

July 30, 2013

TO: Members of the MAG Management Committee

FROM: Dr. Spencer Isom, City of El Mirage, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, August 7, 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 who purchased a transit ticket to attend the meeting, 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
August 7, 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.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the June 12, 2013, Meeting Minutes

5A. Review and approval of the June 12, 2013, meeting minutes.

TRANSPORTATION ITEMS

*5B. Arizona Department of Transportation Red Letter Process

In June 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 January 1, 2013, to June 30, 2013. Of the 192 notices received, none had an impact to the State Highway System. Please refer to the enclosed material.

*5C. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Lifecycle Program, and Regional Transportation Plan 2010 Update

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 six times, with the latest approval on June 19, 2013. Since then, there is a need to modify projects in the programs. An administrative correction is pending Arizona Department of Transportation and Federal Highway Administration approval. The requested project changes include Federal Highway Administration, Federal Transit Administration, Regional Area Road Funds, and locally funded projects. Projects included in the request may require a conformity consultation. This item is on the August 1, 2013, MAG Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5D. MAG Design Assistance for the Pedestrian and Bicycle Facilities Program

The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the

5B. Information and discussion.

5C. Recommend approval of the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the FY 2014 Arterial Lifecycle Program and Regional Transportation Plan 2010 Update.

5D. Recommend approval of the following projects for MAG Design Assistance for the Pedestrian and Bicycle Facilities Program: Phoenix: Van Buren Corridor Bike & Pedestrian Improvements for \$70,000; Apache Junction: Winchester/16th

MAG Regional Council in May 2013, includes \$300,000 for the Pedestrian and Bicycle Design Assistance Program. In accordance with federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. Eleven project applications were submitted by member agencies for the program. On July 16, 2013, the MAG Bicycle and Pedestrian Committee reviewed and ranked the applications and voted to recommend five projects for approval. This item is on the August 1, 2013, MAG Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5E. MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List

The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$300,000 for the Pedestrian and Bicycle Design Assistance program. As part of this program, MAG develops a qualified consultant on-call list. On May 30, 2013, MAG published a Request for Qualifications. On June 27, 2013, MAG received 14 consultant proposals. On July 11, 2013, a multi-jurisdictional evaluation panel met to review the consultant proposals and recommended to MAG the selection of the 14 consultants. On July 16, 2013, the Bicycle and Pedestrian Committee voted to recommend the 14 consultants for approval. This item is on the August 1, 2013, MAG Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

Street/Southern Sidewalk Design for \$45,000; Tempe: Highline Canal Multi-Use Path for \$65,000; Tempe: North South Rail Spur Multi-Use Path for \$65,000; Cave Creek: Shared Use Path Connector for \$55,000.

- 5E. Recommend approval of the selection of the following consultants for the MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List: Coffman Studio, PLLC; Environmental Planning Group; Gavan & Barker, Inc.; Harrington Planning Design; J2 Engineering & Environmental Design, LLC; Lee Engineering, LLC; Kimley-Horn & Associates, Inc.; Kittelson & Associates, Inc.; Logan-Halperin Landscape Architecture LLC; Olsson Associates; Otak, Inc.; Stanley Consultants, Inc.; Stantec Consulting Services, Inc.; and Wilson & Company, Inc.

*5F. Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget for the Interstate 10/Interstate 17 Corridor Master Plan

At the May 15, 2013, Transportation Policy Committee (TPC) meeting, a presentation was made on the status of planning for Interstates 10 and 17 between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. During this presentation, the TPC was presented with the recommendation for establishing a corridor master plan in response to the 2012 suspension of environmental impact statements for both corridors. The decision for suspending these environmental efforts was to take time and identify whether the studies were consistent with the planning efforts identified in the Regional Transportation Plan, as well as with recent conclusions from MAG's continuing planning efforts through the Southeast Corridor Major Investment Study and the Managed Lanes Network Development Strategy project. Staff from the Arizona Department of Transportation, Federal Highway Administration, MAG, and Valley Metro, as well as the Cities of Chandler, Phoenix, and Tempe, met in a workshop to study this consistency and through discussion identified a path forward that includes establishing a corridor master plan for improving this central interstate route that represents the transportation Spine of the Valley. The purpose of this agenda item is to amend the FY 2014 MAG Unified Planning Work Program and Annual Budget with added funding for this related work from the MAG Regional Freeway and Highway Program to conduct the development of the Interstate 10/Interstate 17 Corridor Master Plan. Please refer to the enclosed material.

*5G. Consultant Selection for the MAG Regional Transportation Plan On-Call Consultant Services Program

The Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$500,000 to conduct the MAG Regional

5F. Recommend amendment of the FY 2014 MAG Unified Planning Work Program and Annual Budget (UPWP) to add the Interstate 10/Interstate 17 Corridor Master Plan project and to increase the FY 2014 UPWP by \$2,500,000 with Regional Area Road Funding (RARF) for this related work from the MAG Regional Freeway and Highway Program.

5G. Recommend approval of the selection of the list of consultants to participate in the MAG Regional Transportation Plan On-Call Consultant Services Program for a three-year period, and for an amount not to exceed \$500,000.

Transportation Plan On-Call Consultant Services Program. The purpose of a Regional Transportation Plan On-Call Consultant Services Program is for expediting the delivery of consultant services at MAG. Qualified consultants were sought to assist staff in the following six services areas: (1) Civil Engineering, (2) Transportation Planning, (3) Transportation Operations, (4) Policy and Finance, (5) Public Involvement, and (6) Economic Development. A Request for Statements of Qualifications was issued on May 30, 2013, with a due date of June 28, 2013, for response. A total of 27 Statements of Qualifications were received. An internal team of MAG staff reviewed the Statements of Qualifications and on July 29, 2013, recommended to MAG the selection of 15 consultants for participation in the MAG Regional Transportation Plan On-Call Consultant Services Program. Please refer to the enclosed material.

*5H. MAG Federally Funded, Locally Sponsored Project Development Status Report

The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federally funded projects. The Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ) funds that are programmed to obligate in Federal Fiscal Year (FFY) 2013, 2014, and 2015 and the number of project deferrals. The Project Development Status workbook sent to member agencies in the May/June timeframe required that a project development schedule be completed and that project changes could be requested. Information submitted by local agencies was at times cross checked with the Arizona Department of Transportation (ADOT) Local Government section for feasibility and further inquiries were made by MAG staff. The Project Development Status Report identifies the projects programmed to obligate in FY 2014 and 2015 that are requesting a deferral to a later year, requesting to

5H. Recommend approval of the MAG Federally Funded, Locally Sponsored Project Development Status Report, and of actions that defer, delete, advance, and change 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.

be deleted or have funds reprogrammed, and that are projected to obligate based on the schedule submitted. The Project Development Status Report also is a final inventory for ADOT of the projects programmed to obligate in FFY 2013. A separate agenda item lists individual project change line items with the requested FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update amendments and modifications. This item is on the August 1, 2013, MAG Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

AIR QUALITY ITEMS

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

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

- *5J. Consultation on Proposed Transportation Conformity Processes for the 2014 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG is distributing for comment the proposed processes to be applied beginning with the upcoming conformity analysis on the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan. Comments regarding this material are

- 5I. Information and discussion.

- 5J. Consultation.

requested by August 16, 2013. Please refer to the enclosed material.

*5K. 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 and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including various projects for the Arizona Department of Transportation, Avondale, Chandler, El Mirage, Gilbert, Glendale, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, and Tempe. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5K. Consultation.

GENERAL ITEMS

*5L. MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040

In accordance with Executive Order 2011-04, MAG prepares annual population projections by jurisdiction. A draft set of population projections for July 1, 2013, through July 1, 2040, was prepared utilizing the projections by Municipal Planning Area and Regional Analysis Zone approved by the MAG Regional Council on June 19, 2013. The resulting projections of population by jurisdiction for Maricopa County for July 1, 2013, to July 1, 2040, were recommended for approval by the MAG Population Technical Advisory Committee on June 25, 2013. Please refer to the enclosed material.

5L. Recommend approval of the MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040.

ITEMS PROPOSED TO BE HEARD

6. Resolution of Appreciation

Lloyce Robinson, the Town Manager for the Town of Youngtown and member of the MAG Management Committee, recently retired. On occasion of her retirement, a Resolution of Appreciation in recognition of her many years of service to the MAG region has been prepared.

7. Continuum of Care Regional Committee on Homelessness Update

Since 1999, MAG has hosted the Continuum of Care Regional Committee on Homelessness. The Committee prepares year round planning in homelessness as well as a consolidated application on behalf of the region to the U.S. Department of Housing and Urban Development. The application supports more than 60 homeless assistance programs throughout the region with more than \$20 million each year. An update will be provided on recent Continuum of Care accomplishments and activity, including the region's response to federal legislation through the HEARTH Act.

8. Year End Closeout Report of Federal Fiscal Year 2013 Funds, and Evaluation of Federal Fiscal Year 2014 Funding Levels

On January 30, 2013, the MAG Regional Council approved the Closeout of the Federal Fiscal Year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality Improvement (CMAQ) and Surface Transportation Program (STP) funding. On February 27, 2013, the Regional Council approved funding for the design phase of projects. Since these actions to close out FFY 2013, MAG has been informed that certain projects expected to proceed in FFY 2013 will not proceed this year. This amounts to approximately \$4.1 million. The MAG Transportation Review Committee (TRC) is scheduled to meet on August 1, 2013 to recommend one of two options to closeout these funds. One option is to use the funds to advance the City of Mesa light rail project. The second

6. Adopt the Resolution of Appreciation for Ms. Lloyce Robinson for her service to the MAG region.

7. Information and discussion.

8. Recommend approval to proceed with FFY 2013 Federal funding either for an advancement or loan, and the related FY 2011-2015 MAG Transportation Improvement Program, Arterial Lifecycle Program, and Regional Transportation Plan 2010 Update amendments.

option is to loan the funds to the transit program and be repaid next year by the transit program. The recommendation from the TRC will be forwarded to the Management Committee. Please refer to the enclosed material.

9. FY 2013 Draft Transit Program of Projects for Federal Funds

The draft transit program of projects is utilized to develop the grant for submittal to the Federal Transit Administration (FTA). Upon approval by the MAG Regional Council, the City of Phoenix (the region's designated and direct recipient of FTA funds) will build the grant for submittal to FTA. MAG provides the concurrence on the grant application. FTA has advised us that they prefer the grant application to be submitted prior to the 2013 Federal Fiscal Year ending September 30, 2013. A draft listing of projects was recommended for approval by the Transit Committee on June 13, 2013. Since then, there have been a few modifications. This item is on the August 1, 2013, MAG Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

10. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

On July 1, 2013, the Environmental Protection Agency (EPA) concurred with seven packages of exceptional event demonstrations for the remaining 2011 and 2012 exceptional event days. Collectively, EPA has now concurred with 17 of the 18 packages of exceptional events that were submitted by the Arizona Department of Environmental Quality. The results appear to indicate that there were no violations of the PM-10 standard during the three-year period of 2010-2012. EPA will be continuing its review of the MAG 2012 Five Percent Plan for PM-10 in light of these exceptional event approvals. Previously, on May 6, 2013, EPA had concurred with nine of the exceptional event packages that were submitted and took no action on one package. On September 6, 2012, EPA had concurred with the one package that was submitted, which was the

9. Recommend approval the FY 2013 MAG Transit Program of Projects, amendments to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

10. Information and discussion.

first high wind exceptional event package ever approved by EPA. In 2013, there have been three exceptional event days due to regional dust storms and thunderstorms. The EPA July 1, 2013 and May 6, 2013 letters are posted on the MAG website at:

http://www.azmag.gov/Documents/EP_2013-07-23_EPA-Concurrence-with-Additional-Exceptional-Events-July-1-and-May-6-2013.pdf.

Please refer to the enclosed material.

11. Legislative Update

An update will be provided on legislative issues of interest.

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 will be requested.

13. 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

11. Information, discussion, and possible action.

12. Information.

13. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
June 12, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| David Cavazos, Phoenix, Chair
Amber Wakeman for Dr. Spencer Isom,
El Mirage | # Darryl Crossman, Litchfield Park
Brenda Fischer, City of Maricopa
Scott Butler for Christopher Brady, Mesa |
| # Anna McCray for George Hoffman,
Apache Junction
Charlie McClendon, Avondale | * Jim Bacon, Paradise Valley
Carl Swenson, Peoria
John Kross, Queen Creek |
| * Stephen Cleveland, Buckeye
Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| * Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Charles Montoya, Florence | * Dan Worth, Scottsdale
Chris Hillman, Surprise
Andrew Ching, Tempe |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend | # Chris Hagen for Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Lloyce Robinson, Youngtown
John Nelson for John Halikowski, ADOT
John Hauskins for Tom Manos,
Maricopa County
John Farry for Steve Banta,
Valley Metro/RPTA |
| * David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Dick Bowers, Glendale
Brian Dalke, Goodyear | |
| * Bill Hernandez, Guadalupe | |

* 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 Chair David Cavazos at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Darryl Crossman, Anna McCray, and Chris Hagen joined the meeting via teleconference.

Chair Cavazos welcomed to the Management Committee two new members: Brenda Fischer, City Manager from the City of Maricopa, and Charles Montoya, Town Manager from the Town of Florence. Their agencies' memberships in MAG were formalized at the May 22, 2013, MAG Regional Council meeting. Chair Cavazos invited Ms. Fischer and Mr. Montoya to say a few words.

Ms. Fischer expressed appreciation on behalf of the City of Maricopa to be members of MAG and said that the City looked forward to working on joint projects with MAG. She noted that Intergovernmental Manager Paul Jepson and Development Services Director Bob Goodhue were present at the meeting.

Mr. Montoya expressed his appreciation to be a partner with MAG and said that the Town looks forward to working on joint programs. He stated that the Town Assistant Manager Jess Knudson, who also works on transportation projects, was present at the meeting.

Chair Cavazos then proceeded to agenda announcements. He said that on June 6, 2013, the MAG Regional Domestic Violence Council recommended approval of the Resolution of Support for agenda item #5H. He noted information at each place: the material for agenda items #5B, #5F and #5G (previously transmitted by email) and a packet of information regarding the University projects and the Institute for Flexible Technology for agenda item #6.

Chair Cavazos 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 who purchased transit tickets to come to the meeting.

3. Call to the Audience

Chair Cavazos 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.

Chair Cavazos recognized public comment from Dianne Barker, who noted that she would be 65 years old on Saturday and she hoped to go visit her mother, who is 91. Ms. Barker expressed appreciation for the transit ticket and explained how she uses them to introduce women to transit. She explained that many people have grown up not knowing how to access transit. Ms. Barker said that she thought people should look at transit options mentioned in public comments by Joseph Ryan: A system that could be built quicker because the infrastructure is prefabricated, could save money because it would go to the backs of stores and deliver goods from warehouses, and has one level for express routes and one level for local routes. Chair Cavazos thanked Ms. Barker for her comments and wished her a happy birthday.

Chair Cavazos recognized public comment from John Rusinek, who said he has had dust problems on a neighboring driveway for 8.5 years. He said that he has spoken to more than 30 City of Phoenix employees, Maricopa County employees, and an Ombudsman, but none would read the ordinance or his log that showed usage of the driveway. Mr. Rusinek stated that it seems people would want to fix the problem because it is a health hazard. He stated that there have been three attempts to fix the dust problem, the city stopped the first two attempts and too large rocks were used in the third attempt. Mr. Rusinek stated that he wonders what the city and county have against him. He reported his meeting when the ombudsman gave him a copy of the ordinance with the section marked that pertains to non-dustproofed driveways. Chair Cavazos 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 stated that the Connecting Caring Communities Conference was held on May 14, 2013, at the Black Canyon Conference Center in Phoenix. He noted that the Cities of Phoenix and Tempe, Benevilla, and SunHealth collaborated on the event. Mr. Smith stated that Grantmakers in Aging and the Pfizer Foundation sponsored the event. He said that polls show that senior centers will need to have a different focus for the upcoming users – the baby boomers – who have indicated they will not utilize them as they currently operate.

Mr. Smith stated that approximately 500 people attended the public hearing for the South Mountain Freeway project and more than 4,000 comments were received. He applauded the Arizona Department of Transportation and the Federal Highway Administration for the excellent job on organizing the hearing. Mr. Smith stated that the Record of Decision is expected in mid 2014 and hopefully, the direction will be known by the end of December 2014.

Mr. Smith stated that representatives from the City of Obregon, Mexico, visited MAG to discuss future collaboration and the City has invited a delegation from MAG to visit its region. He noted that the Economic Development Committee is involved in the trip and Mr. Smith would keep the Management Committee informed.

Mr. Smith stated that the MAG Regional Council meeting and Passing of the Gavel ceremony and a reception will be held on June 19, 2013, at the Phoenix Downtown Sheraton. He reported that the annual meeting with election of officers begins at 5:00 p.m., followed by the networking reception and ceremony at 5:30 p.m. Mr. Smith stated that the Regional Council, Transportation Policy Committee, Economic Development Committee, and Management Committee have been sent invitations via email. He encouraged forwarding the invitation to councilmembers and business leaders.

Mr. Smith displayed the approved map of the MAG Metropolitan Planning Area Boundary. He noted that the new boundary allowed membership by the Town of Florence and the City of Maricopa. Mr. Smith stated that Pinal County, also eligible to become a member of MAG, passed

a Resolution to join MAG, and their membership will be taken up at the June 19, 2013, Regional Council meeting.

Mr. Smith stated that he and MAG staff visited the inland port operating in Tucson. He said that its location near Interstate 10 provides opportunity for shipments from Mexico and California. Mr. Smith noted that the port is a family venture and is an example of what one person can accomplish.

Mr. Smith stated that the City of Nogales, Sonora, is investigating establishing its own business incubator and would like to take a tour of the incubators in this region and to collaborate with MAG. He stated that a tour of incubators in Chandler, Phoenix, Scottsdale, and Surprise is planned for June 25, 2013. Mr. Smith stated that elected officials will greet the visitors at each location. He added that Innovate Calgary (Calgary is a sister city to Phoenix) has also been invited to attend the tour.

Chair Cavazos thanked Mr. Smith for his report.

5. Approval of Consent Agenda

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

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

Chair Cavazos recognized public comment from Ms. Barker, who requested to speak on agenda item 5A. Ms. Barker stated that she did not want her comments about Mr. Ryan being construed as putting him down because she held him in the highest esteem. Ms. Barker commented that Vice Chair Isom and Pat Vint were friendly to each other after last month's meeting. She said she had never seen MAG state specifically what is within its jurisdiction. Ms. Barker suggested jurisdictions do more mediation in cases such as Mr. Rusinek's. Chair Cavazos thanked Ms. Barker for her comments.

With no further discussion, Chair Cavazos called for a motion.

Mr. McClendon moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I. Mr. Swenson seconded. Chair Cavazos asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of the May 8, 2013, Meeting Minutes

The MAG Management Committee, by consent, approved the May 8, 2013, meeting minutes.

5B. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, and to the Regional Transportation Plan 2010 Update and Amendment to the FY 2013 MAG Unified Planning Work Program and Annual Budget

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update, and amendment to the FY 2013 MAG Unified Planning Work Program and Annual Budget to add CMAQ 2013 for MAG planning. 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 25 times, most recently on May 22, 2013. Since then, there is a need to modify projects in the programs. The project changes in Table E under the Transit heading relate to the final closeout of the federal American Recovery and Reinvestment Act (ARRA) funds, which was passed by Congress and signed into law by President Obama in February 2009. The ARRA legislation required all Federal Transit Administration funds to be obligated by September 30, 2010. It also required all ARRA funds be drawn down/reimbursed by September 30, 2013. As of January 2013, \$11 million of ARRA funds had not been expended and reimbursed. At the February 2013 meeting, the MAG Transit Committee approved the recommendation to allocate any unspent ARRA funds by May 31, 2013, to operations or preventive maintenance utilizing the approved May 25, 2011, distribution methodology. As of June 1, 2013, \$3,721,455 of ARRA funds related to the project savings from the park and rides in Mesa and Scottsdale, and the LINK bus route improvements in Chandler have been reallocated to operations based on the approved methodology and presented in the project change sheet in Table E under the Transit heading on page 4. Also included in Table E are project changes requested by the Arizona Department of Transportation (ADOT), MAG, and member agencies that include new projects, amendments, budget adjustments, and administrative changes. The requested project changes are included in Table E under the Highway heading and require conformity consultation. On May 23, 2013, the Transportation Review Committee (TRC) recommended projects in Table E for approval. Changes since the TRC recommended the listings were tinted in yellow. ADOT has requested project changes that include amendments, budget adjustments, advancements, deferrals, and administrative changes on the Regional Transportation Plan Freeway Program and to other ADOT projects. Projects to be amended may require conformity determinations and final approval will be contingent on a finding of conformity. The requested project changes are included in Table C and were recommended for approval by the Transportation Review Committee on April 25, 2013.

5C. Arterial Life Cycle Program Status Report – December 2012 Through April 2013

The Arterial Life Cycle (ALCP) Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between December 2012 and April 2013. This is the Program's seventeenth Status Report and the second published in FY 2013. The December 2012 through April 2013 ALCP Status Report was presented to the Transportation Review Committee on May 23, 2013, for information and discussion.

5D. Request to Amend the FY 2013 MAG Unified Planning Work Program and Annual Budget to Provide for an Agreement with the Union Pacific Railroad to Provide MAG Funding to the Union Pacific Railroad for Preliminary Engineering Review for Grade Crossing Recommendations

The MAG Management Committee, by consent, recommended approval to amend the FY 2013 MAG Unified Planning Work Program and Annual Budget to provide for an agreement with the Union Pacific Railroad (UPRR) for UPRR staff to review and approve preliminary engineering plan-sets within the current MAG On-call study, Regional Bicycle and Pedestrian Rail Crossing Recommendations, for an amount not to exceed \$8,000. In conducting this study, it is now necessary to receive technical information from the Union Pacific Railroad (UPRR). The resulting review by the UPRR engineering staff will assist MAG in identifying physical and operating requirements for proposed railroad/pedestrian/bicycle improvements along select, unprotected railroad crossings in the Southeast Valley. Currently, there are no private or canal oriented crossings outside the Southeast Valley. Ideas from this effort may be useful in other parts of the region. Safety is a major concern at these crossings, specifically at private roadways, canal crossings, and trail crossings. In most cases, these crossings may not provide adequate safety signage or grade crossing protection beyond what is legally required of the railroad. Due to the amount of time that UPRR engineering staff is utilizing on public projects such as this, UPRR is requesting a Preliminary Engineering Agreement for public agencies (such as MAG and ADOT) that would permit their staff to work with, assist and advise in order to allocate the necessary staff time to see the project through to completion. UPRR has been implementing this new payment plan and financial agreement with each new or ongoing study or work project since 2012. Once completed, the study will establish regional guidelines that may be applied to both existing and future bicycle/pedestrian paths. Staff recommended amending the FY 2013 MAG Unified Planning Work Program and Annual Budget to provide for an agreement with the UPRR for staff to review and approve preliminary engineering plan-sets within the current MAG On-call study, Regional Bicycle and Pedestrian Rail Crossing Recommendations for an amount not to exceed \$8,000.

5E. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

On April 19, 2013, the Environmental Protection Agency (EPA) proposed approval of several statutes included in the MAG 2012 Five Percent Plan for PM-10 that regulate PM-10 emissions from fugitive dust sources. The statutes include measures for targeting unpaved roads, alleys and shoulders; leaf blower restrictions; restrictions for parking, maneuvering, ingress and egress areas and vacant lots; requirement for certified street sweepers; dust control training; and onsite dust control coordinators. The EPA review of the 17 packages of documentation for the remaining 26 exceptional event days in 2011 and 2012 is in progress. On April 30, 2013, the Arizona Center for Law in the Public Interest filed a lawsuit in the U.S. District Court for the District of Arizona against EPA for failure to take action on the MAG 2012 Five Percent Plan for PM-10 by February 14, 2013. The Center is requesting that the Court order EPA to promulgate a Federal Implementation Plan. Also, on May 10, 2013, EPA issued Interim Exceptional Events Implementation Guidance, which includes very few improvements. In late 2013 or early 2014, EPA anticipates proposing revisions to the Exceptional Events Rule and finalizing them in late

2014 or early 2015. The rulemaking process will include a public comment period. The EPA guidance documents are posted on the MAG website at: http://www.azmag.gov/Documents/EP_2013-05-28_EPA-Interim-Exceptional-Events-Implementation-Guidance.pdf.

5F. New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

The MAG Management Committee, by consent, recommended approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended. On July 28, 2010, the MAG Regional Council approved the Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update. Since that time, an amendment to the TIP and RTP 2010 Update is required for Arizona Department of Transportation projects in the Freeway Life Cycle Program and for various Arterial Life Cycle Program projects. MAG has conducted a conformity analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the amendment will not contribute to violations of federal air quality standards. On May 17, 2013, a 30-day public review period began on the conformity assessment and amendment. Comments were requested by June 19, 2013.

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 and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including various projects for the Arizona Department of Transportation, El Mirage, Glendale, Litchfield Park, Maricopa County, and Phoenix. 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.

5H. Resolution of Support for the Start By Believing Campaign

The MAG Management Committee, by consent, recommended approval of the Resolution of Support for the Start By Believing Campaign through End Violence Against Women International. Start By Believing is an international awareness campaign focusing on the public's response to sexual assault, which is a common component of domestic violence. Developed by End Violence Against Women International, the purpose of the campaign is to improve the way communities respond to sexual assault. According to the United States Department of Justice, only 40 percent of sexual assaults are reported. The goal is for communities to address sexual crimes in a way that helps to remove victims' fears of not being believed by the criminal justice system. Support of the Start By Believing campaign will increase the safety of victims of sexual assault and hold more offenders accountable. On June 6, 2013, the MAG Regional Domestic Violence Council recommended approval of the resolution.

5I. Approval of the 2013 MAG Socioeconomic Projections for Resident Population, Housing and Employment by Municipal Planning Area and Regional Analysis Zone for July 1, 2020, 2030 and 2040

The MAG Management Committee, by consent, recommended approval of the MAG resident population, housing and employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for July 1, 2020, 2030 and 2040 and the resolution. In accordance with Executive Order 2011-04, MAG prepares sub-regional socioeconomic projections. These projections are used as input to the transportation and air quality models and County projections prepared by the Arizona Department of Administration and approved by the Regional Council in December 2012. In collaboration with member agency staff, MAG has prepared draft socioeconomic projections for population, housing, and employment for July 1, 2020, 2030, and 2040 by Municipal Planning Area and Regional Analysis Zone. All input data, methods, and assumptions used to prepare the draft projections have been reviewed by members of MAG Population Technical Advisory Committee (POPTAC) and other member agencies. Three draft sets of projections were reviewed by member agencies and revised based on input and updated data received. A resolution was also prepared. The resulting projections of population, housing and employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for July 1, 2020, 2030, and 2040 and the resolution were recommended for approval by the MAG POPTAC on May 28, 2013. The complete drafts of the MAG 2013 Socioeconomic Projections and documentation are available on the MAG website:

https://www.azmag.gov/Information_Services/Draft_2013_Socioeconomic_Projections.asp.

6. Improving Arizona's National Competitiveness in Grant Making for Economic Development

Greg Raupp from Arizona State University (ASU), stated that the Memorandum of Understanding between colleges and universities and MAG to support research, innovation and entrepreneurial grant proposals is on track. He then addressed the Committee on an opportunity that was recently discussed with the Economic Development Committee. Mr. Raupp said that the focus of today's presentation would be on flexible electronics and introduced Nick Colaneri who leads ASU's flexible display center.

