP
2015	AVN-ITS-1-R	AVN15-461	City of Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	ITS	Procure, Construct and Install: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	No	508,579	30,741	539,320	Amend: Add to TIP
2015	CHN-ITS-1-R	CHN15-461	City of Chandler	Traffic Signal Controller Upgrades	ITS	Procure and install 201 new traffic signal controllers in the City of Chandler.	136	NA	NA	No	511,766	30,934	542,700	Amend: Add to TIP
2015	GDY-ITS-1 R	GDY15-461	City of Goodyear	SR303L - McDowell Road to Camelback Road Connectivity	ITS	Procure and install cable, inner duct, fiber, video, and switch hardware.	3	NA	NA	No	219,876	13,291	233,167	Amend: Add to TIP
2015	MES-ITS-1 R	MES15-461	City of Mesa	Radio Communications Upgrade	ITS	Procure: 4 access points per radio tower on 12 existing radio towers; total of 38 access points, and procure 40 remotes to support field device communications back to the radio towers.	3	NA	NA	No	233,864	14,136	248,000	Amend: Add to TIP
2015	PHX-ITS-1 R	PHX15-461	City of Phoenix	7th Ave 7th St DMS Deployment	ITS	Procure, install and provision the Dynamic Message Signs near identified intersections; 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	No	854,811	51,670	906,481	Amend: Add to TIP
2015	PHX-ITS-3 R	PHX15-463	City of Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	ITS	Procure, install and provision the CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	No	730,891	45,488	776,379	Amend: Add to TIP
2015	SCT-ITS-3 R	SCT15-463	City of Scottsdale	Highway Advisory Radio Deployment	ITS	Procure and install: Highway Advisory Radio (HAR), 60 flashing advisory signs, fiber, and activation of existing elements.	101	NA	NA	No	380,040	38,000	418,040	Amend: Add to TIP
2015	TMP-ITS-1	TMP15-461	City of Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	ITS	Procure and install new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	No	287,751	17,394	305,145	Amend: Add to TIP
2015	MMA-ITS-1 R	MMA15-461	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	ITS	Procure, install, implement Adaptive Signal Control Technology (ASCT) Deployment in four areas. Partnering agencies are ADOT, Surprise, Peoria, Glendale, Phoenix, Scottsdale.	7	NA	NA	No	2,315,065	139,935	2,455,000	Amend: Add to TIP

Table AQ: Air Quality programs for FY2011-2015 TIP and for inclusion in the Draft FY 2014-2018 TIP 2/1/2013

Agency	Section	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note
MAG	Highway	2014	MAG14-106	Regionwide	Trip reduction program	0.0	0	0	----	No	----	Air Quality	CMAQ	962,347	0	0	962,347	Admin: Adjust budget to reflect current allocation.
MAG	Highway	2015	MAG15-108	Regionwide	MAG Air Quality & Travel Demand Management Programs	0.0	0	0	---	No	---	Air Quality	CMAQ	7,928,000	0	479,211	8,407,211	Amend: Delete listing, replaced with program detail.
MAG	Highway	2015	MAG15-109	Regionwide	MAG Intelligent Transportation System (ITS) Program	0.0	0	0	---	No	---	ITS	CMAQ	7,276,000	0	3,118,286	10,394,286	Amend: Delete listing, replaced with program detail.
MAG	Highway	2015	MAG15-110	Regionwide	MAG Bicycle and Pedestrian Program	0.0	0	0	---	No	---	Bicycle	CMAQ	9,231,000	0	3,956,143	13,187,143	Amend: Delete listing, replaced with program detail.
MAG	Highway	2015	MAG15-113	Regionwide	Transportation planning and air quality studies and support	0.0	0	0	---	No	---	Other	STP-MAG	5,400,000	0	326,405	5,726,405	Amend: Delete listing, replaced with program detail.
MAG	Highway	2015	MAG15-431	Regionwide	Purchase PM-10 Certified Street Sweepers	0.0	0	0	----	No	----	Air Quality	CMAQ	1,530,297	0	92,499	1,622,796	Amend: Detail of AQ Program from placeholder.
MAG	Highway	2015	MAG15-432	Regionwide	Regional Rideshare and Telework Program	0.0	0	0	----	No	----	Air Quality	CMAQ	660,000	0	0	660,000	Amend: Detail of AQ Program from placeholder.
MAG	Highway	2015	MAG15-433	Regionwide	Travel Reduction Program	0.0	0	0	----	No	----	Air Quality	CMAQ	135,000	0	0	135,000	Amend: Detail of AQ Program from placeholder.
MAG	Highway	2015	MAG15-434	Regionwide	Trip Reduction Program	0.0	0	0	----	No	----	Air Quality	CMAQ	962,347	0	0	962,347	Amend: Detail of AQ Program from placeholder.
MAG	Highway	2016	MAG16-431	Regionwide	Purchase PM-10 Certified Street Sweepers	0.0	0	0	----	No	----	Air Quality	CMAQ	993,528	0	60,034	1,053,582	Add to: FY2014-2018 TIP
MAG	Highway	2016	MAG16-432	Regionwide	Regional Rideshare and Telework Program	0.0	0	0	----	No	----	Air Quality	CMAQ	660,000	0	0	660,000	Add to: FY2014-2018 TIP
MAG	Highway	2016	MAG16-433	Regionwide	Travel Reduction Program	0.0	0	0	----	No	----	Air Quality	CMAQ	135,000	0	0	135,000	Add to: FY2014-2018 TIP
MAG	Highway	2016	MAG16-434	Regionwide	Trip Reduction Program	0.0	0	0	----	No	----	Air Quality	CMAQ	962,347	0	0	962,347	Add to: FY2014-2018 TIP
MAG	Highway	2017	MAG17-431	Regionwide	Purchase PM-10 Certified Street Sweepers	0.0	0	0	----	No	----	Air Quality	CMAQ	1,784,529	0	107,867	1,892,396	Add to: FY2014-2018 TIP
MAG	Highway	2017	MAG17-432	Regionwide	Regional Rideshare and Telework Program	0.0	0	0	----	No	----	Air Quality	CMAQ	660,000	0	0	660,000	Add to: FY2014-2018 TIP
MAG	Highway	2017	MAG17-433	Regionwide	Travel Reduction Program	0.0	0	0	----	No	----	Air Quality	CMAQ	135,000	0	0	135,000	Add to: FY2014-2018 TIP
MAG	Highway	2017	MAG17-434	Regionwide	Trip Reduction Program	0.0	0	0	----	No	----	Air Quality	CMAQ	962,347	0	0	962,347	Add to: FY2014-2018 TIP
MAG	Highway	2018	MAG18-430	Regionwide	MAG Air Quality & Travel Demand Management Programs	0.0	0	0	----	No	----	Air Quality	CMAQ	6,736,645	0	0	6,736,645	Add to: FY2014-2018 TIP. AQ Program placeholder.

*Items in red will be amended to the current approved FY2011-2015 TIP.
All items will be included in the Draft FY2014-2018 TIP.*