Mr. Colaneri stated that he has led ASU's flexible display center for the past four and one-half years. The center is a ten-year, \$100 million effort funded by the U. S. Army. He said that ASU was awarded the funds through a competitive bid over entities such as Cornell University, Princeton University, and the University of Texas. Mr. Colaneri stated that they purchased an old Motorola facility in Tempe and have been developing technology for flat screen technology that wraps around a wrist. He noted that this technology is beginning to be commercialized worldwide. Mr. Colaneri stated that there are economic benefits to local companies and they think there are opportunities to leverage the Army's investment through some upcoming grant opportunities. He advised that these opportunities will require the support of the local business community and the state legislature.

Mr. Raupp stated that the upcoming opportunity is through a national initiative, called the National Network for Manufacturing Innovation, that President Obama announced a little over

one year ago. Mr. Raupp stated that the President put in a \$1 billion request to the National Institute of Standards and Technologies budget and has indicated he will go forward with a number of these institutes by executive order. He stated that the National Network for Manufacturing Innovation initiative is an economic development initiative and means high-tech jobs and wages. Mr. Raupp stated that the flexible electronics technology is high on the federal government priority list and will be on next year's call. He added that even though he thinks that ASU is the best suited entity in the nation to lead this effort, it is a competition. Mr. Raupp remarked that the support of local governments is needed and is expected to be a true collaboration among the university, government, and industry. Mr. Raupp stated that the initiative's funding is expected to be \$70 million over five years, or approximately \$14 million per year, and the federal funders expect there to be matching funds from all entities.

Mr. Raupp referenced the fact sheet that was included in the agenda packet that highlights the initiative. He said that local governments can help by creating an environment where manufacturing innovation can flourish, by growing the ecosystem, by developing a strong and dynamic workforce, and by directing co-investment.

Mr. Raupp stated that he and Mr. Colaneri just returned from a visit to the Fraunhofer Institutes in Germany that does research and development for the advancement of industry. He stated that they discussed establishing a Fraunhofer facility here that would focus on flexible electronics. Mr. Raupp stated that discussions are proceeding well and they anticipate the effort will move forward.

Mr. Raupp stated that GPEC had applied for an EDA planning grant called Investing in Manufacturing Communities Partnership. He explained that the grant is up to \$25 million from the federal government for economic development planning and investment. Mr. Raupp stated that they hope to win the grant and then work in partnership with MAG member agencies.

Mr. Cavazos thanked Mr. Raupp and Mr. Colaneri for their reports and asked if there were questions.

Mr. Smith stated that the germ for the Memorandum of Understanding began at an East Valley Partnership meeting where ASU President Crow spoke of a huge \$70 million grant ASU worked on with the University of Arizona. The team ended up in second place and they were the only application with no local support. Mr. Smith stated the Economic Development Committee discussed how to fix this and a memorandum of understanding was developed that included all of the colleges in the region (ASU, University of Arizona, Northern Arizona University, Thunderbird School of Global Management and Maricopa Community Colleges) and MAG. With the MOU, when the colleges need help from governmental agencies, they come to MAG and present their project to the EDC. The cities that are interested can team up with the college, and this increases their chance of winning. Mr. Smith stated that all of the colleges have agreed to sign the memorandum of understanding and they anticipate a signing ceremony with the colleges and the Economic Development Committee will take place at a future Board of Regents meeting.

7. Draft Fiscal Year 2014 Arterial Life Cycle Program

John Bullen, MAG staff, stated that the Arterial Life Cycle Program (ALCP) implements the arterial street projects in the Regional Transportation Plan. The ALCP is updated annually with new revenue forecasts and changes to project costs and schedules. Mr. Bullen stated that costs cannot exceed available revenues per state statute and must show fiscal constraint in the Transportation Improvement Program (TIP) window per federal regulation.

Mr. Bullen described the three step process in the development of the ALCP. Mr. Bullen stated that first, Lead Agencies provide MAG with updated project costs and schedules. He stated that the MAG Street Committee reviews these project changes.

Mr. Bullen stated that the second step is to update program financials. He noted that the ALCP is funded with a combination of the regional half-cent sales tax and federal transportation funds. He reviewed the financials for the FY 2014 ALCP. Mr. Bullen said that forecasted half-cent sales tax revenues into the program did not change much from last year, however, the projection of federal funding into the program decreased significantly as a result of MAP-21. He noted that the impact to the FY 2014 ALCP is approximately 17 percent.

Mr. Bullen then reported on the FY 2014 ALCP program deficit. MAG staff reevaluated and adjusted program assumptions, reconciled program revenues and found some additional funding. He said they then sought direction from the Managers Working Group on program inflation and bonding.

Mr. Bullen explained the fund balance for the FY 2014 ALCP both with and without reimbursements inflated. He stated that applying inflation to the reimbursements results in a deficit within the TIP window, which is not allowed per federal regulations and would require a rebalancing. Mr. Bullen stated that the Managers Working Group directed to proceed with the FY 2014 ALCP process without using inflation. He pointed out a slight program deficit in later years and is within the revenue projections.

Mr. Bullen stated that the third step is adjusting the reimbursements. He noted that no additional funding deferrals were needed, but funding advancements to two federal projects were made to ensure that MAG's federal dollars will be spent. Mr. Bullen stated that project funding sources were shifted between the half-cent sales tax and federal transportation funds to meet cash flow needs.

Mr. Bullen stated that the FY 2014 ALCP is consistent with the FY 2013 ALCP and the only changes were those requested by the member agencies. He noted that there were no changes to the regional revenue assumptions. Mr. Bullen expressed his appreciation to the members of the Managers Working Group for their efforts on the ALCP.

Chair Cavazos thanked Mr. Bullen for his excellent report. With no questions or requests for public comment, Chair Cavazos called for a motion.

Mrs. Robinson moved to recommend approval of (1) the Draft FY 2014 Arterial Life Cycle Program (ALCP) and (2) amendments and administrative modifications to the Regional Transportation Plan 2010 Update and to the FY 2011-2015 MAG Transportation Improvement Program, as appropriate. Mr. Swenson seconded, and the motion passed unanimously.

8. Arizona Department of Transportation Loan Program and Annual Obligation Authority Request to Loan Surface Transportation Funds

Teri Kennedy, MAG staff, reported on a new Arizona Department of Transportation (ADOT) loan program to assist Councils of Governments (COGs), and Metropolitan Planning Organizations (MPOs) in the state to loan Surface Transportation Program (STP) funds that they are not able to use each year.

Ms. Kennedy stated that ADOT receives federal funds annually and has a limit on spending called Obligation Authority. She noted that Obligation Authority funds go away each year and the goal is to utilize the funds and not lose them. Ms. Kennedy stated that in the past, ADOT carried forward unused Obligation Authority, which at times can be large amounts, however, the reduction in Highway User Revenue Funds has limited ADOT's ability to do this.

Ms. Kennedy stated that ADOT has implemented a loan program to allow MPOs and COGs to loan funds among themselves to ensure that federal funds are not lost to the state. She noted that ADOT also has \$10 million available annually that it will loan out on a first-come, first-served basis.

Ms. Kennedy reviewed the requests from other agencies to MAG. (1) The City of Maricopa currently has \$540,000 of STP programmed on the Maricopa to Casa Grande Highway project scheduled to authorize and begin work in FY 2013. Due to a lapse in Conformity in the Pinal County PM 2.5 nonattainment area, no regionally significant projects can be authorized to meet the ADOT fiscal year deadline. The City of Maricopa's STP funding for the project is at risk. The City of Maricopa, ADOT, and MAG staff expect the project to be able to authorize before the end of FFY 2014. (2) The Southeastern Arizona Council of Governments (SEAGO) is estimating that \$1,120,592 of programmed STP on projects in its area cannot meet the current work schedules for federal authorization in FFY 2013 and the funding is at risk. SEAGO has requested to transfer up to \$1,120,592 FFY 2013 STP funding to MAG and requests the return of the transferred amount of STP funding in FFY 2015 on a one-to-one basis.

Ms. Kennedy stated that the request can be met by MAG for the loan and return of STP funding in the amount up to \$1,660,592 based on the FHWA and ADOT program rules. The MAG region currently has one federally authorized project underway, the Northern Parkway, with an approved and executed Advance Construction Agreement in place. She advised that the loan will help the overall balance of the MAG ALCP.

Ms. Kennedy stated that the action being requested was for MAG to take on a loan agreement for approximately \$1.6 million in STP funds in FY 2013 and repayment in FY 2014 and FY 2015.

Chair Cavazos thanked Ms. Kennedy for her report and asked if there were any questions.

Mr. McClendon asked if repayment would come from the funds of the same project that received the funds. Ms. Kennedy replied that was correct; repayment would not affect any other project. She pointed out where the projects were shown in the material for the ALCP agenda item. Ms. Kennedy noted that this loan would also help Maricopa County with carrying costs and gets the project moving faster.

Mr. Stoddard stated that Arizona sends more to Washington, D. C., than it receives back in federal funds, so it is very important to keep and use whatever federal funds it does receive. He expressed his appreciation to MAG for maintaining flexibility when needed to benefit member agencies, the region, and the state, and keep funds here as much as possible.

Ms. Kennedy added that this was an organic process. The planners from the state's COGs and MPOs got together to try and address this issue. She noted that unprogrammed federal funds are subject to recision and this process protects our funds and makes us stronger by working together. Ms. Kennedy expressed her gratitude to ADOT for participating in this process.

Chair Cavazos thanked Mr. Nelson for ADOT's program. With no further questions and no public comment cards received, Chair Cavazos called for a motion.

Mr. Dalke moved to recommend acceptance of the FY 2013 loan requests from CAG and SEAGO with the MAG region for STP funding and repayment terms in FY 2014 and FY 2015 as described in the attached memorandum and prescribed in the ADOT loan program. Mr. Stoddard seconded, and the motion passed unanimously.

9. MAG 2013 Building Code Amendments and Standards Manual

Scott Wilken, MAG staff member for the MAG Building Codes Committee, stated that the Committee is one of the oldest of MAG's committees, formed in the 1960s to ensure the uniformity of building codes around the Valley. He stated that for the past 18 months, the Committee has been reviewing documents related to amendments to international building codes and other building code related standards. The reviewed documents have been compiled into the draft Building Code Amendments and Standards (BCAS) Manual, similar to the MAG Specifications and Details for Public Works Construction.

Mr. Wilken stated that adoption and use of the BCAS and the documents within it are completely optional at the discretion of the jurisdictions. Jurisdictions may adopt the BCAS in whole, or may adopt specific documents within the BCAS as they see fit. Jurisdictions may amend documents within the BCAS if desired.

Mr. Wilken stated that the BCAS Manual includes amendments to international building codes and examples include wall construction, fireblocking, concrete pad certification, and weep screed.

Local standards to supplement international building codes include sound transmission control near Luke Air Force Base that West Valley communities have adopted, earthen walls and straw bale construction, gas line relocation, approved steel fabricators program, and block wall details.

Mr. Wilken stated that the BCAS will be reviewed on an ongoing basis, and updated annually as needed. He noted that as individual documents are deemed no longer current, they will be removed from the BCAS and placed in the BCAS Historical Archive. Then, people can always go back and reference the material.

Mr. Wilken stated that the MAG Building Codes Committee recommended approval of the 2013 MAG Building Code Amendments and Standards Manual and the Building Code Amendments and Standards Historical Archive.

Chair Cavazos thanked Mr. Wilken for his report. No questions from the Committee or public comment cards were received.

Mr. Hillman moved to recommend approval of the MAG 2013 Building Code Amendments and Standards (BCAS) Manual and MAG BCAS Historical Archive as a regional model to be adopted at the discretion of individual jurisdictions. Mr. Dalke seconded, and the motion passed unanimously.

10. Election of Officers

Chair Cavazos stated that each June, the positions of Chair and Vice Chair are elected by the Management Committee. According to the MAG Committee Operating Policies and Procedures, approved by the MAG Regional Council, the Chair works with members to nominate a manager for the Vice Chair position and the current Vice Chair is nominated for the position of Chair. The positions serve one-year terms.

Chair Cavazos called for nominations.

Mr. McClendon moved to elect Dr. Spencer Isom of El Mirage as Chair and Chris Brady of Mesa as Vice Chair. Mr. Buss seconded.

Chair Cavazos asked if there were any questions. Hearing none, the vote on the motion passed unanimously.

Mr. Swenson stated that Dr. Isom was unable to attend the meeting today. In his place, as a past chair of the Management Committee, Mr. Swenson presented a plaque to Chair Cavazos in appreciation of his service as Chair of the MAG Management Committee for the past year. Mr. Swenson expressed that Chair Cavazos had done a great job and he appreciated the time he took from his busy schedule to chair the committee. Chair Cavazos was applauded by the committee.

Chair Cavazos thanked the committee and said it had been an honor to serve as chair. He wished that the new officers will have as positive an experience as he has had.

11. Legislative Update

No update was required.

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.

No comments were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:00 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 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 January 1, 2013, to June 30, 2013. Of the 192 notices received, none had an impact to the State Highway System.

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:

None.

CONTACT PERSON:

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



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

Re: Red Letter Report - Notices from January 01, 2013 to June 30, 2013

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 January 01, 2013 to June 30, 2013. 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.	05	00
City of Avondale	05	00
City of Scottsdale	10	00
Town of Buckeye	00	00
City of Chandler	20	00
Town of Gilbert	06	00
City of Glendale	00	00
City of Goodyear	44	00
Maricopa County	27	00
City of Mesa	09	00
City of Peoria	03	00
City of Phoenix	23	00
City of Surprise	09	00
City of Tempe	00	00
Other	<u>31</u>	<u>00</u>
Total Received	192	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.

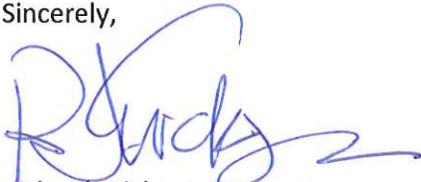
OTHER: No impact responses sent.

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,



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:

July 30, 2013

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2014 Arterial Life Cycle Program, 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 six times, with the latest modification approved on June 19, 2013 and an administrative correction that is pending. Since then, corrections are needed.

The project listings in Table A include changes requested by the Arizona Department of Transportation and by member agencies on projects funded with Interstate Maintenance (IM), National Highway Performance Program (NHPP), Rail Grade Safety (STP-RGS), State Planning and Research (NHPP/SHRP 2), Congestion Mitigation and Air Quality Improvement (CMAQ) program, Surface Transportation Program (STP-AZ) funding, Transportation Enhancement (STP-TEA), and Highway Safety Improvement Program (HSIP). Project costs were reviewed based on current project schedules and updated engineering cost estimates as appropriate. Based on the Regional Council action from January 23, 2013, FY 2013 projects costs have been modified to allow maximum federal participation on CMAQ funded projects in the Bicycle-Pedestrian, Intelligent Transportation Systems, and Paving of Un-Paved Dirt Roads programs. The total FY 2013 CMAQ increase for included modifications on this action is \$1,021,776.

The project listings in Table B include changes to the Federal Transit Administration (FTA) funded transit projects. Projects are funded with CMAQ Flex funding and FTA Section 5309 discretionary funds. Modifications include moving CMAQ funds from Mill Avenue to Central Mesa Extension to better align with the current construction schedule and adjustment of 5309 Discretionary funds awarded to the Phoenix-Mesa region in FY 2011.

The attachment listings in Table C (modifications to the TIP) and Table D (non-TIP modifications) contain modifications to the FY 2014 Arterial Life Cycle Program (ALCP). Modifications include an adjustment to the Avenida Rio Salado project to reflect updated project costs; reimbursement amounts and years remain unchanged. Modifications also include an early advancement of CMAQ funds to the Mesa Main Street: Mesa Drive to Gilbert Road light rail extension. The advancement will address unused FFY 2013 federal obligation authority, reduce debt service costs on the project, and improve the year-to-year funding balance of the ALCP. Table D that includes Non-TIP modifications to the ALCP will be available prior to the Management Committee meeting after comments are received by the Transportation Review Committee at its committee meeting on August 1, 2013.

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

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

None. This item is scheduled to be heard at the August 1, 2013, Transportation Review Committee meeting. An update will be provided.

CONTACT PERSON:

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

Table A. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program That May Require Air Quality Conformity Consultation

HIGHWAY		7/28/2013																	#28
Agency	Section	Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note	Open to service
ADOT	Highway	2014	DOT13-172	303: El Mirage Rd	Construct Traffic Interchange	0.2	4	4	-	FLCP		Freeway	NHPP	29,233,000	1,767,000	0	31,000,000	Amend: Modify project funding. Change from 100% RARF to 96.3% NHPP.	Feb-15
ADOT	Highway	2014	DOT14-152	303 (Estrella Fwy): Grand Ave/SR303L Interchange, Interim	Construction Interim TI	0.2	4	4	-	FLCP		Freeway	NHPP	45,641,200	2,758,800	0	48,400,000	Amend: Modify project funding from NHS to NHPP.	Apr-15
Avondale	Highway	2013	AVN13-901	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	2.1	6	6	----	No	----	ITS	CMAQ	1,119,429	-	67,664	\$ 1,197,093	Amend: Increase total project cost based on updated engineering estimate, increase federal funding by \$100,000 to maximum federal match of 94.3%.	Q4 2014
Avondale	Highway	2014	AVN14-107	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Construct multiuse path	1.0	4	4	----	No	----	Bicycle	CMAQ	1,077,405	-	2,250,000	\$ 3,327,405	Amend: Increase total project cost by \$1,935,358 based on engineering update. Increase local funding by \$1,935,358.	Q4 2015
ADOT	Highway	2014	BKY14-179	Apache Rd, North of MC 85	Construct railroad safety project by Railroad	0.1	2	2	72614	No	-	Safety	STP-RGC	75,000	-	-	\$ 75,000	Amend: New Project. Railroad related work. Under ADOT STIP as item 72614. Railroad safety project using FHWA funds administered by ADOT Utility & Railroad Section.	Summer 2014
Chandler	Highway	2012	CHN08-610C	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	0.0	0	0	---	No	S712-01	Bicycle	CMAQ	4,342,475	---	---	\$ 4,342,475	Amend: Delete project, duplicate TIP listing.	-
Chandler	Highway	2013	CHN13-103	Various Locations-- Citywide	Upgrade Bike Lane Pavement Symbols-- Phase 1	0.0	0	0	---	No	---	Safety	HSIP	94,555	---	---	\$ 94,555	Amend: Delete project	-
Chandler	Highway	2013	CHN14-102	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Construct ITS project for fiber communications from signals to the TCM	9.0	0	0	----	No	----	ITS	CMAQ	909,207	-	54,957	\$ 964,164	Amend: Based on updated engineering cost estimate. Change in total cost by \$158,125. Increase local and federal costs.	Q42014
ADOT	Highway	2013	DOT08-6C38	202 (Santan Fwy): Lindsay Rd to Gilbert Rd	Design and construct multi-use paths	1.0	6	6	---	No	---	Freeway	CMAQ	471,500	---	28,500	\$ 500,000	Amend: Delete project.	-
ADOT	Highway	2014	DOT14-178	8: Freeman Rd to County Line	Construct Pavement Preservation	6.5	4	4	-	No	-	Freeway	NHPP/SHRP 2	282,900	-	17,100	\$ 300,000	Amend: Add a new pavement preservation construction project in FY 2014 for \$300,000. SHRP 2 portion is \$30,000 and NHPP portion is 252,900.	Q42015

HIGHWAY		7/28/2013																	#28
Agency	Section	Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note	Open to service
ADOT	Highway	2014	DOT14-179	Litchfield Road (Goodyear)	Construct railroad safety project by Railroad	0.1	5	5	No	No	-	Safety	STP-RGC	230,000	-	2,300	\$ 232,300	Amend: New Project. Railroad related work. Under ADOT STIP as item 72614. Railroad safety project using FHWA funds administered by ADOT Utility & Railroad Section. Project modification for final invoices and work.	Fall 2013
El Mirage	Highway	2014	ELM13-101	Various Arterial Traffic Signals within City of El Mirage	Design ITS project for various arterial traffic signals within El Mirage limits	13.0	0	0	----	No	----	ITS	Local	-	-	62,550	\$ 62,550	Amend: Change funding source from federal to local and defer a year in the TIP.	Q4 2016
Gilbert	Highway	2013	GLB11-102	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Design pave unpaved road project	0.8	2	2	---	No	---	Air Quality	CMAQ	28,549	---	1,726	\$ 30,275	Amend: Delete project, completed locally	-
Gilbert	Highway	2013	GLB11-103	156th St: Riggs Rd to 0.25 miles south	Design pave unpaved road project	0.3	2	2	---	No	---	Air Quality	CMAQ	9,548	---	577	\$ 10,125	Amend: Delete project, completed locally	-
Gilbert	Highway	2014	GLB11-806	Ryan Road: Greenfield Rd to 164th St.	Pave Unpaved Road	0.5	0	0	---	No	---	Air Quality	CMAQ	162,760	---	9,840	\$ 172,600	Amend: Delete project, completed locally	-
Gilbert	Highway	2013	GLB11-807	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	0.3	0	0	---	No	---	Air Quality	CMAQ	7,261	---	439	\$ 7,700	Amend: Delete project, completed locally	-
Gilbert	Highway	2013	GLB11-808	Bonanza Road: 156th St to 157th St	Design pave dirt road project	0.2	0	0	---	No	---	Air Quality	CMAQ	4,244	---	257	\$ 4,501	Amend: Delete project, completed locally	-
Gilbert	Highway	2014	GLB12-801	Walnut Road: 162nd Street to 164th Street	Pave Unpaved Road	0.3	0	0	---	No	---	Air Quality	CMAQ	87,038	---	5,262	\$ 92,300	Amend: Delete project, completed locally	-
Gilbert	Highway	2014	GLB12-802	Bonanza Road: 156th St to 157th St	Pave Unpaved Road	0.2	0	0	---	No	---	Air Quality	CMAQ	53,279	---	3,221	\$ 56,500	Amend: Delete project, completed locally	-
Gilbert	Highway	2013	GLB13-101	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Design for the installation of fiber optic communication lines and add CCTV cameras, traffic signal video detection, and controllers near	3.0	0	0	---	No	---	ITS	CMAQ	41,677	---	2,519	\$ 44,196	Amend: Delete project, completed locally	-
Gilbert	Highway	2014	GLB13-102	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Construct pave unpaved road project	0.8	2	2	---	No	---	Air Quality	CMAQ	248,125	---	15,000	\$ 263,125	Amend: Delete project, completed locally	-
Gilbert	Highway	2014	GLB13-103	156th St: Riggs Rd to 0.25 miles south	Construct pave unpaved road project	0.3	2	2	---	No	---	Air Quality	CMAQ	88,500	---	5,875	\$ 94,375	Amend: Delete project, completed locally	-
Gilbert	Highway	2014	GLB13-905	Guadalupe Rd, Higley Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	6.5	2	2	---	No	---	ITS	CMAQ	122,234	---	63,000	\$ 185,234	Amend: Delete project, completed locally	-
Gilbert	Highway	2014	GLB14-101	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Construct bicycle crossing improvements	0.1	4	4	---	No	---	Bicycle	CMAQ	497,000	---	138,000	\$ 635,000	Amend: Delete project, completed locally	-

HIGHWAY		7/28/2013																	#28
Agency	Section	Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note	Open to service
Glendale	Highway	2016	GLN14-101	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	3.5	0	0	----	No	----	ITS	CMAQ	904,164	-	177,500	\$ 1,081,664	Amend: Defer from FY2013 to FY2015.	Q4 2017
MAG	Highway	2013	MAG13-108	MAG Regionwide	Transportation planning and air quality studies and support	0.0	0	0	----	No	----	Other	CMAQ	350,000	-	25,000	\$ 375,000	Admin: Reduce Federal amount from \$450,000 to \$350,000, New total cost based on engineering estimate is \$375,000.	Q4 2014
Mesa	Highway	2012	MES11-111	Porter Park Pathway: Mesa	Design: paved share use path	1.1	0	0	----	No	----	Safety	SRTS	130,000			\$ 130,000	Admin: Delete listing, duplicate	-
Mesa	Highway	2014	MES11-111C	Porter Park Pathway: Mesa	Construct paved shared use path	1.1	0	0	----	No	----	Safety	SRTS	93,295	-	-	\$ 93,295	Amend: Split project into design and construction phases, decrease Federal funding for construction by \$76,705	Q4 2015
Mesa	Highway	2013	MES11-111D	Porter Park Pathway: Mesa	Design: paved share use path	1.1	0	0	----	No	----	Safety	SRTS	76,705	-	-	\$ 76,705	Amend: New Design phase from construction.	Q4 2015
Mesa	Highway	2013	MES13-101	Various Locations-- Citywide	Additional Signal Heads-- Phase 1	0.0	0	0	----	No	----	Safety	HSIP	176,831			\$ 176,831	Amend: Delete project	-
Mesa	Highway	2013	MES15-461D	City of Mesa (Citywide)	Design radio-communications upgrade	3.0	0	0	----	No	----	ITS	CMAQ	35,080		2,120	\$ 37,200	Amend: Delete project.	-
MMC-Scottsdale	Highway	2014	MMA14-104SCT	Frank Llyod Wright Blvd & Loop 101	Construct/Install adaptive traffic control	3.0	0	0	----	No	----	ITS	CMAQ	36,328	-	14,522	\$ 50,850	Amend: Change Lead Agency from Scottsdale to Maricopa County (MMA). Old TIP SCT14-102.	Q4 2015
Maricopa County	Highway	2013	MMA15-434D	New River Area	Design paving project	4.4	4	4	----	No	----	Air Quality	CMAQ	220,000	-	13,298	\$ 233,298	Admin: Correct length from .5 to 4.37 miles. Scribner's error.	Q4 2015
Maricopa County	Highway	2015	MMA15-441C	McDowell Rd: 76th St to Usery Pass Rd	Construct bike lanes	2.1	0	0				Bike/Ped	CMAQ	556,747	-	71,920	\$ 628,667	Admin: Increased the estimated project cost based on engineering estimate. Increase total cost by \$38,267, increase federal cost by \$36,086, decrease local cost by \$36,085.	Q4 2016
Peoria	Highway	2013	PEO12-110	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	0.1	4	4	-	-	-	ADOT Safety	HSIP-AZ	647,465	-	212,235	\$ 859,700	Admin: ADOT award is 647,465 HSIP, with 212,235 local required. Increase Federal amount by \$305,068, increase local amount by \$191,538.	2016
Peoria	Highway	2013	PEO12-111	Peoria Ave and 75th Ave	Design intersection improvement.	0.2	0	0	-	-	-	ADOT Safety	HSIP-AZ	775,600	-	74,400	\$ 850,000	Admin: ADOT award is 775,600 HSIP and 74,400 Local. Increase Federal by \$141,458 and increase local by \$36,069.	2016

HIGHWAY		7/28/2013																	#28
Agency	Section	Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note	Open to service
Peoria	Highway	2015	PEO13-102	Lake Pleasant Parkway: L303 to SR74	Pave Unpaved Shoulders	1.9	0	0	----	No	----	Air Quality	CMAQ	401,983	-	24,298	\$ 426,281	Amend: Defer project from FY2013 to FY2015.	Q4 2016
Peoria	Highway	2014	PEO13-902c2	New River Pathway, Northern Ave and Olive Ave	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern.	1.1	4	4	----	No	----	Bicycle	STP-TEA	250,000	-	192,577	\$ 442,577	Amend: Defer from FY2013 to FY2014, Request to modify limits to match other phases.	Q4 2015
Phoenix	Highway	2013	PHX09-624	Various locations	Construct regional ITS fiber optic backbone, phase B-1.	30.0	0	0	----	No	----	ITS	CMAQ	737,031	-	44,550	\$ 781,581	Amend: Updated engineering estimate, total project cost increased by \$116,581; increase federal funding to \$737,031 and adjust local match to 5.7%. Previously, Federal funding was reduced to meet MAP-21 requirements.	Q4 2014
Phoenix	Highway	2013	PHX12-106	Jorgensen Elementary Sch	Design Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation west side of 17th Ave (Broadway to Roeser Rd).	0.0	0.5	2	2	-	-	Safety	SRTS	80,000	-	-	\$ 80,000	Amend: Defer construction from FY2013 to FY14. Split project into design and construction phases. Total Federal amount of project does not change.	Q42015
Phoenix	Highway	2014	PHX12-106C	Jorgensen Elementary Sch	Construct Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation west side of 17th Ave (Broadway to Roeser Rd)	0.0	0.5	2	2	-	-	Safety	SRTS	250,500	-	20,000	\$ 250,000	Amend: Split project into Design and Construction Phases, Move design to FY13 move construction to FY14. Split funding between phases.	Q4 2015
Phoenix	Highway	2013	PHX12-107	Garcia Elementary School-1441 S 27th Ave	Design Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation-north side of Yuma St between 27th Ave and 28th Ave	0.1	2	2	----	No	----	Safety	SRTS	88,000	-	-	\$ 88,000	Amend: Split project into Design and construction phases. Reduce total listing cost.	Q4 2015
Phoenix	Highway	2014	PHX12-107C	Garcia Elementary School-1441 S 27th Ave	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation-north side of Yuma St between 27th Ave and 28th Ave	0.1	2	2	----	No	----	Safety	SRTS	310,800	-	-	\$ 310,800	Amend: Split project into Design and construction phases. Add new construction phase.	Q4 2015

HIGHWAY		7/28/2013																	#28
Agency	Section	Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note	Open to service
Phoenix	Highway	2015	PHX14-101	Indian School Road: Grand Canal to 16th Street	Construct a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	0.5	6	6	----	No	----	Bicycle	CMAQ	873,422	-	170,324	\$ 1,043,746	Amend: Defer from FY2014 to FY2015.	Q4 2016
Maricopa County	Highway	2013	QNC13-903D	Riggs Rd: Ellsworth Rd to Meridian Rd	Design roadway widening	3.0	0	6	-	No	-	street	Local	-	-	500,000	\$ 500,000	Amend: Add New locally funded design project, McDot is Lead Agency on Queen Creek Construction Project.	Q4 2015
Scottsdale	Highway	2013	SCT13-119	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th S	Design work for Pave Dirt Roads	3.7	2	2	---	No	---	Air Quality	CMAQ	105,658	---	6,387	\$ 112,045	Amend: Delete project, design completed locally.	Q4 2015
Scottsdale	Highway	2014	SCT13-902	Citywide	Last mile connections from city Fiber Network	1.0	0	0	---	No	---	ITS	CMAQ	350,000	---	350,000	\$ 700,000	Amend: Split project into Design and Construction Phases; Add Constuction Phase, Move construction to FY14.	-
Surprise	Highway	2014	SUR11-714C	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	2.5	6	6	----	No	----	Pedestrian	CMAQ	777,975	-	47,025	\$ 825,000	Amend: Defer project from FY2013 to FY2014.	Q4 2016
Tempe	Highway	2013	TMP10-629	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	0.0	0	0	----	No	----	Bicycle	CMAQ	961,861	-	58,140	\$ 1,020,001	Amend: Based on current engineering estimate, Increase total cost from 1,020,001 to \$1,089,320. Increase local cost by \$69,319.	Q4 2014
Tempe	Highway	2013	TMP11-701	University Dr: Priest Dr to SPRR	Improve bicycle and pedestrian facilities	1.0	4	4	----	No	----	Pedestrian	CMAQ	2,349,956	-	142,044	\$ 2,492,000	Amend: Change FY2012 to 2013. Based on current engineering estimate, reduce total cost from \$6,525,080 to \$2,492,000. Reduce local cost to minimum match.	Q4 2014
Tempe	Highway	2014	TMP12-104	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	STP-TEA	943,000	-	61,000	\$ 1,004,000	Amend: Defer from FY2012 to FY2014.	Q42015

HIGHWAY		7/28/2013																	#28
Agency	Section	Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note	Open to service
Tempe	Highway	2013	TMP12-805	Hardy Dr: University Dr to Broadway Rd	Pedestrian and bicycle improvements	1.0	4	4	-----	No	-----	Pedestrian	CMAQ	1,811,884	-	109,520	\$ 1,921,404	Admin: Updated engineering cost estimate for a total project increase of \$155,295. Increase to federal maximum match. Increase federal by \$211,884, decrease local by \$56,589.	Q4 2014
Tempe	Highway	2014	TMP14-101	Rural Road to Kiwanis Park	Construct multiuse path	5.0	2	2	-----	No	-----	Bicycle	CMAQ	1,323,000	-	178,400	\$ 1,501,400	Amend: Based on current engineering estimate, Decrease local and total cost to by \$188,600.	Q4 2015
ADOT	Highway	2014	TMP14-177c	University Drive (Tempe)	Construct railroad safety project by Railroad	0.1	4	4	72614	No	-	Safety	STP-RGC	550,000	-	-	\$ 550,000	Amend: New Project. Railroad related work. Under ADOT STIP as item 72614. Railroad safety project using FHWA funds administered by ADOT Utility & Railroad Section.	Spring 2014
Tempe	Highway	2014	TMP14-178c2	University Drive (Tempe)	Construct median, relocate sidewalk	0.1	4	4	72614	No	-	Safety	STP-RGC	100,000	-	-	\$ 100,000	Amend: City of Tempe related work. Under ADOT STIP as item 72614. Tempe to relocate improvements affected by Railroad safety project	Spring 2014
Tempe	Highway	2014	TMP14-178RW	University Drive (Tempe)	Right of way Acquisition	0.1	4	4	72614	No	-	Safety	STP-RGC	25,000	-	-	\$ 25,000	Amend: City of Tempe right of way acquisition from Railroad in support of Railroad/Tempe work . Under ADOT STIP as item 72614.	Spring 2014
Wickenburg	Highway	2014	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	-----	No	-----	Other	STP-TEA	483,279	-	29,212	\$ 512,491	Amend: Defer Project from FY2013 to FY2014 based on ADOT PM recommendation.	Q4 2015

Transit-Table B

Maricopa Association of Governments

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

Transit			Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Notes:
TIP #	Agency	Project Location												
VMT12-103T	Valley Metro Rail	Regionwide	Electric Fan Retrofit - about 70 buses - FY2011 5309-Disc. Funds			0	0	0	5309-Disc	\$ 337,429	\$ 1,723,944	\$ -	\$ 2,061,373	Admin: Lower local cost by \$36,800
VMR10-704T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2011		0	0	0	CMAQ-Flex	\$ -	\$ 2,726,000	\$ 681,500	\$ 3,407,500	Amend: Changed location from Mill Ave and scope from PE to Construct
VMR11-708T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2011		0	0	0	CMAQ-Flex	\$ -	\$ 700,462	\$ 310,228	\$ 1,010,690	Amend: Changed location from Mill Avenue and scope from Final Design to Construct
VMR11-833T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2011		0	0	0	CMAQ-Flex	\$ -	\$ 1,863,893	\$ 465,974	\$ 2,329,867	Admin: Moved \$3,136,107 to CME Construct
VMR11-105T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2011		0	0	0	CMAQ-Flex	\$ -	\$ 3,136,107	\$ 784,026	\$ 3,920,133	Amend: Formerly part of Mill Avenue (VMR11-833T)
VMR13-925T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct Transitway	2012		0	0	0	CMAQ-Flex	\$ -	\$ 3,500,000	\$ 211,559	\$ 3,711,559	Admin: Reduced by \$3,220,000 (FY13 funds). Moved to Mill Avenue
VMR12-110T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2012		0	0	0	CMAQ-Flex	\$ -	\$ 1,262,000	\$ 76,282	\$ 1,338,282	Amend: Formerly part of Mill Avenue (VMR13-937T)
VMR12-111T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2012		0	0	0	CMAQ-Flex	\$ -	\$ 3,611,000	\$ 218,268	\$ 3,829,268	Amend: Formerly part of Mill Avenue (VMR14-108T)
VMR12-112T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2012		0	0	0	CMAQ-Flex	\$ -	\$ 4,364,500	\$ 263,814	\$ 4,628,314	Amend: Formerly part of Mill Avenue (VMR15-108T)
PHX12-115T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 15 replace	2012		0	0	0	5309-SGR	\$ -	\$ 7,000,000	\$ 1,433,735	\$ 8,433,735	Amend: SAFETEA-LU buses not yet in a grant. Change Description to include 15 replacements

Table C. ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program and the Fiscal Year 2014 ALCP

ALCP																		
TIP #	Agency	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year*	Fund Type	Regional Reimb.	Notes:	RTP ID
PHX13-101CZ	Phoenix	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2013	Jul-15	6	5	6	STP-MAG	\$ 2,123,645	\$ 6,168,197	\$ -	\$ 8,291,842	2013	STP-MAG	\$ 6,168,197	Amend: Increase total construction-phase costs from \$30,997,327 to \$31,088,342. Reimbursement amount and year remains unchanged.	ACI-RIO-10-03
PHX14-101CZ	Phoenix	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2014	Jul-15	6	5	6	STP-MAG	\$ 1,393,513	\$ 8,418,197	\$ -	\$ 9,811,710	2014	STP-MAG	\$ 8,418,197	Amend: Increase total construction-phase costs from \$30,997,327 to \$31,088,342. Reimbursement amount and year remains unchanged.	ACI-RIO-10-03
PHX15-101CZ	Phoenix	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2015	Jul-15	6	5	6	STP-MAG	\$ 7,066,593	\$ 5,918,197	\$ -	\$ 12,984,790	2015	STP-MAG	\$ 5,918,197	Amend: Increase total construction-phase costs from \$30,997,327 to \$31,088,342. Reimbursement amount and year remains unchanged.	ACI-RIO-10-03

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 2013

SUBJECT:

MAG Design Assistance for the Pedestrian and Bicycle Facilities Program

SUMMARY:

The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$300,000 for the MAG Pedestrian and Bicycle Design Assistance Facilities Program. The Design Assistance Program allows MAG member agencies to apply for funding for the design portion of a bicycle or pedestrian project. Eleven applications from Apache Junction, Cave Creek, Glendale, Mesa, Peoria, Phoenix, Scottsdale and Tempe were received on June 27, 2013.

On July 16, 2013, the MAG Bicycle and Pedestrian Committee reviewed the applications and unanimously recommended to MAG the following projects for approval:

- Phoenix: Van Buren Corridor Bike & Pedestrian Improvements - \$70,000
- Apache Junction: Winchester/16th/Southern Sidewalk Design - \$45,000
- Tempe: Highline Canal Multi-Use Path - \$65,000
- Tempe: North South Rail Spur Multi-Use Path - \$65,000
- Cave Creek: Shared Use Path Connector - \$55,000

There were eleven projects requesting \$647,725 that were submitted. All projects, therefore, could not be funded because the amount of requests exceeded the amount available.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: This program assists MAG member agencies by offering professional design assistance to develop bicycle and pedestrian facilities that help reduce congestion and improve air quality.

CONS: According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Design Assistance Program encourages implementation of the adopted MAG Pedestrian Policies and Design Guidelines and nationally accepted bicycle facilities design practices.

POLICY: These programs encourage the development of facilities to encourage walking and bicycling.

ACTION NEEDED:

Recommend approval of the following projects for MAG Design Assistance for the Pedestrian and Bicycle Facilities Program: Phoenix: Van Buren Corridor Bike & Pedestrian Improvements for \$70,000; Apache Junction: Winchester/16th Street/Southern Sidewalk Design for \$45,000; Tempe: Highline Canal Multi-Use Path for \$65,000; Tempe: North South Rail Spur Multi-Use Path for \$65,000; Cave Creek: Shared Use Path Connector for \$55,000.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: This item is on the August 1, 2013, MAG Transportation Review Committee agenda. An update will be provided on action taken by the Committee.

MAG Bicycle and Pedestrian Committee: On July 16, 2013, the MAG Bicycle and Pedestrian Committee reviewed the Design Assistance applications and unanimously recommended to MAG the following projects for approval:

- Phoenix: Van Buren Corridor Bike & Pedestrian Improvements - \$70,000
- Apache Junction: Winchester/16th/Southern Sidewalk Design - \$45,000
- Tempe: Highline Canal Multi-Use Path - \$65,000
- Tempe: North South Rail Spur Multi-Use Path - \$65,000
- Cave Creek: Shared Use Path Connector - \$55,000

MEMBERS ATTENDING

- | | |
|--|---|
| <ul style="list-style-type: none"> Katherine Coles, Phoenix, Chair Tracy Stevens, Avondale, Vice-Chair Michael Sanders, ADOT * Tiffany Halperin, ASLA, Arizona Chapter Robert Wisener, Buckeye D.J. Stapley, Carefree Ian Cordwell, Cave Creek * Bob Beane, Coalition of Arizona Bicyclists Jason Crampton, Chandler Jose Macias for Sue McDermott, El Mirage * Kelly LaRosa, FHWA Liason * Nicole Lance, Gilbert Purab Adabala for Steve Hancock, Glendale | <ul style="list-style-type: none"> Joe Schmitz, Goodyear David Gue for Thomas Chlebanowski, Litchfield Park Denise Lacey, Maricopa County Ashley Barinka for Jim Hash, Mesa Brandon Forrey, Peoria Rich Purcell, Queen Creek Amanda Luecker for Ben Limmer, Valley Metro Stephen Chang for Karen Savage, Surprise Eric Iwersen, Tempe * Robert Carmona, Wickenburg * Grant Anderson, Youngtown |
|--|---|

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

CONTACT PERSON:

Maureen DeCindis, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 2013

SUBJECT:

MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List

SUMMARY:

The FY 2014 MAG Unified Work Program and Annual Budget, approved by the Regional Council in May 2013, includes \$300,000 for the MAG Pedestrian and Bicycle Design Assistance Facilities Program. The MAG Design Assistance On-Call Consultant List provides member agencies with pre-approved consultant list to provide assistance for their design project. A request for consultants to submit Statements of Qualifications was published on May 30, 2013. Fourteen submittals were received on June 27, 2013.

The multi-agency evaluation team recommended to MAG that the fourteen consultants be selected for the MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List: Coffman Studio, PLLC; Environmental Planning Group; Gavan & Barker, Inc.; Harrington Planning Design; J2 Engineering & Environmental Design, LLC; Lee Engineering, LLC; Kimley-Horn & Associates, Inc.; Kittelson & Associates, Inc.; Logan-Halperin Landscape Architecture LLC; Olsson Associates; Otak, Inc.; Stanley Consultants, Inc.; Stantec Consulting Services, Inc.; and Wilson & Company, Inc.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List provides member agencies with a pre-approved consultant list to provide assistance for their design project. This program assists MAG member agencies by offering professional design assistance to develop bicycle and pedestrian facilities that help reduce congestion and improve air quality.

CONS: According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Pedestrian and Bicycle Design Assistance Program encourages implementation of the adopted MAG Pedestrian Policies and Design Guidelines, and nationally accepted bicycle design practices. The program provides demonstration projects for "best practices."

POLICY: This program encourages the development of facilities to encourage walking and bicycling.

ACTION NEEDED:

Recommend approval of the selection of the following consultants for the MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List: Coffman Studio, PLLC; Environmental

Planning Group; Gavan & Barker, Inc.; Harrington Planning Design; J2 Engineering & Environmental Design, LLC; Lee Engineering, LLC; Kimley-Horn & Associates, Inc.; Kittelson & Associates, Inc.; Logan-Halperin Landscape Architecture LLC; Olsson Associates; Otak, Inc.; Stanley Consultants, Inc.; Stantec Consulting Services, Inc.; and Wilson & Company, Inc.

PRIOR COMMITTEE ACTIONS:

This item is on the August 1, 2013, MAG Transportation Review Committee agenda. An update will be provided on action taken by the Committee.

On July 16, 2013, the MAG Bicycle and Pedestrian Committee recommended to MAG that the following consultants be approved for the MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List: Coffman Studio, PLLC; Environmental Planning Group; Gavan & Barker, Inc.; Harrington Planning Design; J2 Engineering & Environmental Design, LLC; Lee Engineering, LLC; Kimley-Horn & Associates, Inc.; Kittelson & Associates, Inc.; Logan-Halperin Landscape Architecture LLC; Olsson Associates; Otak, Inc.; Stanley Consultants, Inc.; Stantec Consulting Services, Inc.; and Wilson & Company, Inc.

MEMBERS ATTENDING

- | | |
|--|---|
| Katherine Coles, Phoenix, Chair | Joe Schmitz, Goodyear |
| Tracy Stevens, Avondale, Vice-Chair | David Gue for Thomas Chlebanowski,
Litchfield Park |
| Michael Sanders, ADOT | Denise Lacey, Maricopa County |
| * Tiffany Halperin, ASLA, Arizona Chapter | Ashley Barinka for Jim Hash, Mesa |
| Robert Wisener, Buckeye | Brandon Forrey, Peoria |
| D.J. Stapley, Carefree | Rich Purcell, Queen Creek |
| Ian Cordwell, Cave Creek | Amanda Luecker for Ben Limmer, Valley
Metro |
| * Bob Beane, Coalition of Arizona Bicyclists | Stephen Chang for Karen Savage, Surprise |
| Jason Crampton, Chandler | Eric Iwersen, Tempe |
| Jose Macias for Sue McDermott, El Mirage | * Robert Carmona, Wickenburg |
| * Kelly LaRosa, FHWA Liason | * Grant Anderson, Youngtown |
| * Nicole Lance, Gilbert | |
| Purab Adabala for Steve Hancock,
Glendale | |

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

A multi-agency evaluation team reviewed the applications on July 11, 2013, and recommended to MAG the selection of the fourteen consultants for the MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List: Coffman Studio, PLLC; Environmental Planning Group; Gavan & Barker, Inc.; Harrington Planning Design; J2 Engineering & Environmental Design, LLC; Lee Engineering, LLC; Kimley-Horn & Associates, Inc.; Kittelson & Associates, Inc.; Logan-Halperin Landscape Architecture LLC; Olsson Associates; Otak, Inc.; Stanley Consultants, Inc.; Stantec Consulting Services, Inc.; and Wilson & Company, Inc.

- | | |
|--------------------------|---------------------------|
| D.J. Stapley, Carefree | Susan Conklu, Scottsdale |
| Jim Hash, Mesa | Grant Anderson, Youngtown |
| Katherine Coles, Phoenix | |

CONTACT PERSON:

Maureen DeCindis, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 2013

SUBJECT:

Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget for the Interstate 10/Interstate 17 Corridor Master Plan

SUMMARY:

At the May 15, 2013, Transportation Policy Committee (TPC) meeting, a presentation was made on the status of planning for Interstates 10 and 17 between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. During this presentation, the TPC was presented with the recommendation for establishing a corridor master plan in response to the 2012 suspension of environmental impact statements for both corridors. The decision for suspending these environmental efforts was to take time and identify whether the studies were consistent with the planning efforts identified in the Regional Transportation Plan, as well as with recent conclusions from MAG's continuing planning efforts through the Southeast Corridor Major Investment Study and the Managed Lanes Network Development Strategy project. Staff from the Arizona Department of Transportation, Federal Highway Administration, MAG, and Valley Metro, as well as the Cities of Chandler, Phoenix, and Tempe, met in a workshop to study this consistency and through discussion identified a path forward that includes establishing a corridor master plan for improving this central interstate route that represents the transportation Spine of the Valley. The purpose of this agenda item is to amend the FY 2014 MAG Unified Planning Work Program and Annual Budget with added funding for this related work from the MAG Regional Freeway and Highway Program to conduct the development of the Interstate 10/Interstate 17 Corridor Master Plan.

Environmental Impact Statement (EIS) studies for capacity expansion of both Interstate 10 and Interstate 17 were underway for a number of years. Since the studies were initiated, a number of factors have changed, including the economic situation (which substantially impacted revenues) of 2007 and 2008. The proposed projects that were being studied for each corridor substantially exceeded the resources available by almost three billion dollars as the combined programmed amounts from the Regional Transportation Plan is identified at \$1.47 billion. In addition, potential air space conflicts with Sky Harbor International Airport have resulted in a decision to suspend both EIS studies.

Given the significance of the 2012 decision point, the Federal Highway Administration and the Arizona Department of Transportation have suspended the EIS process for both corridors to determine the appropriate direction for expanding capacity along both Interstates 10 and 17. Staff from ADOT, FHWA, and MAG, Valley Metro as well as the Cities of Chandler, Phoenix, and Tempe met in a workshop to study this consistency and through discussion identified a path forward that includes establishing a master plan for one corridor, that stretches from the I-17/SR-101L "North Stack" to the SR-202L "Pecos Stack," rather than as two separate corridors. This one corridor represents the transportation Spine of the Valley.

By studying both corridors together, rather than separately, certain economies of scale can be realized to establish a common vision and operating principles for accommodating existing and future travel demand. As an example, the section of Interstate 17 around the Durango Curve, which is at the end of its service life, and could be significantly improved to add capacity to the system rather than

directing more traffic through the Interstate 10 Deck Park Tunnel. Preliminary findings from MAG studies has identified alternate cross-sections and priced-congestion programs that could also improve and enhance the capacity of both corridors and contribute to the master plan.

Attached to this summary transmittal is a conceptual work program illustration tentatively identified by ADOT, FHWA, and MAG to conduct the Interstate 10/Interstate 17 Corridor Master Plan project. As the regional transportation planning agency, MAG would lead the project in partnership with ADOT, FHWA, and Valley Metro. A project management structure has also been tentatively identified for the Interstate 10/Interstate 17 Corridor Master Plan that includes Charter Partners oversight throughout the study process. Funding for this effort is from Regional Area Roadway Fund (RARF) study funds that have already been identified for both the Interstate 10 and Interstate 17 corridors. These funds would be transferred from ADOT to MAG for completing the Corridor Master Plan project. Data and effort completed in the suspended environmental efforts will be incorporated into this study project.

PUBLIC INPUT:

ADOT and FHWA have received public input for the development of the current EIS projects. No public input has been received on the action to suspend the projects.

PROS & CONS:

PROS: As studied in these EIS projects, an investment of nearly \$4 billion is proposed for adding capacity to both the Interstate 10 and 17 Spine. Presently, the Regional Freeway and Highway Program has programmed \$1.3 billion for both corridors. By taking the time to reevaluate the proposed action, and to consider alternate cross-sections and the opportunity for priced-congestion programs, it may be possible to develop an improvement plan that could provide capacity and more importantly, reliability, for commuters. In addition, the interim “spot” improvements that will be identified could provide enough enhanced capacity along the Interstate 10 and 17 Spine to allow time for developing a more balanced and long-term solution.

CONS: Significant resources has been expended by FHWA and ADOT for both EIS studies. However, much of the data can be used in developing the Corridor Mster Plan that will be needed to implement a long-term solution, new data sets and analyses will be required for the future studies.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Interstate 10 and 17 Spine provides a critical function and its long-term operation will be key to economic activity and the Region’s Quality of Life. The outcomes and subsequent actions taken by the Regional Council based upon the findings of the reevaluation could result in a plan for the Spine that provides the best value in accommodating future travel demand.

POLICY: The outcomes of this reevaluation will provide guidance to MAG, ADOT, FHWA, and other affected jurisdictions and agencies with a long-term solution and comprehensive approach for accommodating travel demand along the Interstate 10 and 17 Spine.

ACTION NEEDED:

Recommend amendment of the FY 2014 MAG Unified Planning Work Program and Annual Budget (UPWP) to add the Interstate 10/Interstate 17 Corridor Master Plan project and to increase the FY 2014 UPWP by \$2,500,000 with Regional Area Road Funding (RARF) for this related work from the MAG Regional Freeway and Highway Program.

PRIOR COMMITTEE ACTIONS:

No prior committee actions have been taken on this matter. This item was presented at the May 15, 2013, Transportation Policy Committee meeting, for information and discussion.

CONTACT PERSON:

Bob Hazlett, Senior Engineering Manager, 602 254-6300.

Path Forward Defined

the spine



- Immediate Needs addressing bottlenecks.
- Within ADOT Rights-of-Way (ROW).
- Near Term Construction.



- Joint Project Management.
- MAG Procurement.
- **Identify Corridor Operating Principles.**
- **Coordinate with Stakeholders.**
- Frame next environmental and design efforts.



- Joint Project Management.
- ADOT Procurement.
- **Multiple Studies and Efforts.**
- Consistent with Corridor Master Plan.



- Implementation.

Elements to Corridor Operating Principles



Transit Integration

- Integrated Bus-DHOV Operations.
- Connected Park and Ride Facilities.
- High Capacity Transit Options.



Freight Considerations

- Better Commercial Vehicle Connections to enhance staging and operations.
- Providing reliable traffic data for freight routes.



Advanced Traffic Management

- Coordinated Ramp Metering.
- Integrated Corridor Management.
- Commuter Data and Response.
- Improved HOV Management.

Project Direction

the spine



Corridor Master Plan

POTENTIAL WORK PROGRAM – STILL UNDER REVIEW

the spine

1. Initiate Project

2. Develop Corridor Base Conditions

Concurrence #1/
Consensus #2 –
Statement of Purpose and Need and Corridor Program Operating Principles

3. Develop and Screen Alternatives

Consensus #3 – First Level Screening Criteria

4. Select Reasonable Alternatives

Consensus #4 – Fatal Flaw Elimination of Solutions

Consensus #5 – Identification of Additional Data Needs (to conduct Environmental Studies)

Consensus #6 – Second-level Screening Criteria

Concurrence #2/
Consensus #7 – Alternatives for Draft Plan

5. Evaluate Alternatives and Develop Documentation

Consensus #8 – Decision to publish Draft Plan

6. Recommend Preferred Alternative

Consensus #9 – Preferred Alternative

Concurrence #3/
Consensus #10 – Preferred Alternative and Mitigation Concept

7. Establish Corridor Master Plan Process

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 2013

SUBJECT:

Consultant Selection for the MAG Regional Transportation Plan On-Call Consultant Services Program

SUMMARY:

The Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$500,000 to conduct the MAG Regional Transportation Plan On-Call Consultant Services Program. The purpose of a Regional Transportation Plan On-Call Program is for expediting the delivery of consultant services at MAG. The intent of this program is to enable MAG staff to augment existing resources by forming a pool of qualified consultants to provide specialized services that are required for executing tasks and projects in identified areas of expertise.

It is anticipated that the selected consultants will use state-of-the-art engineering and planning tools to execute task orders. For this proposed Regional Transportation Plan On-Call Consultant Services Program, qualified consultants are sought to assist staff in the following six service areas:

- A. Civil Engineering - To assist and facilitate MAG staff review and comment of Regional Transportation Plan generated projects in the areas of roadway design, transit facility design, and environmental design. No design services for construction will be sought as part of this On-Call consultant services program.
- B. Transportation Planning - For assistance and preparation of transportation planning projects by MAG staff. Potential tasks may include, but not be limited to multimodal and mode-specific corridor studies, sub-area and community plans, and focused studies that may be incorporated into future updates of the Regional Transportation Plan.
- C. Transportation Operations - Supplement MAG staff capabilities in monitoring regional multi-modal transportation operations. Efforts may include capacity analyses, travel time and delay studies, and assistance in providing review and comment of the impact land use proposals may have on the regional transportation network.
- D. Policy and Finance - For assistance in preparing data and conducting research into transportation planning issues for projects and efforts that are underway by MAG staff. Example tasks a consultant may be asked to complete could include research on present High Occupancy Vehicle (HOV) policies and practices throughout the country and their potential application in the Valley, a review of the current Public Private Partnership (PPP) and its implication on MAG and the Regional Transportation Plan, and data development - financial and engineering - in future balancing efforts for the Regional Freeway and Highway Program.
- E. Public Involvement - Supplement MAG transportation division staff capabilities, in conjunction with the MAG Communications staff, in coordinating with stakeholders affected by the Regional Transportation Plan and its programs. Efforts may include an analysis of public comments on potential actions, development of strategies to improve coordination, and in conjunction with MAG Communications Staff the preparation of materials related to Regional Transportation Plan and projects by the Transportation Division.

- F. Economic Development - Provide assistance and preparation of economic development planning projects by MAG staff. Efforts may include, but are not limited to, trade analysis with Mexico and other countries and states, freight economic development, site specific redevelopment, economic impact of transportation infrastructure improvements, and economic development planning.

A Request for Statements of Qualifications was advertised on May 30, 2013, with a due date of June 28, 2013, for response. A total of 27 Statements of Qualifications was received from the following consultants:

AECOM Technical Services, Inc., Phoenix, AZ	Kittelson and Associates, Inc., Phoenix, AZ
ARUP North America Ltd., San Francisco, CA	LSA Associates, Inc., Fort Collins, CO
Burgess & Niple, Inc., Tempe, AZ	Michael Baker Jr., Inc., Phoenix, AZ
Caliper, Inc., Newton, MA	Mission Critical, Phoenix, AZ
Cambridge Systematics, Inc., Oakland, CA	Olsson and Associates, Phoenix, AZ
CDM Smith Inc., Phoenix, AZ	Parsons Corporation, Tempe, AZ
CivTech, Inc., Scottsdale, AZ	Parsons Brinckerhoff, Inc., Tempe, AZ
Design RePublic, Tempe, AZ	Ritoch-Powell and Associates, Phoenix, AZ
Graphic Ideals, Phoenix, AZ	Stanley Consultants Inc., Phoenix, AZ
Gunn Communications, Inc., Phoenix, AZ	Texas A & M TTI, College Station, TX
Hatch Mott MacDonald, Scottsdale, AZ	TransPro Consulting, LLC, Tampa, FL
HDR Engineering, Inc., Phoenix, AZ	URS Corporation, Phoenix, AZ
Jacobs Engineering Group, Inc., Phoenix, AZ	Wilson & Company, Inc., Phoenix, AZ
Kimley-Horn and Associates, Inc., Phoenix, AZ	

An internal team of MAG staff reviewed the Statements of Qualifications and recommended to MAG the selection of the following fifteen consultants for participation in the MAG Regional Transportation Plan On-Call Consultant Services Program qualified in these accompanying service areas:

- Cambridge Systematics, Inc. - Transportation Planning, Transportation Operations, Policy and Finance, Economic Development
- Burgess & Niple, Inc. - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development
- Michael Baker Jr., Inc. - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development
- Gunn Communications, Inc. - Public Involvement
- HDR Engineering, Inc. - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development
- Kimley-Horn and Associates, Inc. - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development
- Texas A&M Transportation Institute - Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development
- LSA Associates, Inc. - Transportation Planning
- Parsons Corporation - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development
- Jacobs Engineering Group, Inc. - Civil Engineering, Public Involvement
- AECOM Technical Services, Inc. - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development

- Parsons Brinckerhoff, Inc. - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development
- URS Corporation - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement, Economic Development
- CivTech, Inc. - Transportation Planning, Traffic Operations, Public Involvement
- Wilson & Company - Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, Public Involvement

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: On-call consultant services programs will enable MAG to deliver information, data, and projects within a relatively short time-frame. The on-call nature of the program affords the opportunity to engage a qualified consultant in a matter of weeks with a task order versus a considerably longer conventional procurement process that is followed for much larger project engagements. This program also increases the Transportation Division’s capabilities to provide rapid and strategic responses to critical issues that periodically face MAG.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The added capabilities of the Regional Transportation Plan On-Call Consultant Services Program ensures that MAG receives information to move forward the initiatives of the overall transportation planning program. Data received from the task orders will be used in current and future projects. This program will be implemented in a manner that is consistent with the other current on-call consultant services programs that are presently being administered at MAG.

POLICY: Timely regional transportation planning and analyses provides policy makers with accurate information upon which to make decisions.

ACTION NEEDED:

Recommend approval of the selection of the list of consultants to participate in the On-Call Transportation Planning Consultant Services Program for a three-year period, and for an amount not to exceed \$500,000.

PRIOR COMMITTEE ACTIONS:

On July 29, 2013, the proposal evaluation team recommended selecting the above list of consultants for participation in the MAG Regional Transportation Plan On-Call Consultant Services Program for a three-year period, and for an amount not to exceed \$500,000 as provided for in the FY 2014 MAG Unified Planning Work Program and Annual Budget.

MEMBERS OF THE PROPOSAL EVALUATION TEAM:

Eric Anderson, MAG	Tim Strow, MAG	Margaret Boone, MAG
Bob Hazlett, MAG	Marc Persall, MAG	Nathan Pryor, MAG
Roger Herzog, MAG	Micah Henry, MAG	Monique de Los Rios-Urban,
Vladimir Livshits, MAG	Eileen Yazzie, MAG	MAG
Sarath Joshua, MAG	Jorge Luna, MAG	
Jason Stephens, MAG		

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 2013

SUBJECT:

MAG Federally Funded, Locally Sponsored Project Development Status Report

SUMMARY:

The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federal funded projects. The results of the data collection is included in the July 2013 version of the Project Status Report. Please refer to the attached materials.

The Project Development Status Report contains schedule information for milestones during the project work phases and focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ) funds that are programmed to obligate in federal fiscal years (FFY) 2013, 2014 and 2015. Information on Transportation Enhancement (STP-TEA), Transportation Alternatives (TA-MAG), and Safe Routes to School (SRTS) projects also was requested and collected. The Project Development Status workbook (Workbooks) that were sent to member agencies on June 6, 2013, required that a project development schedule was completed and project change requests could be requested based a current engineering estimate. Member agencies returned project development status workbooks by June 25, 2013. Based on information received by local agencies, information at times was cross checked with the ADOT Local Government section for feasibility and status, and further inquiries were made by MAG staff as appropriate. A total of 166 federally funded project phases was reviewed. A total of seven projects had mixed Transportation Alternatives federal funding to assist with meeting total project costs. Five SRTS and seven STP-TEA projects returned project workbook updates.

The Project Development Status Report notes that of the 80 CMAQ project phases programmed to obligate in FFY 2013, seven projects have requested to defer to FFY 2014 or 2015, ten are requesting to be deleted or have funds reprogrammed, one is requesting a scope modification, and 62 project phases have by June 30, 2013, successfully submitted to ADOT for obligation (federal authorization is expected this FFY).

The Project Development Status Report notes that of the 54 CMAQ project phases programmed to obligate in FFY 2014, one project is requesting a deferral to a later year, eight are requesting to be deleted or have funds reprogrammed, six are requesting a project change or phase split, and 39 project phases are expected to obligate in FFY 2014 based on the schedules submitted.

The Project Development Status Report notes that of the 32 CMAQ project phases programmed to obligate in FFY 2015, four projects are requesting a deferral to a later year, none are requesting to be deleted and have funds reprogrammed, one is requesting a project change, and 27 are projected to obligate in FFY 2015 based on the schedule submitted or if the schedule submitted is modified based on notes in the report. Additionally, four projects with historic FY 2011 and 2012 pending authorizations completed authorization this year FFY 2013, and one is captured in the report.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of this Project Development Status Report will allow the projects to proceed in a timely manner in the year that best fits their project development schedule and will complete Tier 1 of the Federal Project Development Process & Dynamic TIP Process for June/July 2013. Approval of this amendment will allow the Tier 2, Dynamic TIP Process to begin if funding is available at a later date.

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of the MAG Federally Funded, Locally Sponsored Project Development Status Report, and of actions that defer, delete, advance, and change projects; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

None. This item is scheduled to be heard at the August 1, 2013, Transportation Review Committee meeting. An update will be provided.

CONTACT PERSON:

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



PROJECT STATUS REPORT July 2013

Maricopa Association of Governments

302 N. 1st Ave., Suite 300

Phoenix, AZ 85003

Phone: 602-254-6300

Printed: Tuesday, July 30, 2013

Purpose and Scope

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

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

The data for this report was collected in May/June, 2013 and is the fourth round collected under the Guidelines. It includes only CMAQ and STP-TEA funded projects that were programmed in federal fiscal years 2014, and 2015. It also contains final reports on FY2013 projects. No freeway, transit or arterial life-cycle program projects are included in this report.

Project Milestones and Project Deferrals

The implementation of the Guidelines was phased in during the October 2011 data collection for the January Report, and an extensive effort to reprogram projects was completed. As a result of this, many of the project schedules that were modified are

now on track and the Maricopa County region has greatly reduced the number of deferrals. Because of this, the project schedules shown in this report include very few cases of projects failing to meet key deadlines. On May 9, 2013 the Governor signed the request to expand the MAG boundaries to include parts of Pinal County, the City of Maricopa, the Town of Florence and the Pinal County portion of the Gila River Indian Community. Data collection efforts are currently underway for Pinal County projects. It is anticipated that for the December 2013 data collection effort that all project schedules will be reviewed and updated in the expanded area boundaries to meet key milestones per the MAG Federal Programming Guidelines.

Data Descriptions

Project Information Columns:

1. First Column: This column identifies the project sponsor, the identification number in the MAG Transportation Improvement Program of the project and the Federal Fiscal Year the project is programmed.
2. Location Cell: The location of the project as it appears in the MAG Transportation Improvement Program.
3. Work Cell: The work to be performed for the project as defined in the MAG Transportation Improvement Program.
4. Project Type Cell: This is the type of work to be performed by the projects. These types include: Design, Right-of-Way, Construction and Procurement.

5. Design Process Cell: This indicates whether the design is funded from federal sources. If design is federally funded, a project may not proceed beyond 30 percent plans without an environmental clearance. If the design is locally funded, it may proceed beyond 30 percent plans without an environmental clearance, but may risk substantial revision due to mitigation measures identified in the environmental clearance.
6. Environmental Clearance Cell: The type of environmental clearance anticipated for the project. The actual type of environmental clearance required is determined in the early stages of the design process.
7. CMAQ Cell: The amount of CMAQ funds programmed in the MAG Transportation Improvement Program for the project.
8. Total Cell: The total local and federal funds programmed for the project in the MAG Transportation Improvement Program.

Project Scheduling Information Columns:

1. Design Columns:
 - a. Start Column: The date that design work on the project is to begin.
 - b. 60% Plans Started Column: The date that work on “60 percent plans” began or is anticipated to begin. This field is not applicable for Right-of-Way, procurement or design projects.
 - c. PS&E Completed Column: This is the final plans for the project. For procurement projects this

amounts to the specifications, estimates and deployment plan needed to procure equipment and services using federal funds. This is not applicable for design projects.

2. Environmental Columns:

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

3. Right-of-Way Columns:

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

4. IGA Approval Column:

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

5. FHWA Authorization Column:

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

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

Target Dates Row:

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

Agency Schedule Rows:

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

Schedule Status Rows:

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

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
ADOT DOT08-6C38 (FFY 2013)	Location	202 (Santan Fwy): Lindsay Rd to Gilbert Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project is no longer feasible due to other construction activity. The sponsor has abandoned the project.
	Work	Design and construct multi-use paths	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Construction		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	471,500		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	500,000		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Apache Junction APJ15-461 (FFY 2015)	Location	City of Apache Junction	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/15	Design Study
	Work	Completion of an ITS Strategic Plan	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	6/30/15	9/15/15	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	6/30/15	9/15/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	141,450		Expected Date	NA	NA	NA	NA	NA	NA	NA	6/30/15	9/15/15	
	Total	160,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Avondale AVN13-901 (FFY 2013)	Location	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization
	Work	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	Agency Schedule	Initial	6/18/2012	12/7/12	5/9/13	6/18/12	12/7/12	6/30/12	3/26/13	11/1/12	8/27/13	
	Project Type	Construction		Current	6/18/12	12/7/12	5/9/13	6/18/12	12/7/12	6/30/12	3/26/13	11/1/12	8/27/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,119,429		Expected Date	6/18/12	12/7/12	5/9/13	6/18/12	12/7/12	6/30/12	3/26/13	11/1/12	8/27/13	
	Total	1,187,093		Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Avondale AVN14-107 (FFY 2014)	Location	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct multiuse path	Agency Schedule	Initial	12/1/2012	4/30/13	12/26/13	1/30/13	4/30/13	6/30/13	3/28/13	8/29/13	2/24/14	
	Project Type	Construction		Current	12/1/12	4/30/13	12/26/13	1/30/13	7/30/13	6/30/13	3/28/13	8/29/13	2/24/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	
	CMAQ	1,077,405		Expected Date	12/1/12	4/30/13	12/26/13	1/30/13	7/30/13	6/30/13	3/28/13	8/29/13	2/24/14	
	Total	1,392,047		Will Meet Target Dates	NA	✓	✓	✓	✓	✗	✓	✓	✓	
Avondale AVN15-441D (FFY 2013)	Location	I-10 and the Agua Fria	Target Dates			NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization	
	Work	Design multiuse path and underpass	Agency Schedule	Initial	NA	NA	PS&E	NA	NA	NA	NA	NA		NA
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA		NA
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	167,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA		NA
	Total	177,094		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✓
Avondale AVN15-461D (FFY 2013)	Location	Dysart Road - Rancho Santa Fe to Indian School Road	Target Dates			NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization	
	Work	Design ITS installations	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA		NA
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA		NA
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	88,850		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA		NA
	Total	94,221		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✓

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Avondale AVN15-441C (FFY 2015)	Location	I-10 and the Agua Fria	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Construct asphalt path and underpass	Agency Schedule	Initial	8/1/2013	11/29/13	5/28/14	1/28/14	2/27/14	1/28/14	4/28/14	5/8/14	9/5/14	
	Project Type	Construction		Current	8/1/13	11/29/13	5/28/14	1/28/14	2/27/14	1/28/14	4/28/14	5/8/14	9/5/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,264,427		Expected Date	8/1/13	11/29/13	5/28/14	1/28/14	2/27/14	1/28/14	4/28/14	5/8/14	9/5/14	
	Total	1,340,856		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Avondale AVN15-461 (FFY 2015)	Location	Dysart Road - Rancho Santa Fe to Indian School Road	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Procure, construct and install ITS components	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Procurement		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	508,579		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	539,320		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Buckeye BKY10-801 (FFY 2014)	Location	Miller Rd: Hazen Rd to I-10 and Monroe Rd (MC-85): Miller Rd to Apache Rd	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	60% plans will be skipped for this project
	Work	Interconnect traffic signals	Agency Schedule	Initial	9/15/2012	6/1/12	6/30/14	3/30/12	6/30/13	9/15/12	3/30/13	8/30/13	9/1/14	
	Project Type	Construction		Current	9/15/12	6/17/13	5/20/14	3/15/13	3/30/14	9/15/12	1/30/14	10/16/13	6/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	14.0	0.0	13.0	10.0	0.0	11.0	2.0	0.0	
	CMAQ	210,000		Expected Date	9/15/12	6/17/13	5/20/14	3/15/13	3/30/14	9/15/12	1/30/14	10/16/13	6/1/14	
	Total	300,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Buckeye BKY11-801 (FFY 2013)	Location	North Watson Road and MC85 Phase I and Phase II	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	4/1/2011	12/1/12	4/1/13	10/15/11	5/15/12	6/30/12	3/1/13	NA	4/30/13	
	Project Type	Construction		Current	4/1/11	12/1/12	5/31/13	10/15/11	5/15/12	6/30/12	6/5/13	5/1/13	6/28/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	2.0	0.0	0.0	0.0	4.0	0.0	2.0	
	CMAQ	249,518		Expected Date	4/1/11	12/1/12	5/31/13	10/15/11	5/15/12	6/30/12	6/5/13	5/1/13	6/28/13	
	Total	264,600		Will Meet Target Dates	NA	✗	✓	✓	✓	✗	✓	✓	✓	
Buckeye BKY13-101 (FFY 2014)	Location	7th St: Norton Dr from Beloit Rd	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	11/7/2011	NA	4/1/13	11/7/11	1/14/12	6/30/12	5/23/12	10/1/11	3/1/13	
	Project Type	Construction		Current	11/7/11	6/7/12	6/28/13	11/7/11	5/14/13	11/7/11	5/23/12	10/1/11	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	3.0	0.0	18.0	0.0	0.0	0.0	6.0	
	CMAQ	233,226		Expected Date	11/7/11	6/7/12	6/28/13	11/7/11	5/14/13	11/7/11	5/23/12	10/1/11	8/1/13	
	Total	489,785		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Buckeye BKY15-431D (FFY 2013)	Location	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Design Dirt Road Paving	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	215,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	227,996		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Buckeye BKY15-431C (FFY 2015)	Location	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Pave dirt road	Agency Schedule	Initial	9/1/2013	NA	6/30/15	NA	6/30/14	NA	6/30/15	6/30/15	9/15/15	
	Project Type	Construction		Current	9/1/13	NA	6/30/15	NA	6/30/14	NA	6/30/15	6/30/15	9/15/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	964,532		Expected Date	9/1/13	NA	6/30/15	NA	6/30/14	NA	6/30/15	6/30/15	9/15/15	
	Total	1,049,130		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Cave Creek CVK15-441D (FFY 2013)	Location	Cave Creek Rd: Carefree Hwy to Pima Rd	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	None
	Work	Design bike lane project	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	7/30/13	9/15/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	7/30/13	9/15/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	320,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	7/30/13	9/15/13	
	Total	339,343		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Cave Creek CVK15-441C (FFY 2015)	Location	Cave Creek Rd: Carefree Hwy to Pima Rd	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Construct bike lanes	Agency Schedule	Initial	10/1/2013	NA	6/30/15	NA	6/30/14	NA	6/30/15	6/30/15	9/15/15	
	Project Type	Construction		Current	10/1/13	NA	6/30/15	NA	6/30/14	NA	6/30/15	6/30/15	9/15/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	2,938,480		Expected Date	10/1/13	NA	6/30/15	NA	6/30/14	NA	6/30/15	6/30/15	9/15/15	
	Total	3,229,420		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Chandler CHN13-102 (FFY 2013)	Location	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Does not meet deadline for sumital of technical documents for environmental clearance. Project involves minimal ground disturbance.
	Work	Construct/Pave Dirt Alleys	Agency Schedule	Initial	NA	NA	6/30/13	9/11/12	4/16/13	NA	4/22/13	NA	9/15/13	
	Project Type	Construction		Current	NA	NA	6/30/13	9/11/12	4/16/13	NA	4/22/13	NA	9/15/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	741,198		Expected Date	NA	NA	6/30/13	9/11/12	4/16/13	NA	4/22/13	NA	9/15/13	
	Total	786,000		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Chandler CHN15-461 (FFY 2015)	Location	City of Chandler	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Procure and install 201 traffic signal controllers	Agency Schedule	Initial	NA	NA	9/1/14	6/1/14	9/30/14	6/1/14	9/30/14	NA	10/1/15	
	Project Type	Procurement		Current	NA	NA	9/1/14	6/1/14	9/30/14	6/1/14	9/30/14	NA	10/1/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	511,766		Expected Date	NA	NA	9/1/14	6/1/14	9/30/14	6/1/14	9/30/14	NA	10/1/15	
	Total	542,700		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
El Mirage ELM14-101 (FFY 2015)	Location	Various Arterial Traffic Signals within City of El Mirage	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Construct arterial traffic signal enhancements	Agency Schedule	Initial	NA	NA	6/30/15	NA	6/30/15	NA	6/30/15	6/30/15	9/15/15	
	Project Type	Procurement		Current	NA	NA	6/30/15	NA	6/30/15	NA	6/30/15	6/30/15	9/15/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	383,495		Expected Date	NA	NA	6/30/15	NA	6/30/15	NA	6/30/15	6/30/15	9/15/15	
	Total	485,300		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
El Mirage ELM13-101 (FFY 2013)	Location	Various Arterial Traffic Signals within City of El Mirage	Target Dates			NA	NA	NA	NA	NA	NA	9/30/13	None	
	Work	Design ITS project for various arterial traffic signals within El Mirage limits	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	6/30/15		9/15/15
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	6/30/15		9/15/15
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	58,985		Expected Date	NA	NA	NA	NA	NA	NA	NA	6/30/15		9/15/15
	Total	62,550		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✗
Fountain Hills FTH11-801 (FFY 2015)	Location	Shea Blvd: 142nd St to Eagle Mountain Pkwy	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	Sponsor agency is in discussions with another agency to take over the project
	Work	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section)	Agency Schedule	Initial	9/1/2013	4/1/14	3/1/14	3/1/14	6/1/14	NA	6/1/14	NA	6/30/15	
	Project Type	Construction		Current	9/1/13	4/1/14	3/1/14	3/1/14	6/1/14	NA	6/1/14	NA	6/30/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	273,000		Expected Date	9/1/13	4/1/14	3/1/14	3/1/14	6/1/14	NA	6/1/14	NA	6/30/15	
	Total	390,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Fountain Hills FTH14-101 (FFY 2015)	Location	Shea Blvd. and Downtown Area.	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	Waiting for Randy
	Work	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Construction		Current	NA	NA	6/30/15	NA	6/30/15	NA	6/30/15	6/30/15	9/15/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	922,616		Expected Date	NA	NA	6/30/15	NA	6/30/15	NA	6/30/15	6/30/15	9/15/15	
	Total	1,212,023		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Fountain Hills FTH14-102 (FFY 2014)	Location	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Waiting for Randy
	Work	Construct/Pave Dirt Shoulders	Agency Schedule	Initial	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Project Type	Construction		Current	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	255,364		Expected Date	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Total	270,800		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Gilbert GLB11-806 (FFY 2014)	Location	Ryan Road: Greenfield Rd to 164th St.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Pave Unpaved Road	Agency Schedule	Initial	7/1/2012	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	162,760		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Total	172,600		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Gilbert GLB12-801 (FFY 2014)	Location	Walnut Road: 162nd Street to 164th Street	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Pave Unpaved Road	Agency Schedule	Initial	11/15/2012	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	87,038		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	92,300		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Gilbert GLB12-802 (FFY 2014)	Location	Bonanza Road: 156th St to 157th St	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Pave Unpaved Road	Agency Schedule	Initial	11/15/2012	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	53,279		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	56,500		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Gilbert GLB13-102 (FFY 2014)	Location	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Construct pave unpaved road project	Agency Schedule	Initial	11/15/2012	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	248,125		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	263,125		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Gilbert GLB13-103 (FFY 2014)	Location	156th St: Riggs Rd to 0.25 miles south	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Construct pave unpaved road project	Agency Schedule	Initial	11/15/2012	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	88,500		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	94,375		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Gilbert GLB13-904 (FFY 2015)	Location	Pecos Rd.-Greenfield to Power Rd, Power Rd-Pecos to Queen Creek Rd, Germann Rd-Power to Sossaman Rd	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Install approx. 5 mi. of fiber optic cable and communications equip. to connection the Traffic Operations Centers in Gilbert and Queen Creek.	Agency Schedule	Initial	7/1/2013	NA	12/31/14	1/1/14	10/1/14	6/30/15	6/30/15	NA	1/1/15	
	Project Type	Construction		Current	7/1/13	NA	12/31/14	1/1/14	10/1/14	6/30/15	6/30/15	NA	1/1/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	137,690		Expected Date	7/1/13	NA	12/31/14	1/1/14	10/1/14	6/30/15	6/30/15	NA	1/1/15	
	Total	196,700		Will Meet Target Dates	NA	✓	✓	✓	✓	✗	✓	✓	✓	
Gilbert GLB13-905 (FFY 2014)	Location	Guadalupe Rd, Higley Rd, Williams Field Rd	Target Dates			NA	NA	NA	NA	NA	NA	9/30/14	Sponsor has abandoned the Project	
	Work	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	1/1/14	NA		8/1/14
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	1/1/14	NA		8/1/14
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	122,234		Expected Date	NA	NA	NA	NA	NA	NA	1/1/14	NA		8/1/14
	Total	185,234		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗		✗
Gilbert GLB13-906 (FFY 2013)	Location	Seven intersections near Baseline Rd. and Val Vista Dr. (approx. 3 miles)	Target Dates			NA	NA	NA	NA	NA	NA	9/30/13	None	
	Work	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	1/1/13	NA		8/1/13
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	1/1/13	6/3/13		8/1/13
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	174,676		Expected Date	NA	NA	NA	NA	NA	NA	1/1/13	6/3/13		8/1/13
	Total	185,234		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✓

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Gilbert GLB14-101 (FFY 2014)	Location	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor has abandoned the Project; the schedule was not updated from previous submittals.
	Work	Construct bicycle crossing improvements	Agency Schedule	Initial	7/15/2013	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	7/15/13	12/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	497,000		Expected Date	7/15/13	12/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	635,000		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Gilbert GLB12-809 (FFY 2014)	Location	Town of Gilbert	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor indicates that the design will begin in July. The schedule is inaccurate. Project has been previously deferred
	Work	Design and construct bicycle crossings	Agency Schedule	Initial	9/15/2013	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	9/15/13	12/2/13	6/1/14	9/2/13	1/15/14	9/2/13	1/15/14	2/15/14	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	8.0	4.0	7.0	8.0	7.0	1.0	0.0	0.0	
	CMAQ	490,000		Expected Date	9/15/13	12/2/13	6/1/14	9/2/13	1/15/14	9/2/13	1/15/14	2/15/14	7/1/14	
	Total	700,000		Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✓	✓	✓	
Gilbert GLB13-902 (FFY 2014)	Location	Consolidated/Ray, Eastern/Williams Field, Powerline/McQueen, Powerline/Val Vista, Powerline/Greenfield, Powerline/Recker	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor indicates that the design will begin in July. The project has been previously deferred.
	Work	Gilbert Bicycle Crossing Safety and improvement demonstration Phase II Project	Agency Schedule	Initial	9/15/2013	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	9/15/13	12/2/13	6/1/14	9/2/13	1/15/14	9/2/13	1/15/14	2/15/14	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	8.0	4.0	7.0	8.0	7.0	1.0	0.0	0.0	
	CMAQ	583,000		Expected Date	9/15/13	12/2/13	6/1/14	9/2/13	1/15/14	9/2/13	1/15/14	2/15/14	7/1/14	
	Total	838,000		Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Gilbert GLB13-907D (FFY 2013)	Location	Various Mid Block: Consolidated Canal at Baseline Rd, Eastern Canal at Baseline Rd, SRP Powerline at Guadalupe Rd, SRP Powerl	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	None
	Work	Design Pedestrian and Bicycle Mid-Block Crossings	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	4/1/14	11/30/14	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	4/1/14	11/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	STP-TEA	198,030		Expected Date	NA	NA	NA	NA	NA	NA	NA	4/1/14	11/30/14	
	Total	210,010		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✗	
Gilbert GLB13-907C (FFY 2015)	Location	Various Mid Block: Consolidated Canal at Baseline Rd, Eastern Canal at Baseline Rd, SRP Powerline at Guadalupe Rd, SRP Powerl	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Construct Pedestrian and Bicycle Mid-Block Crossings	Agency Schedule	Initial	9/15/2013	4/1/14	3/31/14	9/15/13	11/30/13	9/15/13	4/30/14	4/1/14	11/30/14	
	Project Type	Construction		Current	9/15/13	4/1/14	3/31/14	9/15/13	11/30/13	9/15/13	4/30/14	4/1/14	11/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	STP-TEA	551,970		Expected Date	9/15/13	4/1/14	3/31/14	9/15/13	11/30/13	9/15/13	4/30/14	4/1/14	11/30/14	
	Total	585,334		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Gilbert GLB11-102 (FFY 2013)	Location	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Design pave unpaved road project	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	28,549		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	30,275		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Gilbert GLB11-103 (FFY 2013)	Location	156th St: Riggs Rd to 0.25 miles south	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Design pave unpaved road project	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	9,548		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	10,125		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Gilbert GLB11-807 (FFY 2013)	Location	Walnut Road: 162nd Street to 164th Street	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Design pave dirt road project	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	7,261		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	7,700		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Gilbert GLB11-808 (FFY 2013)	Location	Bonanza Road: 156th St to 157th St	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Sponsor has abandoned the project as the work will be performed with local funds; the schedule was not updated from previous submittals.
	Work	Design pave dirt road project	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	4,244		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	4,501		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Gilbert GLB13-101 (FFY 2013)	Location	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	Sponsor has requested to abandon the project; the schedule was not updated from previous submittals
	Work	Design for the installation of fiber optic communication lines and add CCTV cameras, traffic signal video detection, and controllers near	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Procurement		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	41,677		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	44,196		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Glendale GLN09-610R (FFY 2014)	Location	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct Pedestrian Improvements	Agency Schedule	Initial	1/10/2011	5/14/11	9/30/11	7/9/11	9/16/11	5/14/11	9/30/11	6/26/12	10/1/12	
	Project Type	Construction		Current	1/10/11	5/14/11	3/17/14	7/9/11	3/30/14	5/14/11	9/30/11	6/11/12	10/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	32.0	0.0	33.0	0.0	0.0	0.0	26.0	
	CMAQ	315,721		Expected Date	1/10/11	5/14/11	3/17/14	7/9/11	3/30/14	5/14/11	9/30/11	6/11/12	10/1/14	
	Total	553,480		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN11-702 (FFY 2013)	Location	New River (East Bank): Northern Ave to Bethany Home Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Construct multi-use path and underpasses, with landscaping, and lighting in two locations.	Agency Schedule	Initial	NA	2/1/10	3/30/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Project Type	Construction		Current	NA	2/1/10	6/30/13	10/30/09	3/21/11	3/1/11	1/8/13	NA	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,557,943		Expected Date	NA	2/1/10	6/30/13	10/30/09	3/21/11	3/1/11	1/8/13	NA	9/1/13	
	Total	1,652,113		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Glendale GLN12-804 (FFY 2013)	Location	Various locations	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project has minimum ground disturbance
	Work	Install fiber optic cable and CCTV cameras along Cactus, Thunderbird and Greeway Roads	Agency Schedule	Initial	9/15/2011	10/1/12	7/1/13	6/1/12	12/1/12	1/10/12	4/1/13	6/15/13	9/30/13	
	Project Type	Construction		Current	9/15/11	10/1/12	6/30/13	5/25/12	11/15/12	9/15/11	6/6/13	4/29/13	9/30/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	4.0	0.0	2.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	
	CMAQ	899,276		Expected Date	9/15/11	10/1/12	6/30/13	5/25/12	11/15/12	9/15/11	6/6/13	4/29/13	9/30/13	
	Total	953,633		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN13-901 (FFY 2013)	Location	59th Av, Northern and Bethany Home: Glendale Av, 51st Av and 67th Av; Peoria Av, 47th Av and 67th Av	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Variable message signs; ITS Conduit and Fiber	Agency Schedule	Initial	9/15/2011	7/13/12	6/30/13	5/25/12	11/15/12	9/15/11	2/28/13	6/15/13	9/30/13	
	Project Type	Construction		Current	9/15/11	7/13/12	6/28/13	5/25/12	1/17/13	9/15/11	6/20/13	4/29/13	9/30/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	2.0	0.0	4.0	0.0	0.0	
	CMAQ	972,721		Expected Date	9/15/11	7/13/12	6/28/13	5/25/12	1/17/13	9/15/11	6/20/13	4/29/13	9/30/13	
	Total	1,031,518		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN13-902 (FFY 2013)	Location	East embankment of New river, from Bethany Home Rd. to Northern Ave	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	New River Multi-Use Path improvements-10-foot wide, concrete cement, paved pathway	Agency Schedule	Initial	NA	2/1/10	3/31/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Project Type	Construction		Current	NA	2/1/10	6/30/13	10/30/09	3/21/11	3/1/11	1/8/13	2/26/13	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	
	CMAQ	1,388,096		Expected Date	NA	2/1/10	6/30/13	10/30/09	3/21/11	3/1/11	1/8/13	2/26/13	9/1/13	
	Total	1,472,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information									Notes		
			Category		Design			Environmental		Right-of-Way			IGA Approved	FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Glendale GLN14-101 (FFY 2014)	Location	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Sponsor has requested deferral to 2014
	Work	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	Agency Schedule	Initial	4/2/2013	6/2/13	6/30/14	6/30/13	1/1/14	1/1/13	2/1/14	6/1/14	8/1/14	
	Project Type	Construction		Current	4/2/13	1/1/14	7/30/14	10/1/13	2/28/14	4/2/13	4/1/14	11/15/13	9/15/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	8.0	1.0	4.0	2.0	4.0	2.0	0.0	2.0	
	CMAQ	904,164		Expected Date	4/2/13	1/1/14	7/30/14	10/1/13	2/28/14	4/2/13	4/1/14	11/15/13	9/15/14	
	Total	1,081,664		Will Meet Target Dates	NA	✗	✗	✗	✓	✓	✓	✓	✓	
Glendale GLN08-802 (FFY 2014)	Location	Grand Canal in west Glendale, from Loop 101 to New River	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct a 1.5-mile multi-use pathway	Agency Schedule	Initial	2/26/2009	5/30/11	9/30/13	10/17/09	5/23/11	3/21/10	9/30/13	2/5/14	3/30/14	
	Project Type	Construction		Current	2/26/09	5/30/11	9/30/13	10/17/09	5/23/11	3/21/10	9/30/13	2/5/14	3/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	STP-TEA	500,000		Expected Date	2/26/09	5/30/11	9/30/13	10/17/09	5/23/11	3/21/10	9/30/13	2/5/14	3/30/14	
	Total	1,337,825		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN12-102C (FFY 2015)	Location	Myrtle Avenue	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Construct Sidewalk Improvements	Agency Schedule	Initial	6/1/2012	12/30/13	12/30/15	6/30/13	12/30/14	6/30/13	6/30/14	6/30/14	9/15/15	
	Project Type	Construction		Current	6/1/12	12/30/13	12/30/15	6/30/13	12/30/14	6/30/13	6/30/14	6/30/14	9/15/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	SRTS	400,000		Expected Date	6/1/12	12/30/13	12/30/15	6/30/13	12/30/14	6/30/13	6/30/14	6/30/14	9/15/15	
	Total	506,410		Will Meet Target Dates	NA	✓	✗	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Glendale GLN08-802CZ (FFY 2014)	Location	Grand Canal in west Glendale, from Loop 101 to New River	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct multi-use pathway	Agency Schedule	Initial	2/26/2009	5/30/11	9/30/13	10/17/09	5/23/11	3/21/10	9/30/13	2/5/14	3/30/14	
	Project Type	Construction		Current	2/26/09	5/30/11	9/30/13	10/17/09	5/23/11	3/21/10	9/30/13	2/5/14	3/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TA-MAG	132,222		Expected Date	2/26/09	5/30/11	9/30/13	10/17/09	5/23/11	3/21/10	9/30/13	2/5/14	3/30/14	
	Total	140,214		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN12-102D (FFY 2014)	Location	Myrtle Avenue	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/14	None
	Work	Design Sidewalk Improvements	Agency Schedule	Initial	12/1/2012	12/30/13	9/30/14	6/30/13	6/30/14	6/30/13	6/30/14	12/30/14	9/30/14	
	Project Type	Design		Current	12/1/12	12/30/13	9/30/14	6/30/13	6/30/14	6/30/13	6/30/14	12/30/14	9/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TA-MAG	137,018		Expected Date	12/1/12	12/30/13	9/30/14	6/30/13	6/30/14	6/30/13	6/30/14	12/30/14	9/30/14	
	Total	145,300		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Goodyear GDY11-713 (FFY 2013)	Location	Citywide	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project does not meet 60% plans deadline. Project has minimum ground disturbance
	Work	Implement traffic signal system, including installation of ITS backbone and communications equipment	Agency Schedule	Initial	NA	12/3/12	3/8/13	3/1/11	6/20/12	3/1/11	1/18/13	3/8/13	5/15/13	
	Project Type	Construction		Current	NA	11/2/12	4/23/13	3/1/11	6/20/12	3/1/11	1/15/13	4/5/13	9/30/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	2.0	0.0	0.0	0.0	0.0	1.0	5.0	
	CMAQ	848,700		Expected Date	NA	11/2/12	4/23/13	3/1/11	6/20/12	3/1/11	1/15/13	4/5/13	9/30/13	
	Total	900,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Goodyear GDY12-801 (FFY 2014)	Location	McDowell Rd: Citrus Rd to PebbleCreek Parkway, and Cotton Lane intersections with Van Buren Street, the I-10 eastbound front	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Project will skip 60% plans
	Work	Design and construct fiber-optic interconnection for traffic signals and video	Agency Schedule	Initial	3/1/2012	6/1/13	2/1/14	7/3/12	6/1/13	5/11/12	2/1/14	2/1/14	NA	
	Project Type	Construction		Current	3/1/12	7/1/13	2/1/14	7/3/12	7/1/13	5/11/12	2/1/14	10/1/13	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	
	CMAQ	588,809		Expected Date	3/1/12	7/1/13	2/1/14	7/3/12	7/1/13	5/11/12	2/1/14	10/1/13	NA	
	Total	624,400	Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	✓	
Goodyear GDY13-901 (FFY 2014)	Location	Citywide	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Design and construction of fiber optic interconnect in existing conduit for traffic management through video surveillance and data collection	Agency Schedule	Initial	12/1/2012	12/1/13	6/1/14	2/1/13	12/1/13	2/1/13	3/1/14	3/1/14	8/1/14	
	Project Type	Construction		Current	12/1/12	8/30/13	6/1/14	2/1/13	12/1/13	2/1/13	3/1/14	10/30/13	8/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	3.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	700,000		Expected Date	12/1/12	8/30/13	6/1/14	2/1/13	12/1/13	2/1/13	3/1/14	10/30/13	8/1/14	
	Total	742,000	Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	✓	
Goodyear GDY14-101 (FFY 2015)	Location	Van Buren Street - Estrella Parkway to Cotton Lane	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	Project does not meet 60% plans reequirement; will have to be watched closely in the December status report
	Work	Construct traffic signal connection to three existing and one future traffic signal and install CCTV cameras	Agency Schedule	Initial	1/1/2013	2/15/15	6/20/15	7/1/14	2/1/15	12/1/13	12/1/14	6/20/15	NA	
	Project Type	Construction		Current	1/1/13	2/15/15	6/20/15	7/1/14	2/1/15	12/1/13	12/1/14	10/30/14	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	749,164		Expected Date	1/1/13	2/15/15	6/20/15	7/1/14	2/1/15	12/1/13	12/1/14	10/30/14	NA	
	Total	1,000,027	Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Goodyear GDY15-461 (FFY 2015)	Location	SR303: McDowell Rd to Camelback	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Procure and install fiber and switch hardware	Agency Schedule	Initial	1/1/2014	6/1/14	12/1/14	4/1/14	6/1/14	1/1/14	5/1/14	10/30/14	NA	
	Project Type	Procurement		Current	1/1/14	6/1/14	12/1/14	4/1/14	6/1/14	1/1/14	5/1/14	10/30/14	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	219,876		Expected Date	1/1/14	6/1/14	12/1/14	4/1/14	6/1/14	1/1/14	5/1/14	10/30/14	NA	
	Total	233,167	Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Mesa MES07-315 (FFY 2014)	Location	Southern Ave at Country Club Dr	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct intersection improvement	Agency Schedule	Initial	11/1/2010	1/3/12	2/1/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Project Type	Construction		Current	11/1/10	1/3/12	2/1/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	910,000		Expected Date	11/1/10	1/3/12	2/1/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Total	965,005	Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Mesa MES12-814 (FFY 2014)	Location	Fiesta Paseo Nodes on Southern Avenue between Alma School and Dobson Road	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Project does not meet 60% and ROW deadlines
	Work	Construct pedestrian refuge and shelters for the Fiesta Pathway	Agency Schedule	Initial	NA	7/1/12	1/1/14	1/1/14	8/1/13	7/1/12	1/1/14	NA	9/1/13	
	Project Type	Construction		Current	NA	7/1/12	5/5/14	1/1/14	8/30/13	7/1/12	1/1/14	NA	6/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	1.0	0.0	0.0	0.0	10.0	
	CMAQ	998,870		Expected Date	NA	7/1/12	5/5/14	1/1/14	8/30/13	7/1/12	1/1/14	NA	6/1/14	
	Total	1,426,957	Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Mesa MES13-902 (FFY 2013)	Location	West Side Real Time Adaptive Proj (initial deploy in Fiesta district), West city limits to Country Club, Broadway to Baseline	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Upgrade central traffic control system software to accommodate a lite version of adaptive control	Agency Schedule	Initial	1/1/2013	NA	6/30/13	3/4/13	5/1/13	1/14/12	5/1/13	NA	7/1/13	
	Project Type	Procurement		Current	1/1/13	NA	6/24/13	3/4/13	3/18/13	1/14/12	6/28/13	NA	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	
	CMAQ	494,964		Expected Date	1/1/13	NA	6/24/13	3/4/13	3/18/13	1/14/12	6/28/13	NA	9/1/13	
	Total	524,882	Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Mesa MES13-906 (FFY 2013)	Location	Anonymous Re-Identification (ARID) Sensors to Detect Travel Time and Traffic Incidents	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Construction	Agency Schedule	Initial	4/9/2012	NA	6/30/13	1/1/13	5/29/13	5/30/13	6/1/13	NA	8/1/13	
	Project Type	Procurement		Current	4/9/12	NA	5/23/13	1/1/13	3/29/13	5/1/12	5/29/13	NA	6/24/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	1.0	0.0	2.0	14.0	0.0	0.0	1.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	549,362		Expected Date	4/9/12	NA	5/23/13	1/1/13	3/29/13	5/1/12	5/29/13	NA	6/24/13	
	Total	582,568	Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Mesa MES11-111C (FFY 2014)	Location	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Project does not meet MAG deadlines, but is SRTS funded project
	Work	Construct paved shared use path	Agency Schedule	Initial	1/31/2011	8/21/13	5/5/14	7/3/13	2/15/13	6/12/13	5/5/14	NA	6/1/14	
	Project Type	Construction		Current	1/31/11	8/21/13	5/5/14	7/3/13	2/15/13	6/12/13	5/5/14	NA	6/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	SRTS	170,000		Expected Date	1/31/11	8/21/13	5/5/14	7/3/13	2/15/13	6/12/13	5/5/14	NA	6/1/14	
	Total	170,000	Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✗	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Mesa MES15-441D (FFY 2013)	Location	Rio Salado Pathway Segment 3	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Design shared-use path project	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	146,500		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	155,355		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Mesa MES15-461D (FFY 2013)	Location	City of Mesa (Citywide)	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	The project is already under design with local funds and cannot accept federal funding
	Work	Design radio communications upgrade	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	35,080		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	37,200		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Mesa MES11-111C2 (FFY 2014)	Location	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Project does not meet MAG deadlines; is MAG-TA that was added late in the programming process
	Work	Construct paved shared use path	Agency Schedule	Initial	1/31/2011	8/21/13	5/5/14	7/3/13	2/15/13	6/12/13	5/5/14	NA	6/1/14	
	Project Type	Construction		Current	1/31/11	8/21/13	5/5/14	7/3/13	2/15/13	6/12/13	5/5/14	NA	6/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TA-MAG	1,358,348		Expected Date	1/31/11	8/21/13	5/5/14	7/3/13	2/15/13	6/12/13	5/5/14	NA	6/1/14	
	Total	1,440,454		Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Mesa MES14-171 (FFY 2014)	Location	East Valley; Ellsworth and Germann, Ellsworth and Queen Creek Rd	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	Project consists largely of pulling cable through existing conduit and the purchases of electronic equipment. The project location is being revised and a new schedule will be provided by the time the report is mailed to the Management Committee.
	Work	Procure and Install East Valley RCN Components	Agency Schedule	Initial	NA	NA	6/30/14	NA	6/30/14	NA	6/30/14	6/30/14	9/15/14	
	Project Type	Procurement		Current	NA	NA	6/30/14	NA	6/30/14	NA	6/30/14	6/30/14	9/15/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	298,931		Expected Date	NA	NA	6/30/14	NA	6/30/14	NA	6/30/14	6/30/14	9/15/14	
	Total	317,000		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Mesa MES15-441C (FFY 2015)	Location	Rio Salado Pathway Segment 3	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Construct multi-use pathway	Agency Schedule	Initial	2/11/2013	9/23/13	5/31/14	9/23/13	4/16/14	NA	4/25/14	3/31/14	6/30/14	
	Project Type	Construction		Current	2/11/13	9/23/13	5/31/14	9/23/13	4/16/14	NA	4/25/14	3/31/14	6/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	999,999		Expected Date	2/11/13	9/23/13	5/31/14	9/23/13	4/16/14	NA	4/25/14	3/31/14	6/30/14	
	Total	1,199,594		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Mesa MES15-461 (FFY 2015)	Location	City of Mesa (Citywide)	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Procure: Radio Communications Upgrade	Agency Schedule	Initial	NA	NA	5/18/15	10/13/14	3/2/15	NA	6/30/15	NA	6/1/15	
	Project Type	Procurement		Current	NA	NA	5/18/15	10/13/14	3/2/15	NA	6/30/15	NA	6/1/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	233,864		Expected Date	NA	NA	5/18/15	10/13/14	3/2/15	NA	6/30/15	NA	6/1/15	
	Total	248,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Peoria PEO13-102 (FFY 2013)	Location	Lake Pleasant Parkway: L303 to SR74	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Sponsor requests to defer to 2015
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	7/1/2012	10/1/12	9/1/13	6/30/12	5/1/13	6/1/12	3/1/13	6/2/13	6/2/13	
	Project Type	Construction		Current	7/1/12	5/1/14	3/1/15	8/30/13	5/1/14	6/1/12	3/1/14	10/1/13	6/2/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	21.0	20.0	15.0	13.0	0.0	13.0	4.0	13.0	
	CMAQ	401,983		Expected Date	7/1/12	5/1/14	3/1/15	8/30/13	5/1/14	6/1/12	3/1/14	10/1/13	6/2/14	
	Total	426,281		Will Meet Target Dates	NA	✗	✗	✗	✗	✓	✗	✓	✗	
Peoria PEO13-103 (FFY 2013)	Location	67th Ave: Happy Valley Rd to approximately 1.76 miles south	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Sponsor has requested to abandon the project as the work has already been completed with private funds.; the schedule was not updated for this submittal
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	7/1/2012	10/1/12	9/1/13	2/1/12	5/1/13	6/1/12	3/1/13	6/2/13	6/2/13	
	Project Type	Construction		Current	7/1/12	10/1/12	9/1/13	2/1/12	5/1/13	6/1/12	3/1/13	6/2/13	6/2/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	214,910		Expected Date	7/1/12	10/1/12	9/1/13	2/1/12	5/1/13	6/1/12	3/1/13	6/2/13	6/2/13	
	Total	227,900		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Peoria PEO13-901 (FFY 2014)	Location	83rd Ave: Lone Cactus and continuing north to Jomax Rd	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	Install conduit, pull boxes, fiber, and CCTV cameras	Agency Schedule	Initial	9/1/2012	3/1/13	9/1/13	1/1/13	1/1/14	9/1/13	5/1/14	8/1/13	7/1/14	
	Project Type	Procurement		Current	9/1/12	3/1/13	9/1/13	1/1/13	1/1/14	9/1/13	5/1/14	8/1/13	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	700,000		Expected Date	9/1/12	3/1/13	9/1/13	1/1/13	1/1/14	9/1/13	5/1/14	8/1/13	7/1/14	
	Total	1,000,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Peoria PEO13-902 (FFY 2014)	Location	New River Pathway, Northern Ave and Olive Ave	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	Agency Schedule	Initial	6/25/2012	4/8/13	10/10/14	7/30/12	4/5/13	NA	NA	5/1/12	11/7/11	
	Project Type	Construction		Current	6/25/12	4/29/13	1/27/14	7/30/12	7/31/13	NA	11/20/13	5/1/12	3/31/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	1.0	0.0	0.0	4.0	0.0	0.0	0.0	32.0	
	CMAQ	700,000		Expected Date	6/25/12	4/29/13	1/27/14	7/30/12	7/31/13	NA	11/20/13	5/1/12	3/31/14	
	Total	742,312		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Peoria PEO13-101 (FFY 2013)	Location	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Design ITS upgrade project to the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	Agency Schedule	Initial	NA	NA	4/1/14	7/2/13	4/1/14	12/1/13	4/4/14	6/15/13	9/15/13	
	Project Type	Design		Current	NA	NA	4/1/14	7/2/13	4/1/14	12/1/13	4/4/14	6/15/13	9/15/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	56,580		Expected Date	NA	NA	4/1/14	7/2/13	4/1/14	12/1/13	4/4/14	6/15/13	9/15/13	
	Total	60,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX09-624 (FFY 2013)	Location	Various locations	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Construct regional ITS fiber optic backbone, phase B-1	Agency Schedule	Initial	11/1/2011	2/8/12	6/26/12	11/14/11	6/20/12	NA	5/25/12	9/15/14	9/15/13	
	Project Type	Procurement		Current	11/1/11	2/8/12	6/7/13	11/14/11	7/17/12	NA	7/23/12	6/28/13	9/15/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	12.0	0.0	1.0	0.0	2.0	0.0	0.0	
	CMAQ	627,095		Expected Date	11/1/11	2/8/12	6/7/13	11/14/11	7/17/12	NA	7/23/12	6/28/13	9/15/13	
	Total	665,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX09-872 (FFY 2013)	Location	Various locations	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization
	Work	Pave/dustproof alleys	Agency Schedule	Initial	5/15/2012	NA	6/30/13	6/15/12	2/15/13	4/12/12	3/1/13	NA	9/1/13	
	Project Type	Construction		Current	5/15/12	NA	6/30/13	6/15/12	6/30/13	4/12/12	6/30/13	NA	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	5.0	0.0	4.0	0.0	0.0	
	CMAQ	1,414,500		Expected Date	5/15/12	NA	6/30/13	6/15/12	6/30/13	4/12/12	6/30/13	NA	9/1/13	
	Total	1,500,000		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Phoenix PHX13-102 (FFY 2013)	Location	Various alley locations on 33 segments	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization
	Work	Construct dust proof alley project	Agency Schedule	Initial	2/12/2012	NA	6/30/13	6/15/12	2/15/13	2/12/12	6/30/12	NA	8/28/13	
	Project Type	Construction		Current	2/12/12	NA	6/30/13	6/30/12	6/30/13	4/12/12	6/30/13	NA	8/28/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	1.0	5.0	2.0	13.0	0.0	0.0	
	CMAQ	1,579,761		Expected Date	2/12/12	NA	6/30/13	6/30/12	6/30/13	4/12/12	6/30/13	NA	8/28/13	
	Total	1,675,250		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Phoenix PHX13-901 (FFY 2015)	Location	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	Need to finalize with Phoenix
	Work	Nevitt park Bicycle & Pedestrian Bridge Crossing: Construction Phase	Agency Schedule	Initial	10/1/2012	5/1/13	6/30/15	10/1/13	6/30/14	3/1/13	6/30/15	NA	9/15/15	
	Project Type	Construction		Current	10/1/12	5/1/13	6/30/15	10/1/13	6/30/14	3/1/13	6/30/15	NA	9/15/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	300,395		Expected Date	10/1/12	5/1/13	6/30/15	10/1/13	6/30/14	3/1/13	6/30/15	NA	9/15/15	
Total	478,500	Will Meet Target Dates		NA	✓	✓	✓	✓	✓	✓	✓	✓		

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX13-903 (FFY 2013)	Location	32nd St Washington St to McDowell Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization
	Work	Construct 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	Agency Schedule	Initial	8/20/2007	5/12/12	4/1/13	1/12/12	2/15/13	NA	3/1/13	NA	5/1/13	
	Project Type	Construction		Current	8/20/07	5/12/12	6/28/13	1/12/12	6/13/13	NA	6/17/13	NA	6/28/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	3.0	0.0	4.0	0.0	4.0	0.0	2.0	
	CMAQ	455,469		Expected Date	8/20/07	5/12/12	6/28/13	1/12/12	6/13/13	NA	6/17/13	NA	6/28/13	
	Total	483,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX14-101 (FFY 2014)	Location	Indian School Road: Grand Canal to 16th Street	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Request to defer project to 2015
	Work	Construct a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	Agency Schedule	Initial	5/1/2012	9/1/13	6/30/14	3/1/13	NA	11/1/13	2/1/14	NA	6/1/14	
	Project Type	Construction		Current	5/1/12	9/27/13	10/1/14	7/29/13	3/1/14	3/1/14	10/1/14	NA	2/1/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	1.0	4.0	6.0	0.0	4.0	9.0	0.0	9.0	
	CMAQ	873,422		Expected Date	5/1/12	9/27/13	10/1/14	7/29/13	3/1/14	3/1/14	10/1/14	NA	2/1/15	
	Total	1,043,746		Will Meet Target Dates	NA	✗	✗	✗	✓	✗	✗	✓	✗	
Phoenix PHX14-103 (FFY 2014)	Location	Fiber Optic Backbone Expansion Phase B	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	To extend Phase B Fiber Optic Backbone, To provide Traffic Signal interconnect to the City of Phoenix TMC	Agency Schedule	Initial	10/1/2013	11/1/13	6/30/14	12/1/13	7/17/12	NA	6/30/14	NA	9/1/14	
	Project Type	Procurement		Current	10/1/13	8/1/13	4/30/14	12/1/13	7/17/12	NA	6/30/14	NA	6/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	754,700		Expected Date	10/1/13	8/1/13	4/30/14	12/1/13	7/17/12	NA	6/30/14	NA	6/30/14	
	Total	978,143		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX11-111 (FFY 2013)	Location	Wilson School District	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization; Project is SRTS funded
	Work	Construct sidewalks	Agency Schedule	Initial	1/1/2012	NA	NA	3/1/12	5/1/12	12/1/12	6/19/13	NA	6/19/13	
	Project Type	Construction		Current	1/1/12	NA	NA	3/1/12	5/1/12	12/1/12	6/19/13	NA	6/19/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	SRTS	298,724		Expected Date	1/1/12	NA	NA	3/1/12	5/1/12	12/1/12	6/19/13	NA	6/19/13	
	Total	298,724		Will Meet Target Dates	NA	✓	✓	✓	✓	✗	✓	✓	✓	
Phoenix PHX11-112 (FFY 2013)	Location	Mitchell Elementary School	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization; Project is SRTS funded
	Work	Construct sidewalks	Agency Schedule	Initial	5/1/2012	NA	NA	8/1/12	4/29/13	4/1/13	6/17/13	NA	6/20/13	
	Project Type	Construction		Current	5/1/12	NA	NA	8/1/12	4/29/13	4/1/13	6/17/13	NA	6/20/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	SRTS	300,000		Expected Date	5/1/12	NA	NA	8/1/12	4/29/13	4/1/13	6/17/13	NA	6/20/13	
	Total	300,000		Will Meet Target Dates	NA	✓	✓	✗	✓	✗	✓	✓	✓	
Phoenix PHX12-112 (FFY 2013)	Location	Roosevelt Street: Central Ave to 4th Street	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization; Project is STP-TEA funded
	Work	Construct Roosevelt Row Pedestrian Project	Agency Schedule	Initial	1/1/2012	9/25/12	6/30/13	12/7/12	8/1/12	NA	6/30/13	NA	7/8/13	
	Project Type	Construction		Current	1/1/12	9/25/12	6/30/13	12/7/12	8/1/12	NA	6/30/13	NA	7/8/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	STP-TEA	589,218		Expected Date	1/1/12	9/25/12	6/30/13	12/7/12	8/1/12	NA	6/30/13	NA	7/8/13	
	Total	844,684		Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX12-106 (FFY 2013)	Location	Jorgensen Elementary School - 1701 W Roeser Rd	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Sponsor has requested to split project into design and add construction in 2015
	Work	Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	5/21/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	5/21/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	SRTS	330,500		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	5/21/13	
	Total	350,500		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX12-107 (FFY 2013)	Location	Garcia Elementary School- 1441 S 27th Ave	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Sponsor has requested to split project into design and add construction in 2015
	Work	Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	6/12/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	6/12/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	SRTS	398,800		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	6/12/13	
	Total	423,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX12-112C2 (FFY 2013)	Location	Roosevelt Street: Central Ave to 4th Street	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization
	Work	Construct Roosevelt Row Pedestrian Project	Agency Schedule	Initial	1/1/2012	9/25/12	6/30/13	12/7/12	8/1/12	NA	6/30/13	NA	7/8/13	
	Project Type	Construction		Current	1/1/12	9/25/12	6/30/13	12/7/12	8/1/12	NA	6/30/13	NA	7/8/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TA-MAG	1,131,600		Expected Date	1/1/12	9/25/12	6/30/13	12/7/12	8/1/12	NA	6/30/13	NA	7/8/13	
	Total	1,200,000		Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX13-101 (FFY 2013)	Location	Fiber Optic Backbone Expansion Phase B	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	None
	Work	Design the fiber optic backbone expansion Phase B	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	94,300		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Total	100,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX15-431D (FFY 2013)	Location	Phoenix Citywide Alleys	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Design paving project	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	9/15/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	9/15/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	50,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	9/15/13	
	Total	53,022		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX15-441D (FFY 2013)	Location	Roosevelt Street	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Design sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	99,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	104,984		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX15-461D (FFY 2013)	Location	Phoenix (Various)	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Design dynamic message sign installation	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	108,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Total	114,528		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX15-463D (FFY 2013)	Location	City of Phoenix (Various)	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Design CCTV PTZ traffic monitoring cameras	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	73,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	6/30/13	
	Total	77,413		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX13-901D (FFY 2014)	Location	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/14	None
	Work	Nevitt park Bicycle & Pedestrian Bridge Crossing: Design Phase.	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	10/15/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	10/15/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	191,851		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	10/15/13	
	Total	235,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX13-901RW (FFY 2015)	Location	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Nevitt park Bicycle & Pedestrian Bridge Crossing: ROW Phase	Agency Schedule	Initial	10/1/2012	5/1/13	6/30/15	10/1/13	6/30/14	3/1/13	6/30/15	NA	9/15/15	
	Project Type	Construction		Current	10/1/12	5/1/13	6/30/15	10/1/13	6/30/14	3/1/13	6/30/15	NA	9/15/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	26,826		Expected Date	10/1/12	5/1/13	6/30/15	10/1/13	6/30/14	3/1/13	6/30/15	NA	9/15/15	
	Total	46,075		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX15-431C (FFY 2015)	Location	Phoenix Citywide Alleys	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Dust-Proof Unstabilized Alleys	Agency Schedule	Initial	1/30/2013	NA	6/30/15	1/30/14	6/30/15	1/30/14	6/30/15	NA	9/15/15	
	Project Type	Construction		Current	1/30/13	NA	6/30/15	1/30/14	6/30/15	1/30/14	6/30/15	NA	9/15/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,232,662		Expected Date	1/30/13	NA	6/30/15	1/30/14	6/30/15	1/30/14	6/30/15	NA	9/15/15	
	Total	1,472,662		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX15-441C (FFY 2015)	Location	Roosevelt Street	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Construct bike and pedestrian improvements.	Agency Schedule	Initial	10/1/2013	3/15/14	6/1/15	5/2/14	3/1/15	6/30/14	6/15/15	NA	6/25/15	
	Project Type	Construction		Current	10/1/13	3/15/14	6/1/15	5/2/14	3/1/15	6/30/14	6/15/15	NA	6/25/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	750,260		Expected Date	10/1/13	3/15/14	6/1/15	5/2/14	3/1/15	6/30/14	6/15/15	NA	6/25/15	
	Total	795,610		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX15-446C (FFY 2015)	Location	Regional Bike Share	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Implementation of Regional Bike Share	Agency Schedule	Initial	1/1/2014	NA	5/1/15	5/1/14	1/1/15	6/30/14	5/15/15	NA	6/15/15	
	Project Type	Procurement		Current	1/1/14	NA	5/1/15	5/1/14	1/1/15	6/30/14	5/15/15	NA	6/15/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,414,500		Expected Date	1/1/14	NA	5/1/15	5/1/14	1/1/15	6/30/14	5/15/15	NA	6/15/15	
	Total	1,500,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX15-461 (FFY 2015)	Location	Phoenix (Various)	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Procure and install Dynamic Message Signs - 7th Ave, Camelback Road, McDowell Road	Agency Schedule	Initial	8/1/2013	12/31/13	6/30/14	9/30/13	6/30/14	NA	6/30/14	NA	6/30/15	
	Project Type	Procurement		Current	8/1/13	12/31/13	6/30/14	9/30/13	6/30/14	NA	6/30/14	NA	6/30/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	854,811		Expected Date	8/1/13	12/31/13	6/30/14	9/30/13	6/30/14	NA	6/30/14	NA	6/30/15	
	Total	906,481		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX15-463 (FFY 2015)	Location	City of Phoenix (Various)	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Procure, install, and provision traffic monitoring cameras	Agency Schedule	Initial	8/1/2013	1/1/14	7/31/14	9/15/13	6/30/15	NA	9/1/14	NA	6/30/15	
	Project Type	Procurement		Current	8/1/13	1/1/14	7/31/14	9/15/13	6/30/15	NA	9/1/14	NA	6/30/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	730,891		Expected Date	8/1/13	1/1/14	7/31/14	9/15/13	6/30/15	NA	9/1/14	NA	6/30/15	
	Total	776,379		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Queen Creek QNC12-804 (FFY 2013)	Location	Ellsworth Rd: Sierra Park Blvd to Empire Blvd (Hunt Hwy)	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	Project ready to authorize
	Work	Construct traffic signal/CCTV system	Agency Schedule	Initial	12/1/2011	NA	2/1/13	3/28/12	5/1/13	7/19/11	5/1/13	6/1/13	8/1/13	
	Project Type	Procurement		Current	12/1/11	NA	4/29/13	3/28/12	4/1/13	7/19/11	4/2/13	6/1/13	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	254,235		Expected Date	12/1/11	NA	4/29/13	3/28/12	4/1/13	7/19/11	4/2/13	6/1/13	8/1/13	
	Total	269,602		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Queen Creek QNC13-901C (FFY 2014)	Location	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Project does not meet MAG deadlines; but is tied to STP-TEA project and ADOT indicates it may be able to authorize in 2014
	Work	Queen Creek Wash and South Bank Paved Path	Agency Schedule	Initial	7/1/2012	4/1/13	5/31/14	11/15/12	8/31/13	11/15/12	12/31/13	6/1/14	6/30/14	
	Project Type	Construction		Current	7/1/12	1/1/14	5/1/14	11/15/12	1/1/14	11/15/12	9/1/14	1/1/13	6/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	1.0	0.0	0.0	0.0	0.0	18.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	10.0	0.0	0.0	4.0	0.0	9.0	0.0	0.0	
	CMAQ	525,000		Expected Date	7/1/12	1/1/14	5/1/14	11/15/12	1/1/14	11/15/12	9/1/14	1/1/13	6/30/14	
	Total	635,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✗	✓	✓	
Queen Creek QNC12-100 (FFY 2014)	Location	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Project does not meet MAG deadlines but is a STP-TEA project and ADOT indicates it may be able to authorize in 2014
	Work	Construct a one mile 8' wide multi-use path	Agency Schedule	Initial	NA	8/1/13	NA	1/1/14	NA	NA	NA	NA	NA	
	Project Type	Construction		Current	NA	8/1/13	NA	1/1/14	NA	NA	NA	NA	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	STP-TEA	486,926		Expected Date	NA	8/1/13	NA	1/1/14	NA	NA	NA	NA	NA	
	Total	516,358		Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Salt River Pima-Maricopa Indian Community SRP12-801RW (FFY 2013)	Location	Pave Dirt Roads: Center Rd, Mesa Dr, McDonald, and Alma School	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project is ready for authorization
	Work	ROW: Unpaved Road	Agency Schedule	Initial	NA	NA	NA	8/1/12	6/30/13	7/28/11	7/1/15	12/1/13	9/15/13	
	Project Type	Right-of-Way		Current	NA	NA	NA	8/1/12	6/30/13	7/28/11	7/1/15	12/1/13	9/15/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,000,000		Expected Date	NA	NA	NA	8/1/12	6/30/13	7/28/11	7/1/15	12/1/13	9/15/13	
	Total	1,060,445		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✗	✓	✓	
Salt River Pima-Maricopa Indian Community SRP12-801C (FFY 2015)	Location	Pave Dirt Roads: Center Rd, Mesa Dr, McDonald, and Alma School	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Construct: Pave Unpaved Road	Agency Schedule	Initial	11/15/2011	7/1/13	8/1/14	8/1/12	6/30/13	7/28/11	7/1/15	12/1/11	7/1/15	
	Project Type	Construction		Current	11/15/11	7/1/13	8/1/14	8/1/12	6/30/13	7/28/11	7/1/15	12/1/11	7/1/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,589,595		Expected Date	11/15/11	7/1/13	8/1/14	8/1/12	6/30/13	7/28/11	7/1/15	12/1/11	7/1/15	
	Total	4,099,312		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Scottsdale SCT13-902 (FFY 2014)	Location	Citywide	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	Sponsor has requested to abandon the project; Project schedule was not updated for this submittal
	Work	Last mile connections from city Fiber Network	Agency Schedule	Initial	6/12/2013	11/12/12	4/15/14	2/15/14	5/15/14	NA	NA	NA	6/15/14	
	Project Type	Procurement		Current	6/12/13	11/12/12	4/15/14	2/15/14	5/15/14	NA	NA	NA	6/15/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	350,000		Expected Date	6/12/13	11/12/12	4/15/14	2/15/14	5/15/14	NA	NA	NA	6/15/14	
	Total	700,000		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Scottsdale SCT14-102 (FFY 2014)	Location	Frank Lloyd Wright Blvd & Loop 101	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	Sponsor has requested to transfer sponsorship of the project to Maricopa County
	Work	Construct/Install adaptive traffic control	Agency Schedule	Initial	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Project Type	Procurement		Current	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	36,328		Expected Date	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Total	50,850		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Scottsdale SCT14-103 (FFY 2014)	Location	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th S	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Roads	Agency Schedule	Initial	2/1/2013	9/17/12	5/10/14	8/1/12	7/29/13	2/1/13	10/16/13	NA	5/2/14	
	Project Type	Construction		Current	2/1/13	7/1/13	5/1/14	2/1/13	7/29/13	8/1/13	10/31/13	NA	1/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	10.0	0.0	7.0	0.0	6.0	1.0	0.0	0.0	
	CMAQ	1,267,904		Expected Date	2/1/13	7/1/13	5/1/14	2/1/13	7/29/13	8/1/13	10/31/13	NA	1/1/14	
	Total	1,344,543		Will Meet Target Dates	NA	✗	✓	✓	✓	✗	✓	✓	✓	
Scottsdale SCT14-104 (FFY 2014)	Location	Arizona Canal from Chaparral to Indian Bend Wash	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Design and Construct multi-use path	Agency Schedule	Initial	10/1/2012	2/1/12	10/2/12	6/1/11	4/12/12	NA	4/2/12	NA	6/27/12	
	Project Type	Construction		Current	10/1/12	4/1/14	2/1/15	8/1/14	2/1/15	NA	2/1/15	NA	4/1/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	28.0	30.0	42.0	37.0	0.0	37.0	0.0	36.0	
	CMAQ	1,600,000		Expected Date	10/1/12	4/1/14	2/1/15	8/1/14	2/1/15	NA	2/1/15	NA	4/1/15	
	Total	3,511,700		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✓	✗	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Scottsdale SCT13-119 (FFY 2013)	Location	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th S	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Sponsor has abandoned the Project; Project schedule was not updated for this submittal
	Work	Design work for Pave Dirt Roads	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	105,658		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	112,045		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	
Scottsdale SCT15-463D (FFY 2013)	Location	Scottsdale (Various)	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	None
	Work	Design highway advisory radio	Agency Schedule	Initial	6/1/2013	NA	NA	NA	NA	NA	NA	NA	7/20/13	
	Project Type	Design		Current	6/1/13	NA	NA	NA	NA	NA	NA	NA	7/20/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	38,000		Expected Date	6/1/13	NA	NA	NA	NA	NA	NA	NA	7/20/13	
	Total	40,297		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Scottsdale SCT15-463 (FFY 2015)	Location	Scottsdale (Various)	Target Dates			NA	6/30/15	NA	6/30/15	NA	NA	NA	9/30/15	None
	Work	Highway advisory radio deployment	Agency Schedule	Initial	6/1/2013	12/1/13	6/30/15	10/1/13	2/28/15	10/1/13	6/30/15	NA	9/15/15	
	Project Type	Procurement		Current	6/1/13	12/1/13	6/30/15	10/1/13	2/28/15	10/1/13	6/30/15	NA	9/15/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	380,040		Expected Date	6/1/13	12/1/13	6/30/15	10/1/13	2/28/15	10/1/13	6/30/15	NA	9/15/15	
	Total	418,040		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Surprise SUR11-714C (FFY 2013)	Location	Bell Rd: US-60 (Grand Ave) to 114th Ave	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project Sponsor has Requested to defer the project to 2014
	Work	Design, acquire right of way and construct a multi-use path	Agency Schedule	Initial	1/1/2011	9/2/11	4/30/13	1/1/11	12/15/11	1/2/11	6/30/13	NA	6/30/13	
	Project Type	Construction		Current	1/1/11	9/2/11	3/30/14	1/1/11	12/15/11	1/2/11	12/30/13	8/13/13	6/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	12.0	0.0	0.0	0.0	7.0	0.0	13.0	
	CMAQ	777,975		Expected Date	1/1/11	9/2/11	3/30/14	1/1/11	12/15/11	1/2/11	12/30/13	8/13/13	6/30/14	
	Total	825,000		Will Meet Target Dates	NA	✓	✗	✓	✓	✓	✗	✓	✗	
Surprise SUR12-801C (FFY 2013)	Location	Dove Valley Rd: 187th Ave to 203rd Ave	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project Sponsor has requested to defer project to 2014 due to right-of-way issues Approval of the deferral will require special action by the MAG committees as this project has been deferred previously.
	Work	Pave Unpaved Road	Agency Schedule	Initial	1/1/2011	1/1/12	4/30/13	1/1/11	2/15/12	NA	NA	4/11/12	7/31/13	
	Project Type	Construction		Current	1/1/11	1/1/12	3/30/14	1/1/11	2/28/12	NA	12/30/13	4/11/12	6/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	12.0	
	CMAQ	872,275		Expected Date	1/1/11	1/1/12	3/30/14	1/1/11	2/28/12	NA	12/30/13	4/11/12	6/30/14	
	Total	930,000		Will Meet Target Dates	NA	✓	✗	✓	✓	✓	✗	✓	✗	
Surprise SUR13-101 (FFY 2013)	Location	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	2/1/2012	3/15/13	12/15/12	1/15/12	1/8/13	2/1/12	2/1/13	6/1/13	7/1/13	
	Project Type	Construction		Current	2/1/12	3/15/13	7/15/13	1/15/12	5/22/13	2/1/12	6/11/13	6/25/13	9/15/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	5.0	0.0	5.0	1.0	3.0	
	CMAQ	581,180		Expected Date	2/1/12	3/15/13	7/15/13	1/15/12	5/22/13	2/1/12	6/11/13	6/25/13	9/15/13	
	Total	616,310		Will Meet Target Dates	NA	✗	✗	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Tempe TMP10-620 (FFY 2014)	Location	Broadway Rd: Rural Rd to Mill Ave	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Acquire right-of-way and construct pedestrian and bicycle facilities improvements	Agency Schedule	Initial	6/1/2009	1/15/11	12/1/13	1/15/11	5/1/13	5/1/11	7/1/12	NA	9/15/14	
	Project Type	Construction		Current	6/1/09	1/15/11	3/1/14	1/15/11	5/1/14	5/1/11	1/1/14	NA	9/15/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	3.0	0.0	13.0	0.0	20.0	0.0	0.0	
	CMAQ	3,857,670		Expected Date	6/1/09	1/15/11	3/1/14	1/15/11	5/1/14	5/1/11	1/1/14	NA	9/15/14	
	Total	5,143,560		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP10-629 (FFY 2013)	Location	Salt River: I-10/Tempe Drain to Priest	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Construct Multi-use path	Agency Schedule	Initial	NA	6/12/11	7/1/12	1/1/11	6/1/12	1/1/11	6/15/12	NA	9/30/12	
	Project Type	Construction		Current	NA	6/12/11	7/1/12	1/1/11	6/1/12	1/1/11	6/15/12	NA	9/30/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	961,861		Expected Date	NA	6/12/11	7/1/12	1/1/11	6/1/12	1/1/11	6/15/12	NA	9/30/12	
	Total	1,020,001		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP12-805 (FFY 2013)	Location	Hardy Dr: University Dr to Broadway Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Pedestrian and bicycle improvements	Agency Schedule	Initial	4/15/2012	10/15/12	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13	
	Project Type	Construction		Current	4/15/12	10/15/12	6/30/13	10/15/12	5/6/13	6/30/12	6/28/13	NA	6/28/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,600,000		Expected Date	4/15/12	10/15/12	6/30/13	10/15/12	5/6/13	6/30/12	6/28/13	NA	6/28/13	
	Total	1,766,109		Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Tempe TMP13-101 (FFY 2013)	Location	Holdeman Neighborhood Alley Stabilization	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/30/13	6/30/13	NA	9/30/13	None
	Work	Construct alley stabilization project	Agency Schedule	Initial	6/15/2012	NA	5/15/13	9/15/12	5/15/13	6/30/12	5/15/13	NA	7/1/13	
	Project Type	Construction		Current	6/15/12	NA	6/10/13	9/15/12	6/10/13	6/30/12	6/18/13	NA	6/28/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0	
	CMAQ	747,823		Expected Date	6/15/12	NA	6/10/13	9/15/12	6/10/13	6/30/12	6/18/13	NA	6/28/13	
	Total	793,025		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Tempe TMP13-102 (FFY 2013)	Location	North Tempe neighborhood alley stabilization	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Construct alley stabilization project	Agency Schedule	Initial	1/15/2012	NA	6/30/13	9/15/12	5/1/13	6/30/12	5/15/13	NA	9/30/13	
	Project Type	Construction		Current	1/15/12	NA	6/21/13	9/15/12	6/10/13	6/30/12	6/18/13	NA	6/28/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	2.0	0.0	1.0	0.0	0.0	
	CMAQ	961,105		Expected Date	1/15/12	NA	6/21/13	9/15/12	6/10/13	6/30/12	6/18/13	NA	6/28/13	
	Total	1,019,200		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Tempe TMP13-902 (FFY 2013)	Location	City Wide	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	1/0/00	6/30/13	NA	9/30/13	None
	Work	Procure and install traffic control cabinets and hardware-Phase 1 of 3	Agency Schedule	Initial	10/1/2012	10/25/12	6/30/13	5/29/12	11/16/12	6/30/12	10/16/12	NA	4/1/13	
	Project Type	Construction		Current	10/1/12	4/1/13	6/26/13	5/29/12	4/9/13	6/30/12	10/16/12	NA	9/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	6.0	0.0	0.0	5.0	0.0	0.0	0.0	6.0	
	CMAQ	726,110		Expected Date	10/1/12	4/1/13	6/26/13	5/29/12	4/9/13	6/30/12	10/16/12	NA	9/1/13	
	Total	770,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Tempe TMP14-101 (FFY 2014)	Location	Rural Road to Kiwanis Park	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct multiuse path	Agency Schedule	Initial	9/1/2013	5/1/13	7/1/14	12/1/12	7/1/13	12/1/12	7/1/14	NA	9/30/14	
	Project Type	Construction		Current	9/1/13	5/1/14	7/1/14	12/1/13	7/1/14	12/1/13	7/1/14	NA	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	13.0	0.0	13.0	13.0	13.0	0.0	0.0	0.0	
	CMAQ	1,323,000		Expected Date	9/1/13	5/1/14	7/1/14	12/1/13	7/1/14	12/1/13	7/1/14	NA	9/30/14	
	Total	1,690,000		Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✓	✓	✓	
Tempe TMP14-102 (FFY 2015)	Location	Corridors of Elliot/Guadalupe/ Warner	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Construct/Install fiber optic communication to the signals and install wireless radios with CCTVs monitors	Agency Schedule	Initial	5/1/2014	5/31/14	6/30/15	5/31/14	12/1/14	NA	11/1/14	NA	9/1/15	
	Project Type	Construction		Current	5/1/14	5/31/14	6/30/15	5/31/14	12/1/14	NA	11/1/14	NA	9/1/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	383,333		Expected Date	5/1/14	5/31/14	6/30/15	5/31/14	12/1/14	NA	11/1/14	NA	9/1/15	
	Total	547,619		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP14-103 (FFY 2013)	Location	Evergreen - The area bounded by Broadway R, the Price Frwy, Southern Av and the eastern Tempe city limits	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Project has minium ground disturbance and will skip 60% plans
	Work	Construct/Pave Dirt Alleys	Agency Schedule	Initial	7/1/2012	3/1/13	6/30/14	5/1/13	6/30/14	5/1/13	6/30/14	NA	9/30/14	
	Project Type	Construction		Current	7/1/12	3/1/13	6/18/13	5/1/13	6/10/13	4/1/13	6/18/13	NA	6/28/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	13.0	0.0	14.0	1.0	13.0	0.0	16.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	482,057		Expected Date	7/1/12	3/1/13	6/18/13	5/1/13	6/10/13	4/1/13	6/18/13	NA	6/28/13	
	Total	511,197		Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Tempe TMP12-104 (FFY 2012)	Location	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	Agency Schedule	Initial	1/1/2012	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13	
	Project Type	Construction		Current	1/1/12	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	STP-TEA	943,000		Expected Date	1/1/12	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13	
	Total	1,004,000		Will Meet Target Dates	NA	✓	✗	✓	✗	✓	✗	✓	✗	
Tempe TMP12-104D (FFY 2013)	Location	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Cannot comply with deadlines as is a closeout TA-MAG project
	Work	Design multi-use path	Agency Schedule	Initial	1/1/2012	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/15/13	
	Project Type	Design		Current	1/1/12	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/15/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TA-MAG	196,749		Expected Date	1/1/12	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/15/13	
	Total	208,642		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP15-461D (FFY 2013)	Location	City of Tempe (Various)	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	Project is ready for authorization
	Work	Design fiber optic interconnection	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	6/10/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	6/10/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	36,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	6/10/13	
	Total	38,176		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Tempe TMP12-104C2 (FFY 2014)	Location	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct multi-use path	Agency Schedule	Initial	1/1/2012	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13	
	Project Type	Construction		Current	1/1/12	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TA-MAG	2,074,438		Expected Date	1/1/12	7/1/13	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13	
	Total	2,199,828		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP15-461 (FFY 2015)	Location	City of Tempe (Various)	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	None
	Work	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop 101	Agency Schedule	Initial	10/1/2013	3/4/14	6/29/15	6/27/14	6/29/15	6/2/14	6/29/15	NA	9/1/15	
	Project Type	Construction		Current	10/1/13	3/4/14	6/29/15	6/27/14	6/29/15	6/2/14	6/29/15	NA	9/1/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	287,751		Expected Date	10/1/13	3/4/14	6/29/15	6/27/14	6/29/15	6/2/14	6/29/15	NA	9/1/15	
	Total	305,145		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Valley Metro/RPTA VMT13-104 (FFY 2013)	Location	Statewide	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	STP-TEA funded Bicycle education project. The project has authorized
	Work	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	Agency Schedule	Initial	NA	NA	6/30/13	NA	6/30/13	NA	6/30/13	6/30/13	6/30/13	
	Project Type	Procurement		Current	NA	NA	6/30/13	NA	6/30/13	NA	6/30/13	6/30/13	6/30/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	STP-TEA	248,128		Expected Date	NA	NA	6/30/13	NA	6/30/13	NA	6/30/13	6/30/13	6/30/13	
	Total	263,126		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Wickenburg WKN10-801 (FFY 2013)	Location	US93 Bypass at Hassayampa River	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Sponsor has requested to defer the project to 2014
	Work	Construct Wickenburg Pedestrian and Bicycle Bridge	Agency Schedule	Initial	NA	6/24/11	10/30/14	3/31/11	8/31/12	6/11/12	6/30/13	10/1/13	9/15/14	
	Project Type	Construction		Current	NA	6/24/11	10/30/14	3/31/11	8/31/12	6/11/12	6/30/13	10/1/13	9/15/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	STP-TEA	483,279		Expected Date	NA	6/24/11	10/30/14	3/31/11	8/31/12	6/11/12	6/30/13	10/1/13	9/15/14	
	Total	512,491		Will Meet Target Dates	NA	✓	✗	✓	✓	✗	✓	✓	✗	
Wickenburg WKN10-801C2 (FFY 2013)	Location	US93 Bypass at Hassayampa River	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	Sponsor has requested to defer the project to 2014
	Work	Construct pedestrian and byclce bridge	Agency Schedule	Initial	NA	6/24/11	10/30/14	3/31/11	8/31/12	6/11/12	6/30/13	10/1/13	9/15/14	
	Project Type	Construction		Current	NA	6/24/11	10/30/14	3/31/11	8/31/12	6/11/12	6/30/13	10/1/13	9/15/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TA-MAG	99,421		Expected Date	NA	6/24/11	10/30/14	3/31/11	8/31/12	6/11/12	6/30/13	10/1/13	9/15/14	
	Total	105,431		Will Meet Target Dates	NA	✓	✗	✓	✓	✗	✓	✓	✗	



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July 30, 2013

TO: Members of the MAG Management Committee

FROM: Dean Giles, Air Quality Planning Program Specialist

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

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

At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example.

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

The purchase of PM-10 certified street sweeper projects supports the measure "PM-10 Efficient Street Sweepers" in the Revised MAG 1999 Serious Area Particulate Plan for PM-10. In addition, the MAG 2012 Five Percent Plan for PM-10 includes PM-10 Certified Street Sweepers. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

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

Attachment

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

July 30, 2013

	Remaining Projects	CMAQ Allocated	Status
FY 2013 CMAQ			
Approved December 2012			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by December 24, 2013.	Phoenix (2)	\$388,636	Estimated to start in July.
	Gilbert	\$218,220	Procurement underway.
	Tempe	\$203,976	Estimated to start in July.
	Maricopa County	\$215,469	Anticipate bid-spec phase to begin in July.
	Glendale	\$220,672	Procurement underway.
Total Remaining Project Costs		\$1,246,973	

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 2013

SUBJECT:

Consultation on Proposed Transportation Conformity Processes for the 2014 MAG Conformity Analysis

SUMMARY:

Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies on proposed processes for conformity analyses on transportation improvement programs and transportation plans. On July 30, 2013, MAG distributed for interagency consultation the conformity processes to be applied beginning with the upcoming conformity analysis for the Maricopa County Nonattainment and Maintenance Areas and the Pinal County Nonattainment Areas. Comments regarding this material are requested by August 16, 2013.

Both the MAG Metropolitan Planning Area Boundary and Sun Corridor Metropolitan Planning Area Boundary include portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area located in Pinal County. To provide assistance to the new Sun Corridor Metropolitan Planning Organization, MAG offered to prepare the initial conformity analysis for the PM-10 and PM-2.5 nonattainment areas in Pinal County, to enable transportation projects in both metropolitan planning organizations to proceed.

PUBLIC INPUT:

Copies of the attached processes were distributed for consultation purposes 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 Governments, Pinal County Air Quality Control District, Sun Corridor Metropolitan Planning Organization, U.S. Environmental Protection Agency, and other interested parties.

PROS & CONS:

PROS: Interagency consultation on the transportation conformity processes provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time for the FY 2014-2018 MAG Transportation Improvement Program and the 2035 MAG Regional Transportation Plan.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2014 MAG Conformity Analysis will be based upon the latest planning assumptions and EPA-approved emissions models.

POLICY: The consultation for the conformity processes is being conducted in accordance with federal regulations and MAG Conformity Consultation Processes adopted by the Regional Council.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

July 30, 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
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Donald Gabrielson, Pinal County Air Quality Control District
Benjamin Bitter, Sun Corridor Metropolitan Planning Organization
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON PROPOSED TRANSPORTATION CONFORMITY
PROCESSES FOR THE 2014 MAG CONFORMITY ANALYSIS

The Maricopa Association of Governments is distributing for interagency consultation the proposed transportation conformity processes to be applied beginning with the upcoming conformity analysis for the Maricopa County Nonattainment and Maintenance Areas and the Pinal County Nonattainment Areas. Both the MAG Metropolitan Planning Area Boundary and Sun Corridor Metropolitan Planning Area Boundary include portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area located in Pinal County.

To provide assistance to the new Sun Corridor Metropolitan Planning Organization, MAG offered to prepare the initial conformity analysis for the PM-10 and PM-2.5 nonattainment areas in Pinal County, to enable transportation projects in both metropolitan planning organizations to proceed. Consultation on the proposed processes is required under MAG conformity consultation procedures that were developed to meet state and federal requirements. Please provide any comments regarding this material by August 16, 2013. Additional opportunities for comment on this consultation item are anticipated at the August 7, 2013 MAG Management Committee and August 21, 2013 MAG Regional Council meetings.

The following information is being transmitted for consultation:

- Attachment A documents the models, associated methods, and assumptions to be used in regional emissions analyses.

- Attachment B documents the process for ensuring timely implementation of transportation control measures.
- Attachment C documents the process for the types of projects considered exempt from conformity requirements.

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

Attachments

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

DRAFT

MODELS, ASSOCIATED METHODS, AND ASSUMPTIONS FOR USE IN REGIONAL EMISSIONS ANALYSIS

On May 9, 2013, the MAG Metropolitan Planning Area Boundary was expanded due to the 2010 Census urbanized area updates. For transportation planning and programming purposes, the Federal Highway Administration regulations state that at a minimum, the Metropolitan Planning Area must encompass the entire existing urbanized area boundary as well as the contiguous geographic area (s) likely to become urbanized within the next 20 years. The updated urbanized area boundary for the MAG region included areas within Pinal County. Due to this expansion, the MAG Regional Council amended the MAG By-laws to recognize the new Metropolitan Planning Area Boundary and to provide for new members from Pinal County within the new boundary. The MAG Metropolitan Planning Area Boundary now includes the Town of Florence, City of Maricopa, the portion of the Gila River Indian Community within Pinal County, and unincorporated areas within Pinal County.

Also, on May 6, 2013, the new Sun Corridor Metropolitan Planning Organization was designated in the Pinal County area. The Sun Corridor Metropolitan Planning Area Boundary includes the cities of Casa Grande, Eloy, Coolidge, and unincorporated areas of Pinal County.

Both the MAG Metropolitan Planning Area Boundary and the Sun Corridor Metropolitan Planning Area Boundary include portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area located in Pinal County. Both nonattainment areas are covered by the boundaries of the two metropolitan planning organizations. Consequently, transportation conformity is required to be demonstrated for both nonattainment areas by both metropolitan planning organizations. Please refer to Figure 1.

On July 1, 2013, the Federal Highway Administration notified the Governor of a transportation conformity lapse in the West Pinal PM-10 Nonattainment Area, effective July 2, 2013. The new West Pinal PM-10 Nonattainment Area had been designated by the Environmental Protection Agency, effective July 2, 2012. The Clean Air Act §176(c)(6) requires a metropolitan long range transportation plan and transportation improvement program conformity determination within twelve months of the effective date of an area being designated nonattainment. The twelve month conformity grace period had lapsed.

To provide assistance to the new Sun Corridor Metropolitan Planning Organization, MAG offered to prepare the initial conformity analysis for the PM-10 and PM-2.5 nonattainment areas in Pinal County, to enable transportation projects in both metropolitan planning organizations to proceed. At a June 17, 2013 meeting with the Arizona Department of Transportation, Sun Corridor Metropolitan Planning Organization and MAG, there was general concurrence that MAG would prepare the initial conformity analysis. The Maricopa Association of Governments is working

through a cooperative effort with the Arizona Department of Transportation, Sun Corridor Metropolitan Planning Organization, and Pinal County on the conformity analysis necessary to remove the conformity lapse.

As part of the assistance provided to the Sun Corridor Metropolitan Planning Organization, MAG is also conducting consultation on the models, associated methods, and assumptions that will be applied for the initial conformity analysis for projects in the Pinal County Nonattainment Areas outside of the MAG Metropolitan Planning Area Boundary. In the July 2012 EPA document *Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas*, in a nonattainment area where there is more than one MPO, MPOs may develop the regional emissions analysis by conducting one modeling analysis for the entire nonattainment area (EPA, 2012e).

I. PROPOSED METHODOLOGY FOR THE 2014 MAG CONFORMITY ANALYSIS

In accordance with the transportation conformity rule 40 CFR 93.105(c)(1)(I), the Maricopa Association of Governments (MAG) is conducting interagency consultation on the models, associated methods, and assumptions to be applied beginning with the 2014 MAG Conformity Analysis for a conformity determination on the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP). MAG conducts consultation on the models, associated methods, and assumptions for use in regional emissions analyses at the outset of the process to prepare a conformity analysis for a new TIP and RTP and when there are major changes to the models, methods, or assumptions used in preparing a conformity analysis for a major amendment to a conforming TIP and RTP.

In February 1996, the MAG Regional Council adopted conformity consultation processes in response to federal and state requirements (MAG, 1996a). The MAG process M-1 directly addresses the requirement for periodic consultation on models, associated methods, and assumptions to be used in hot-spot analyses and regional emissions analyses. The process indicates that regional emissions analyses are to use the latest United States Environmental Protection Agency (EPA) approved motor vehicle emissions models and that all model inputs use the latest planning assumptions as required in 40 CFR Sections 93.110-111.

Consultation on the 2014 MAG Conformity Analysis is being conducted with the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Valley Metro/RPTA, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Governments, Pinal County Air Quality Control District, Sun Corridor Metropolitan Planning Organization, United States Environmental Protection Agency, and MAG member agencies (e.g. Maricopa County, Pinal County, cities, towns, and Indian communities).

The following sections describe the proposed approach for regional emissions analyses, including the methodology, latest planning assumptions, transportation modeling, and air quality modeling to be applied for the 2014 MAG Conformity Analysis.

The criteria for determining conformity of transportation programs and plans under the federal conformity rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the Maricopa County nonattainment and maintenance areas and Pinal County nonattainment areas are summarized in this section. The 2014 MAG Conformity Analysis will be prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by a summary of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years.

FEDERAL AND STATE CONFORMITY RULES

Clean Air Act Amendments

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and Metropolitan Planning Organizations (MPOs) not approve any transportation project, program, or plan which does not conform with the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The expanded Section 176(c) also provided conditions for approval of transportation plans, programs, and projects; requirements that the Environmental Protection Agency promulgate conformity determination criteria and procedures no later than November 15, 1991; and a requirement that States submit their conformity procedures to EPA by November 15, 1992. The initial November 15, 1991 deadline for conformity criteria and procedures was not met by EPA.

Federal Rule

Supplemental interim conformity guidance was issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter less than or equal to ten microns in diameter. The applicable period of this guidance was designated as Phase 1 of the interim period. EPA subsequently promulgated the Conformity Final Rule, in the November 24, 1993 *Federal*

Register (EPA, 1993). The Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been revised several times since its initial release. The first set of amendments, finalized on August 7, 1995, (EPA, 1995a) aligned the dates of conformity lapses due to SIP failures with the application of Clean Air Act highway sanctions for certain ozone areas and all areas with disapproved SIPs with a protective finding.

The second set of amendments was finalized on November 14, 1995 (EPA, 1995b). This set allowed any transportation control measure (TCM) from an approved SIP to proceed during a conformity lapse, and aligned the date of conformity lapses with the date of application of Clean Air Act highway sanctions for any failure to submit or submissions of an incomplete control strategy SIP. The second set also corrected the nitrogen oxides provisions of the transportation conformity rule consistent with the Clean Air Act and previous commitments made by EPA. Finally, the amendments extended the grace period for areas to determine conformity to a submitted control strategy SIP, and established a grace period for determining conformity on transportation plans and programs in recently designated nonattainment areas. This grace period was later overturned in *Sierra Club v. EPA* in November 1997.

The third set of amendments was finalized August 15, 1997 (EPA, 1997a). These amendments streamlined the conformity process by eliminating the reliance on the classification system of “Phase II interim period,” “transitional period,” “control strategy period,” and “maintenance period” to determine whether the budget test and/or emission reduction tests apply. The amendments also changed the time periods during which the budget test and the “Build/No Build” test are required.

To incorporate provisions from the *Sierra Club v. EPA* court decision, EPA promulgated an amendment to the transportation conformity rule on April 10, 2000 that eliminated a one-year grace period for new nonattainment areas before conformity applies (EPA, 2000). Then on August 6, 2002, the EPA promulgated an amendment to the transportation conformity rule which requires conformity to be determined within 18 months of the effective date of the EPA *Federal Register* notice on a budget adequacy finding in an initial SIP submission and established a one-year grace period before conformity is required in areas that are designated nonattainment for a given air quality standard for the first time (EPA, 2002).

On July 1, 2004, EPA published the final rule, Transportation Conformity Rule Amendments for the New Eight-Hour Ozone and PM-2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments - Response to Court Decision and Additional Rule Changes (EPA, 2004a). The rule describes transportation conformity requirements for the new eight-hour ozone and fine particulate matter (PM-2.5) standards. The rule also incorporates existing EPA and United States Department of Transportation (U.S. DOT) guidance that implements the March 2, 1999, court decision and provides revisions that clarify the existing regulation and improve its implementation. On July 20, 2004, EPA issued a *Federal Register* notice that corrects two errors in the preamble to the July 1, 2004 final rule.

On February 14, 2006, EPA and U.S. DOT jointly issued guidance on the implementation of the transportation conformity-related provisions from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The transportation bill, which became law on August 10, 2005, made several changes to the transportation conformity provisions in Section 176(c) of the Clean Air Act. On January 24, 2008, EPA issued a final rule on the transportation conformity amendments to implement the conformity provisions contained in SAFETEA-LU (EPA, 2008a). A summary of the key conformity provisions are:

- Additional time is provided for areas to redetermine conformity of existing transportation plans and programs from 18 months to two years after the date that EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.
- The requirement for frequency of conformity determinations on updated transportation plans and programs is changed from three to four years, except when the MPO elects to update a transportation plan or program more frequently, or when the MPO is required to determine conformity after EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.
- Conformity determinations for transportation plans shall include the final year of the transportation plan as a horizon year, or optionally, after consultation with the air pollution control agency and the public and consideration of comments, the MPO may elect the longest of the following periods: the first 10-year period of the transportation plan; the latest year in the implementation plan that contains a motor vehicle emissions budget; the year after the completion date of a regionally significant project if the project is included in the transportation improvement program or the project requires approval before the subsequent conformity determination.

In addition, if the MPO elects to determine conformity for a period less than the last horizon year of the transportation plan, the conformity determination must include a regional emissions analysis for the last year of the transportation plan and for any year shown to exceed emission budgets from a previous conformity determination, for information only. The analysis years selected for the 2014 MAG Conformity Analysis are described later in this section, and include the last year of the 2035 MAG Regional Transportation Plan.

- Allows the substitution of transportation control measures in an implementation plan that achieve equivalent or greater emissions reductions than the control measure to be replaced and that are consistent with the schedule provided for control measures in the plan. The substitution or addition of a transportation control measure shall not require a new conformity determination for the transportation plan or a revision of the implementation plan.

- An additional 12 month grace period is provided after a missed deadline before conformity lapses on a transportation plan or program. This provision applies to two types of conformity determination deadlines: the deadline resulting from the requirement to determine conformity for the transportation plan and program at regular intervals and the deadlines resulting from the requirement for a conformity redetermination within two years of an EPA action approving or finding a motor vehicle emissions budget adequate.
- Requires a conformity SIP amendment addressing requirements from Title 40 CFR sections 93.105, 93.122(a)(4)(ii), and 93.125© of the federal transportation conformity regulations.

On March 14, 2012, EPA published the Transportation Conformity Rule Restructuring Amendments. This rule restructured sections 40 CFR 93.109 and 93.119 so that they apply to any new or revised federal air quality standard. The rule also allows any nonattainment area that EPA determines has clean air quality data to satisfy transportation conformity test requirements by using on-road emissions from the most recent year of clean data as the budgets for that standard rather than using the interim emissions tests per 40 CFR 93.119 (EPA, 2012b).

State Rule

State rules for transportation conformity were adopted on April 12, 1995, by the Arizona Department of Environmental Quality (ADEQ), in response to requirements in Section 176(c)(4)(C) of the Clean Air Act as amended in 1990 (ADEQ, 1995). These rules became effective upon their certification by the Arizona Attorney General on June 15, 1995 and, as required by the federal conformity rule, were submitted to EPA as a revision to the State transportation conformity SIP.

To date, a State transportation conformity SIP has not received approval by EPA. Section 51.390(b) of the federal conformity rule states: “Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures.” The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

The State rule specifies that MPOs (i.e., MAG, for this region) must develop specific conformity guidance and consultation procedures and processes. MAG has developed and adopted two conformity guidance documents to meet State requirements. MAG developed the “Transportation Conformity Guidance and Procedures” document, which was adopted initially on September 27, 1995 by the MAG Regional Council. The document was revised by the MAG Regional Council on March 27, 1996 (MAG, 1996b). This guidance document addresses both the determination of “regional significance” status for individual transportation projects, and the process by which regionally significant projects may be approved.

MAG also developed the “Conformity Consultation Processes” document, which was adopted on February 28, 1996 by the MAG Regional Council (MAG, 1996a). This guidance document details

the public and interagency consultation processes to be used in the development of regional transportation plans, programs, and projects within the Maricopa County nonattainment area.

Case Law

On November 14, 1997, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Sierra Club v. EPA* involving the 1995 transportation conformity amendment that allowed new nonattainment areas a one-year grace period. Under this ruling, conformity applied as soon as an area was designated nonattainment. The EPA issued a final rule on April 10, 2000 in the *Federal Register* deleting 40 CFR 93.102(d) that allowed the grace period for new nonattainment areas (EPA, 2000). Then, on October 27, 2000, the FY 2001 EPA Appropriations bill included an amendment to Section 176(c) of the Clean Air Act that adds the one-year grace period to the statutory language.

On March 2, 1999, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Environmental Defense Fund v. EPA* involving the 1997 transportation conformity amendments. In general, the court struck down 40 CFR 93.120(a)(2) which permitted a 120-day grace period after disapproval of a SIP; determined that the EPA must approve a “safety margin” prior to its use for conformity in 40 CFR 93.124(b); concluded that a submitted SIP budget must be found by EPA to be adequate, based on criteria found in 40 CFR 93.118(e)(4) before it can be used in a conformity determination; and ended a provision that allowed “grandfathered” projects to proceed during a conformity lapse.

Following the court ruling, the EPA and U.S. DOT issued guidance to address implementation of conformity requirements based on the court findings. The EPA issued guidance contained in a May 14, 1999 memorandum (EPA, 1999b). In addition, the U.S. DOT issued guidance on June 18, 1999 that incorporates all U.S. DOT guidance in response to the court decision in a single document (U.S. DOT, 1999). On July 1, 2004, transportation conformity rule amendments were published in the *Federal Register* to incorporate provisions of the *Environmental Defense Fund v. EPA* court decision.

On October 20, 2006, the U.S. Court of Appeals for the District of Columbia filed an opinion vacating a provision of the transportation conformity rule at 40 CFR 93.109(e)(2)(v) that allowed areas to use the interim emission tests instead of the one-hour budgets. All other provisions regarding the use of the interim emissions tests remain unaffected by the court decision. Table 1 summarizes the criteria for conformity determinations for transportation projects, programs, and plans, as specified in amendments to the federal conformity rule.

CONFORMITY RULE REQUIREMENTS

The federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

1) *Conformity Tests* — Sections 93.118 and 93.119 specify emission tests (budget and interim emissions) that the TIP and RTP must satisfy in order for a determination of conformity to be found. The transportation conformity rule requires a submitted SIP motor vehicle emissions budget to be affirmed as adequate by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA’s finding of adequacy.

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins, which is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation.” This section of the conformity rule also requires reasonable assumptions to be made regarding transit service and changes in projected fares.

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP and RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the federal regulations. These include:

- MAG is required to provide reasonable opportunity for consultation with local air quality and transportation agencies, state air and transportation agencies, and the U.S. DOT and EPA (Section 93.105(c)(1)).
- MAG is required to establish a proactive public involvement process which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

TABLE 1
CONFORMITY CRITERIA FROM THE FINAL RULE

Applicability	Pollutant	Section	Requirement
All Actions at All Times	CO, Ozone, PM-10	93.110	Latest Planning Assumptions
		93.111	Latest Emissions Model
		93.112	Consultation
Transportation Plan (RTP)	CO, Ozone, PM-10	93.113(b)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
TIP	CO, Ozone, PM-10	93.113(c)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
Project (From a Conforming Plan and TIP)	CO, Ozone, PM-10	93.114	Currently Conforming Plan and TIP
		93.115	Project From a Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
Project (Not From a Conforming Plan or TIP)	CO, Ozone, PM-10	93.113(d)	TCMs
		93.114	Currently Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
	CO, Ozone, PM-10	93.118 and/or 93.119	Emissions Budget and/or Interim Emissions

Source: Adapted from (EPA, 2012c), Section 93.109(b), "Table 1 - Conformity Criteria".

Under the interagency consultation procedures, the RTP is prepared by MAG staff with guidance from the MAG Transportation Policy Committee, the MAG Management Committee, and the MAG Regional Council. Copies of the final Draft are provided to MAG member agencies and others, including the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), ADEQ, Valley Metro/RPTA, City of Phoenix Public Transit Department, Pinal County Air Quality Control District (PCAQCD), Central Arizona Governments (CAG), Sun Corridor Metropolitan Planning Organization, Maricopa County Air Quality Department (MCAQD), and EPA. The RTP is required to be publicly available and an opportunity for public review and comment is provided.

The TIP is prepared by MAG staff with the assistance of the MAG modal committees, Transportation Review Committee, and Transportation Policy Committee. Copies of the Draft TIP are provided to MAG member agencies and others, including FTA, FHWA, ADOT, ADEQ, Valley Metro/RPTA, City of Phoenix Public Transit Department, MCAQD, CAG, PCAQCD, Sun Corridor Metropolitan Planning Organization, and EPA for review. As with the RTP, the TIP is required to be publicly available and an opportunity for public review and comment is provided.

AIR QUALITY PLANS AND DESIGNATIONS

Maricopa County Nonattainment and Maintenance Areas

Portions of Maricopa County are currently designated as nonattainment or maintenance for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM-10). Air quality plans have been prepared to address carbon monoxide, one-hour ozone, eight-hour ozone, and PM-10:

- The Revised MAG 1999 Serious Area Carbon Monoxide Plan, reflecting the repeal of the remote sensing program by the Arizona Legislature in 2000, was submitted to EPA in March 2001 and approved by EPA effective April 8, 2005;
- The MAG 2003 Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in June 2003 and approved by EPA effective April 8, 2005;
- The MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area was submitted to EPA in April 2013.
- The EPA approved and promulgated a Revised 1998 15 Percent Rate of Progress Plan for Ozone (Revised ROP FIP) for the Maricopa County nonattainment area, effective August 5, 1999;

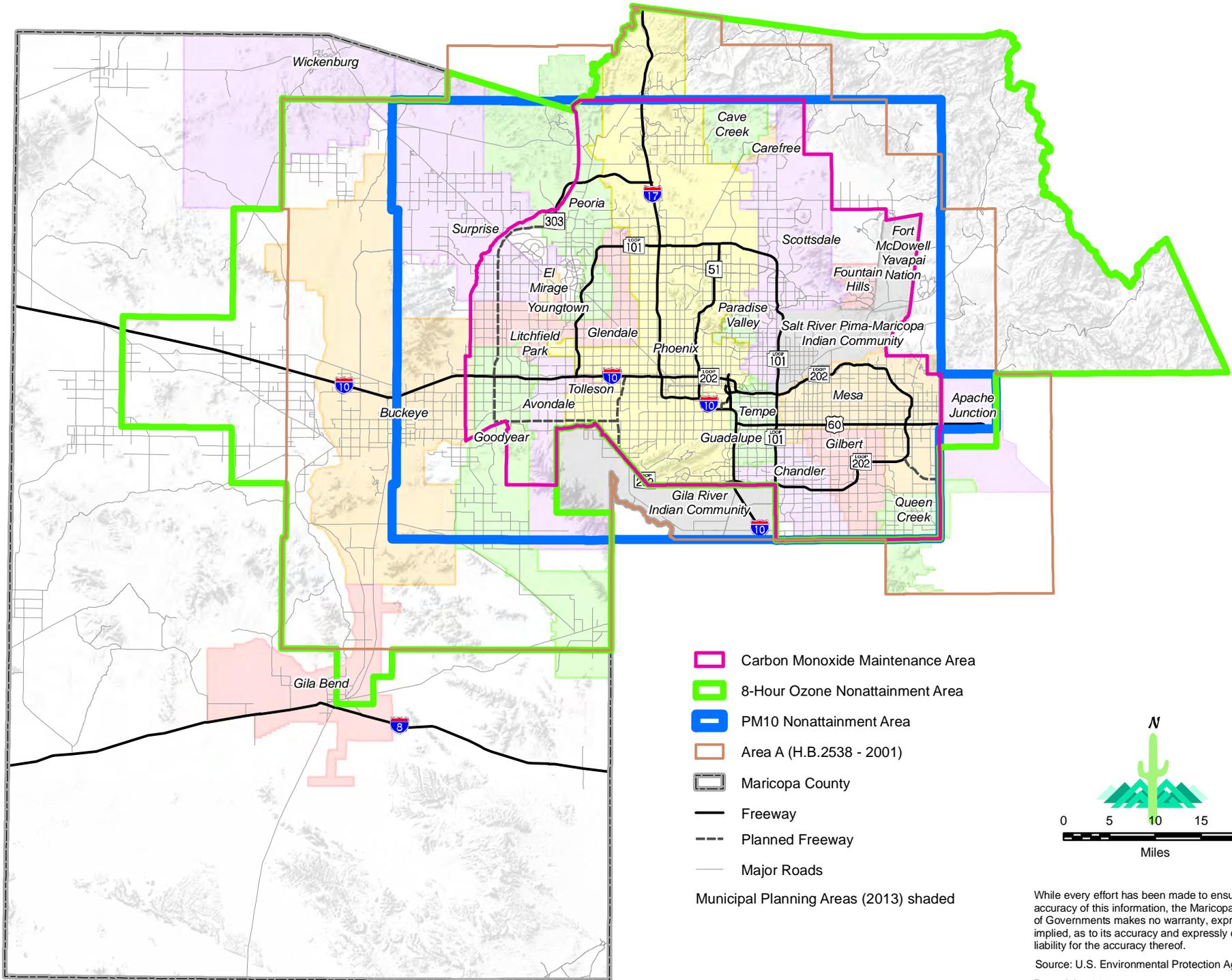
- The Serious Area Ozone State Implementation Plan for Maricopa County was prepared by ADEQ and submitted to EPA in December 2000 to meet the Serious Area requirements. No budget is contained in the Serious Area Ozone Plan. EPA approved the Serious Area Ozone Plan, effective June 14, 2005;
- The One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004 and approved by EPA effective June 14, 2005;
- The MAG Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to EPA by June 15, 2007;
- The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area was submitted to EPA in March 2009;
- The Revised MAG 1999 Serious Area Particulate Plan for PM-10 was submitted to EPA in February 2000 and approved by EPA effective August 26, 2002;
- The MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA by December 31, 2007. On September 9, 2010, EPA proposed to partially approve and partially disapprove the Five Percent Plan. On January 25, 2011, prior to any final EPA action, Arizona withdrew the Five Percent Plan from EPA consideration. On February 9, 2011, EPA published a notice of withdrawal of the May 30, 2008 adequacy finding on the PM-10 motor vehicle missions budget from the Five Percent Plan, effective January 31, 2011. On February 14, 2011, EPA made a finding that Arizona failed to submit the plan as required under the Clean Air Act, which triggered the sanctions clocks and obligation to impose a federal implementation plan if a new complete plan is not submitted. This EPA finding began an 18-month clock for mandatory application of sanctions and a two-year clock for a Federal Implementation Plan. The EPA published a corrected notice of withdrawal on February 28, 2011; and
- The MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA on May 25, 2012. On July 20, 2012, EPA issued a completeness finding that stopped the 18-month clock for mandatory application of sanctions.

The boundaries of the nonattainment and maintenance areas are identified below, followed by a summary of the attainment status for each pollutant for the Maricopa County region.

Nonattainment and Maintenance Boundaries

Maricopa County nonattainment and maintenance areas are shown in Figure 2. The carbon monoxide maintenance boundary, encompasses 1,814 square miles (approximately 20 percent) of the county. This boundary was originally specified in 1974.

Figure 2: Air Quality Nonattainment and Maintenance Areas for the Maricopa County Area, Arizona



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: July 2013

On March 9, 2005, EPA published a final rule redesignating portions of Maricopa County to attainment for carbon monoxide and also removed the Gila River Indian Community from the Maricopa County maintenance area, effective April 8, 2005 (EPA, 2005a).

Portions of the Maricopa County area, including the Gila River Indian Community, were designated nonattainment for one-hour ozone in September 1979. On June 14, 2005, EPA redesignated the area to attainment for one-hour ozone. The associated designations and classifications for the one-hour standard were revoked on June 15, 2005. On November 10, 2005, EPA published a direct final rule to correct the boundary of the Phoenix metropolitan one-hour ozone nonattainment area to exclude a portion of the Gila River Indian Community, effective January 9, 2006.

On April 15, 2004, EPA designated an eight-hour ozone nonattainment area located mainly in Maricopa County and Apache Junction in Pinal County. On April 30, 2004, EPA published the air quality designations and classifications for the 1997 eight-hour ozone standard that includes T1N, R8E and sections 1 through 12 of T1S, R8E in Pinal County (EPA, 2004b). The 1997 eight-hour ozone nonattainment area covered approximately 4,880 square miles.

In 2008, EPA strengthened the eight-hour ozone standard. On April 30, 2012, EPA published the final rule designating nonattainment areas for the 2008 eight-hour ozone standard. For the 2008 eight-hour ozone nonattainment area, the existing nonattainment area boundary for the 1997 eight hour ozone standard for the Maricopa County nonattainment area was expanded to the west and southwest. The new boundary is shown in Figure 2. The 2008 eight-hour ozone nonattainment area covers approximately 5,018 square miles.

Consistent with conformity test requirements at 40 CFR 93.109(c)(2)(iii)(B), the regional emissions analysis will compare the projected emissions from the 2008 eight-hour ozone nonattainment area for each analysis year with the budgets from the EPA-approved MAG 2007 Eight-Hour Ozone Plan.

Following promulgation of the PM-10 standard in 1987, EPA identified a larger PM-10 nonattainment area in 1990. The PM-10 nonattainment area encompasses 2,916 square miles, consisting of a 48 by 60 mile rectangular grid encompassing eastern Maricopa County, plus a six by six mile section that includes a portion of the City of Apache Junction in Pinal County.

Attainment Status

Following the requirements of the 1990 Clean Air Act Amendments, EPA initially classified the MAG region as a “Moderate” nonattainment area for the eight-hour CO standard, with a design value of 12.6 parts per million (ppm), exceeding the current NAAQS of 9.0 ppm. The standard was not achieved by the Clean Air Act deadline of December 31, 1995. The area was reclassified to “Serious” by operation of law in July 1996, with an effective date of August 28, 1996 (EPA, 1996b). The new carbon monoxide attainment date was December 31, 2000. No violations of the carbon monoxide standard have occurred since 1996. The State, in a July 23, 1999 letter, requested a carbon monoxide attainment determination from the EPA.

In June 2003, the MAG Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA. The CO Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate the area to attainment for carbon monoxide. On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the Carbon Monoxide Maintenance Plan and designating the carbon monoxide area to attainment, effective April 8, 2005 (EPA, 2005a).

In April 2013, the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area was submitted to EPA. This plan satisfies Section 175A(b) of the Clean Air Act that requires an additional plan revision for maintaining the primary air quality standard for ten years after the expiration of the initial ten-year period be submitted to EPA eight years after redesignation of the area to attainment.

Under the 1990 Clean Air Act Amendments, the Maricopa County nonattainment area was classified as “Moderate” for the one-hour ozone standard. The standard was not achieved by the deadline of November 19, 1996. On November 6, 1997, EPA reclassified the area to “Serious” for ozone (EPA, 1997b), effective February 13, 1998 (EPA, 1998). The new ozone attainment date was November 19, 1999. Prior to EPA’s revocation of the one-hour ozone standard in 2005, no violations of the standard had occurred since 1996. The State, in a February 21, 2000 letter, requested an ozone attainment determination. On May 30, 2001, the Environmental Protection Agency published a final attainment determination for the one-hour ozone standard (EPA, 2001a).

The MAG One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004. The MAG One-Hour Ozone Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate the area to attainment for one-hour ozone (MAG, 2004). On June 14, 2005, EPA published the final rule in the *Federal Register* approving the One-Hour Ozone Maintenance Plan and redesignating the one-hour ozone area to attainment (EPA, 2005b). EPA revoked the one-hour ozone standard on June 15, 2005.

On April 30, 2004, EPA published the final rule designating eight-hour ozone nonattainment areas, effective June 15, 2004. The eight-hour ozone nonattainment area in Maricopa and Pinal Counties is classified under Section D, Subpart 1, of the Clean Air Act referred to as “Basic” nonattainment, with an attainment date of June 15, 2009. The MAG 2007 Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to the EPA by June 15, 2007. The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area was submitted to EPA in March 2009. On June 13, 2012, the EPA approved the MAG 2007 Eight-Hour Ozone Plan including the emissions budgets, effective July 13, 2012 (EPA, 2012d).

In 2008, EPA strengthened the eight-hour ozone standard. On April 30, 2012, EPA published the final rule designating nonattainment areas for the 2008 eight-hour ozone standard. For the 2008

eight-hour ozone nonattainment area, the existing nonattainment area boundary for the 1997 eight hour ozone standard for the Maricopa County nonattainment area was expanded to the west and southwest.

Under Section 107(d)(4) of the 1990 Clean Air Act Amendments, the PM-10 nonattainment area was initially classified as “Moderate,” with an attainment deadline of December 31, 1994. The standard was not achieved by this date. EPA reclassified the region to “Serious” in May 1996, with an effective date of June 10, 1996 (EPA, 1996a). The new attainment date for PM-10 was December 31, 2001 for Serious areas; however, the Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area contained a request to extend the attainment date to December 31, 2006, as allowed in the Clean Air Act Amendments (MAG, 2000). In the July 25, 2002 *Federal Register*, the Environmental Protection Agency published the final approval of the Revised MAG 1999 Serious Area Particulate Plan for PM-10, including the request to extend the attainment date to December 31, 2006.

On May 25, 2007, EPA issued a final rule finding that the Maricopa County nonattainment area did not attain the PM-10 standard by December 31, 2006. In accordance with Section 189(d) of the Clean Air Act, MAG prepared a Five Percent Plan for PM-10 that was submitted to EPA by December 31, 2007 (MAG, 2007b). On September 9, 2010, EPA proposed to partially approve and partially disapprove the Five Percent Plan. On January 25, 2011, prior to any final EPA action, Arizona withdrew the Five Percent Plan from EPA consideration. On February 9, 2011, EPA published a notice of withdrawal of the May 30, 2008 adequacy finding on the PM-10 motor vehicle missions budget from the Five Percent Plan, effective January 31, 2011. On February 14, 2011, EPA made a finding that Arizona failed to submit the plan as required under the Clean Air Act, which triggered the sanctions clocks and obligation to impose a federal implementation plan if a new complete plan is not submitted. This EPA finding began an 18-month clock for mandatory application of sanctions and a two-year clock for a Federal Implementation Plan. The EPA published a corrected notice of withdrawal on February 28, 2011.

The MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA on May 25, 2012. On July 20, 2012, EPA issued a completeness finding that stopped the 18-month clock for mandatory application of sanctions.

In addition, on July 18, 1997 EPA promulgated federal air quality standards for PM-2.5. On January 5, 2005, EPA published a notice designating the region as an attainment area for PM-2.5, effective April 5, 2005.

Pinal County Nonattainment Areas

On February 3, 2011, EPA published the final rule designating a portion of Pinal County as nonattainment for the 2006 24-hour PM-2.5 standard based on 2006-2008 data, effective March 7, 2011. The West Central Pinal PM-2.5 Nonattainment Area covers approximately 323 square miles in the west central part of Pinal County.

Also, on May 31, 2012, EPA published the final rule designating the West Pinal PM-10 nonattainment area, effective July 2, 2012. EPA classified the nonattainment area as moderate. The West Pinal PM-10 Nonattainment Area covers approximately 1,326 square miles in the western half of Pinal County.

Nonattainment Boundaries

As shown in Figure 3, portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area are located within the metropolitan planning area boundaries of both MAG and the Sun Corridor Metropolitan Planning Organization.

Attainment Status

At the time of designation, EPA indicated that the State of Arizona is required to submit a SIP for the West Central Pinal PM-2.5 Nonattainment Area within three years following the March 7, 2011 effective date. On July 12, 2013, EPA proposed to determine that the West Central Pinal PM-2.5 Nonattainment Area has attained the 2006 24-hour PM-2.5 standard based on clean data at the monitor during the 2010-2012 monitoring period.

In the May 31, 2012 final rulemaking, EPA indicated that the State of Arizona is required to submit a revision to the SIP for the West Pinal PM-10 Nonattainment Area within 18 months following the July 2, 2012 effective date.

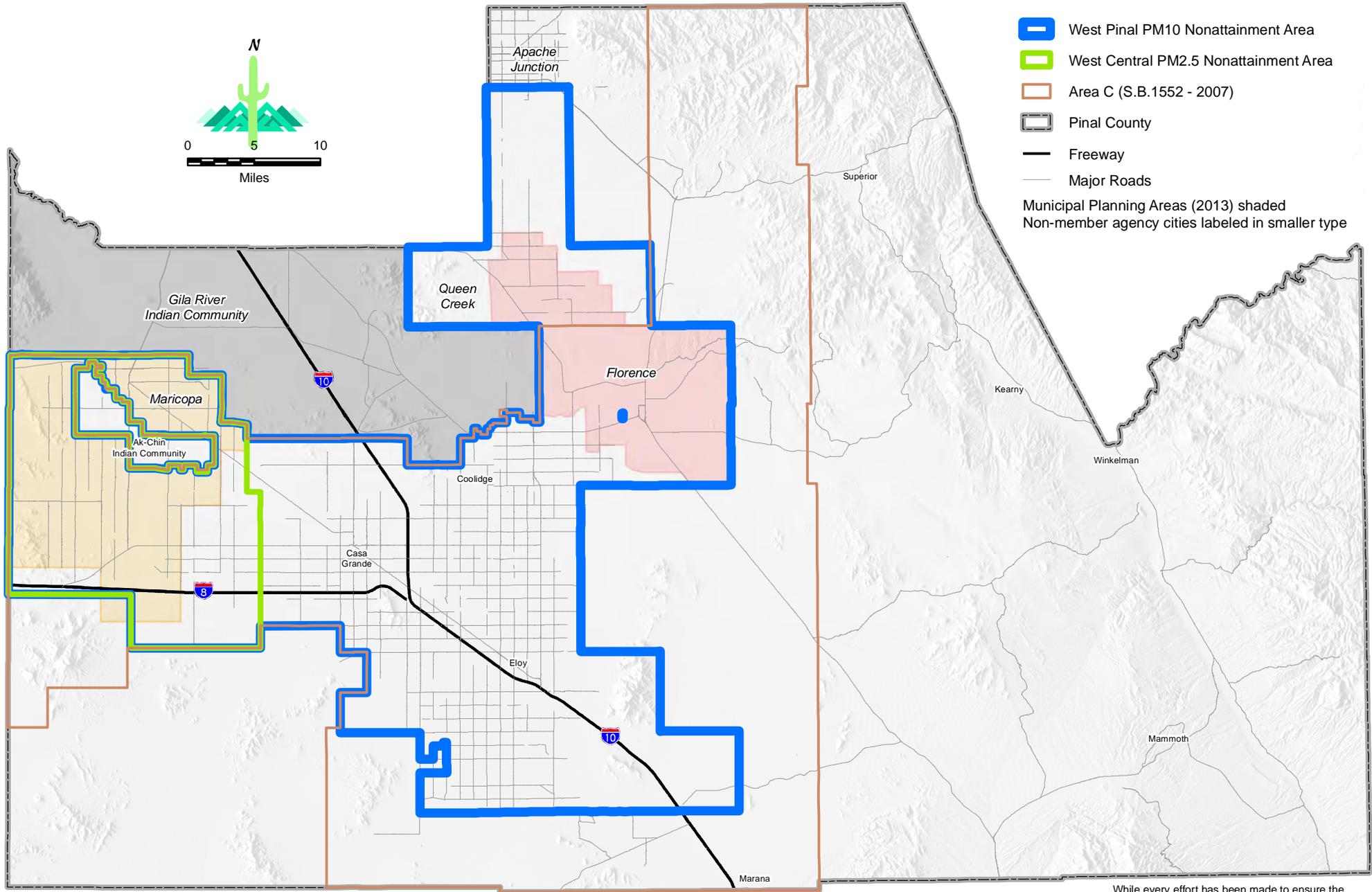
CONFORMITY TEST REQUIREMENTS

Maricopa County Nonattainment and Maintenance Areas

Specific conformity test requirements established for the carbon monoxide maintenance area and the eight-hour ozone and PM-10 nonattainment areas are summarized below. The Carbon Monoxide Redesignation Request and Maintenance Plan, submitted to EPA in June 2003, contained 2006 and 2015 emissions budgets for carbon monoxide. These carbon monoxide budgets were found to be adequate by EPA on September 29, 2003. On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Carbon Monoxide Maintenance Plan, including the emissions budgets, effective April 8, 2005. In April 2013, the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area was submitted to EPA. The new 2025 conformity budget in this plan will be used, if EPA finds it to be adequate before the time that the 2014 MAG Conformity Analysis begins. In this case, the 2025 budget will be utilized in addition to the 2015 budgets already approved by EPA.

The MAG 2007 Eight-Hour Ozone Plan, submitted to EPA by June 15, 2007, contained 2008 conformity budgets for the ozone precursors, VOC and NOx. These emission budgets were found

Figure 3: Air Quality Nonattainment Areas for the Pinal County Area, Arizona



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Source: U.S. Environmental Protection Agency
Date: July 2013

to be adequate by EPA, effective November 9, 2007. On June 13, 2012, the EPA approved the MAG 2007 Eight-Hour Ozone Plan including the emissions budgets, effective July 13, 2012.

The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan was submitted to EPA in March 2009. The maintenance plan established 2025 conformity budgets for VOC and NO_x. These budgets will be used, if EPA finds them to be adequate before the time that the 2013 MAG Conformity Analysis begins. In this case, the 2025 conformity budgets for ozone precursors will be utilized in addition to the 2008 budgets established by the MAG 2007 Eight-Hour Ozone Plan.

The Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA in February 2000. This Plan established a PM-10 conformity budget of 59.7 metric tons per day for the attainment year of 2006. EPA approved the Revised MAG 1999 Serious Area PM-10 Plan and the conformity budget, effective August 26, 2002.

The MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. This plan established a PM-10 conformity budget for the attainment year of 2010. The conformity budget was found to be adequate by EPA on July 1, 2008. On September 9, 2010, EPA proposed to partially approve and partially disapprove the Five Percent Plan. On January 25, 2011, prior to any final EPA action, Arizona withdrew the Five Percent Plan from EPA consideration. On February 9, 2011, EPA published a notice of withdrawal of the May 30, 2008 adequacy finding on the PM-10 motor vehicle emissions budget from the Five Percent Plan, effective January 31, 2011. On February 14, 2011, EPA made a finding that Arizona failed to submit the plan as required under the Clean Air Act, which triggered the sanctions clocks and obligation to impose a federal implementation plan if a new complete plan is not submitted. This EPA finding began an 18-month clock for mandatory application of sanctions and a two-year clock for a Federal Implementation Plan. The EPA published a corrected notice of withdrawal on February 28, 2011.

The MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA on May 25, 2012. On July 20, 2012, EPA issued a completeness finding that stopped the 18- and 24-month clocks for the mandatory application of sanctions. On April 19, 2013, EPA proposed approval of several statutes included in the MAG 2012 Five Percent Plan for PM-10 that regulate PM-10 emissions from fugitive dust sources. Until the motor vehicle emission budget in that Plan of 54.9 metric tons per day is found to be adequate or is approved by EPA, conformity determinations will be made using the motor vehicle emissions budget of 59.7 metric tons per day from the Revised MAG 1999 Serious Area PM-10 Plan, approved by EPA, effective August 26, 2002.

The descriptions of the conformity tests that will be performed for carbon monoxide, eight-hour ozone, and PM-10, as part of the 2014 MAG Conformity Analysis, are detailed below.

Carbon Monoxide

The MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in July 1999 (MAG, 1999). The MAG 1999 Serious Area Carbon Monoxide Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 411.6 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy effective December 14, 1999 in the *Federal Register* finding that the submitted CO motor vehicle emissions budget contained in the MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 1999a).

The Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in March 2001 (MAG, 2001). The Revised Plan reflected the repeal of the Random Onroad Testing Requirements (Remote Sensing Program) from the Vehicle Emissions Inspection Program by the Arizona Legislature in 2000. The Revised Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 412.2 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy in the *Federal Register* on October 17, 2001, finding that the submitted CO motor vehicle emissions budget contained in the Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 2001b). The conformity budget for CO of 412.2 metric tons per day replaced the previous budget of 411.6 metric tons per day.

In June 2003, the MAG 2003 Carbon Monoxide Redesignation Request and Maintenance Plan was submitted to EPA (MAG, 2003). The CO Maintenance Plan used the EPA-approved MOBILE6 emissions model to develop a 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day. EPA found the 2006 and 2015 budgets to be adequate for conformity purposes, effective October 14, 2003. The 2006 budget applies to horizon years from 2006 through 2014 and the 2015 budget, to horizon years after 2014. The regional emissions analysis projected for the TIP and RTP must be less than or equal to these budgets.

On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). In addition, on March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the MAG 2003 Carbon Monoxide Redesignation Request and Maintenance Plan as part of the redesignation of Maricopa County to an attainment area for carbon monoxide, effective April 8, 2005 (EPA, 2005a).

In April 2013, the MAG 2013 CO Maintenance Plan for the Maricopa County Area was submitted to EPA (MAG, 2013). The MAG 2013 CO Maintenance Plan used the EPA-approved MOVES model to develop a 2025 mobile source emissions budget of 559.4 metric tons per day. When EPA finds the new budget to be adequate or approves the MAG 2013 CO Maintenance Plan, the new 2025 CO budget will be applied to conformity horizon years of 2025 and beyond. Until this occurs, the EPA-approved 2015 budget will continue to be used for horizon years of 2015 and beyond.

Eight-Hour Ozone

On May 21, 2012, EPA published the final rule implementing the 2008 eight-hour ozone standard and also revoking the 1997 eight-hour ozone standard for transportation conformity purposes one year after the effective date of designations for the 2008 ozone standard (e.g. July 20, 2013). This section discusses the conformity test requirements for the Maricopa nonattainment area for the 2008 eight-hour ozone standard. Ozone is a secondary pollutant, generated by chemical reactions in the atmosphere involving volatile organic compounds (VOC) and nitrogen oxides (NOx). The Eight-Hour Ozone Plan for the Maricopa Nonattainment Area (MAG, 2007a) establishes conformity budgets for VOC and NOx in the modeled attainment year of 2008. The 2008 emissions budgets for the eight-hour ozone nonattainment area are 67.9 metric tons per day for VOC and 138.2 metric tons per day for NOx. EPA published a *Federal Register* notice finding these budgets to be adequate, effective November 9, 2007. On June 13, 2012, the EPA approved the MAG 2007 Eight-Hour Ozone Plan including the emissions budgets, effective July 13, 2012 (EPA, 2012d).

The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area (MAG, 2009) was submitted to EPA in March 2009. The Maintenance Plan establishes conformity budgets for VOC and NOx in the modeled maintenance year of 2025. The 2025 emissions budgets for the eight-hour ozone nonattainment area are 43.8 metric tons per day for VOC and 101.8 metric tons per day for NOx. If EPA publishes a *Federal Register* notice finding these new ozone precursor budgets to be adequate or approves the Maintenance Plan, prior to the time that the 2014 MAG Conformity Analysis begins, both the 2008 and 2025 budgets for VOC and NOx will be used.

For the 2008 eight-hour ozone nonattainment area, the existing nonattainment area boundary for the 1997 eight-hour ozone standard for the Maricopa County nonattainment area was expanded to the west and southwest. Consistent with conformity test requirements at 40 CFR 93.109(c)(2)(iii)(B), the regional emissions analysis will compare the projected emissions from the 2008 eight-hour ozone nonattainment area for each analysis year with the budgets from the EPA-approved MAG 2007 Eight-Hour Ozone Plan.

PM-10

The Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA in February, 2000. This Plan established a PM-10 conformity budget of 59.7 metric tons per day for the attainment year of 2006. EPA approved the Revised MAG 1999 Serious Area PM-10 Plan, effective August 26, 2002.

As required by Clean Air Act Section 189(d), the MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. The Plan established a PM-10 emissions budget for onroad mobile sources in the modeled attainment year of 2010. The 2010 conformity budget for PM-10 in the Plan was 103.3 metric tons per day for the PM-10 nonattainment area. EPA published a *Federal Register* notice finding the PM-10 budget to be adequate, effective July 1, 2008.

On September 9, 2010, EPA proposed to partially approve and partially disapprove the Five Percent Plan. On January 25, 2011, prior to any final EPA action, Arizona withdrew the Five Percent Plan from EPA consideration. On February 9, 2011, EPA published a notice of withdrawal of the May 30, 2008 adequacy finding on the PM-10 motor vehicle missions budget from the Five Percent Plan, effective January 31, 2011. On February 28, 2011, EPA published a corrected notice of withdrawal.

On May 25, 2012, the MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA. The 2012 budget established in this Plan is 54.9 metric tons per day. Until the motor vehicle emission budget in that Plan is found to be adequate or is approved by EPA, conformity determinations will be made using the motor vehicle emissions budget of 59.7 metric tons per day from the Revised MAG 1999 Serious Area Particulate Plan for PM-10, approved by EPA effective August 26, 2002.

Section 93.122(e)(2) of the federal conformity rule requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in a PM-10 plan. The motor vehicle emissions budget established in the Revised MAG 1999 Serious Area PM-10 Plan includes vehicle exhaust, tire wear, brake wear, reentrained dust from travel on paved roads, travel on unpaved roads, and road construction. Therefore, emissions from road construction will be included in the PM-10 estimates developed for this conformity analysis.

Pinal County Nonattainment Areas

EPA designated a new PM-10 nonattainment area in Pinal County, effective July 2, 2012. Until the new Pinal County PM-10 Nonattainment Area has a conformity budget that has been found to be adequate or approved by EPA, a build/no-build analysis will be performed in accordance with the latest EPA conformity guidance (EPA, 2012c). The no-build network will include regionally significant highways open to traffic and transit service in operation by December 31, 2012. In accordance with Section 93.119(h) of EPA conformity regulations, the no-build network will also include all regionally significant projects, regardless of funding source, which are currently under construction or undergoing right-of-way acquisition, are programmed in FY 2011 of the conforming MAG TIP, or have completed the NEPA process. The build networks will include MAG TIP and RTP projects in the portion of the nonattainment area located within the MAG MPA, as well as regionally significant highway and transit projects in the remainder of the West Pinal nonattainment area, that are scheduled to be open to the public by 2015, 2025 and 2035.

EPA also designated a new PM-2.5 nonattainment area in Pinal County, effective March 7, 2011. On July 12, 2013, EPA proposed to determine that the West Central Pinal nonattainment area has attained the 2006 24-hour PM-2.5 standard based on clean data at the monitor during the 2010-2012 period. Conformity analyses must also be performed for the PM-2.5 nonattainment area, even if EPA issues a clean data finding. For the 2014 Conformity Analysis, a build/no-build analysis will be performed by applying the assumptions described above to the smaller Pinal PM-2.5

nonattainment area. Since EPA or the Arizona Department of Environmental Quality have not determined that nitrogen oxide (NO_x) emissions are an insignificant contributor to the PM-2.5 attainment problem, per Section 93.119(f)(9) of EPA conformity regulations, NO_x, as well as PM-2.5 emissions from onroad mobile sources, must be included in the build/no-build analysis for the Pinal PM-2.5 nonattainment area.

ANALYSIS YEARS

Maricopa County Nonattainment and Maintenance Areas

In selecting analysis years for the Maricopa County nonattainment and maintenance areas, which have EPA-approved mobile source emissions budgets, the conformity rule (Section 93.118(d)) requires that: (1) if the attainment year is in the time frame of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be an analysis year; and (3) analysis years may not be more than ten years apart. For the 2014 MAG Conformity Analysis, onroad mobile source emissions of carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), and PM-10 will be estimated for the analysis years 2015, 2025, and 2035. These three years will be used to compare mobile source emissions with EPA-approved budgets for CO, VOC, NO_x and PM-10.

The year 2015 will be modeled for CO, because there is an EPA-approved emissions budget for the maintenance year of 2015 in the MAG 2003 Carbon Monoxide Redesignation Request and Maintenance Plan (MAG, 2003). The year 2015 will also be modeled for VOC and NO_x since 2015 is the attainment year for the 2008 eight-hour ozone standard, and for PM-10. The year 2025 will be modeled for VOC and NO_x, because it is the maintenance year in the Eight-Hour Ozone Redesignation Request and Maintenance Plan (MAG, 2009). The year 2025 will be modeled for CO, since it is the maintenance year in the MAG 2013 Carbon Monoxide Maintenance Plan (MAG, 2013). The year 2025 will also be modeled for PM-10, because it is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. The year 2035 will be modeled for all pollutants, since it is the last year of the MAG 2035 Regional Transportation Plan.

Pinal County Nonattainment Areas

In selecting build/no-build analysis years for the Pinal County nonattainment areas, which do not have mobile source emissions budgets, the conformity rule (Section 93.119(g)) indicates that the years must be no more than ten years apart, the first year must be no more than five years beyond the year in which the conformity determination is being made, and the last year must be aligned with the transportation plan (i.e., the MAG 2035 RTP which contains some projects in the Pinal nonattainment areas). These three criteria are met by the years 2015, 2025 and 2035. For the 2014 MAG Conformity Analysis, onroad mobile source emissions will be estimated for the build and non-build scenarios for 2015, 2025 and 2035. PM-10 emissions will be estimated for the Pinal PM-10

nonattainment area, while PM-2.5 and nitrogen oxide (NOx) emissions will be estimated for the Pinal PM-2.5 nonattainment area.

II. LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.” On January 18, 2001, the U.S. DOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (U.S. DOT, 2001). In December 2008, EPA published revisions to the 2001 guidance entitled, “Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations” (EPA, 2008b).

Key elements of this guidance are identified below:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

The latest planning assumptions proposed for use in the 2014 MAG Conformity Analysis are summarized in Table 2. The methodology and scheduled updates for the planning assumptions are discussed below.

The latest conformity regulations indicate that “the conformity determination... must be based upon the most recent planning assumptions in force at the time the conformity analysis begins...as determined through the interagency consultation process.” It is proposed that the “time that the conformity analysis begins” will be the day that the first traffic assignment (i.e., 2015, 2025, or 2035) has been submitted for travel demand modeling for the 2014 MAG Conformity Analysis. The latest planning assumptions and emissions models to be used are summarized in Table 2.

TABLE 2
LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under the Governor’s Executive Order 2011-04, official County projections are updated every 3 to 4 years. These official projections are used by all agencies for planning purposes. Following the release of the 2010 U.S. Census data, the Arizona Department of Administration (ADOA) prepared a new set of Maricopa County projections in December 2012. MAG developed a set of employment projections for Maricopa County that are consistent with the ADOA population projections and also prepared subcounty population and employment projections. The MAG Regional Council approved the subcounty socioeconomic projections in June 2013. In addition, Central Arizona Governments (CAG) approved the Pinal County subcounty socioeconomic projections, based on the ADOA Pinal County projections, in June 2013.	AZ-SMART (UrbanSim/ OPUS)	Under the Governor’s Executive Order 2011-04, official county socioeconomic projections will be developed by the Arizona Department of Administration (ADOA). It is anticipated that ADOA will complete the county level projections in 2015 and MAG will prepare subcounty socioeconomic projections for adoption by the MAG Regional Council within six months after receipt of the ADOA county level projections.
Traffic Counts	The highway models were validated in 2013 for the 2011 base year, using approximately 3,300 traffic counts collected in 2011.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The passenger travel demand models were calibrated in 2012-2013 using data from the 2008-2009 home interview survey, 2009 Transearch data, 2010-2011 regional transit on-board survey, 2011 Truck GPS data, and 2012 Airport and ASU surveys. The recalibration effort included a complete update of the regional travel demand model based on the relevant data sets listed above. Trip generation and trip distribution were recalibrated based on the 2008-2009 National Household Travel Survey Arizona Add-On sample and 2006 - 2009 American Community Survey and Public Use Microdata Sample data sets. Mode choice was recalibrated based on the 2010 on-board survey. The truck model was recalibrated based on the new 2009 Transearch data and 2011 Truck GPS data from ATRI. Special generator sub-models were recalibrated based on 2012 regional airports and ASU travel surveys. The external travel model was recalibrated in 2011 based on the 2008 external travel study. Volume-delay functions were recalibrated in 2012-2013 based on the 2011 commercial speed data. The overall base year for the recalibrated and validated model is 2011.	TransCAD	MAG has completed a major update, development and recalibration of the regional transportation model in FY 2013. The FY 2014 Unified Planning Work Program (UPWP) includes funding for the initiation of the next series of travel surveys in calendar years 2014-2016. These surveys will form a foundation for the next round of model development and updates. Various commercial data sources will be used to maintain and incrementally update the models in between the major recalibration updates.
Speeds	The highway models were validated using 49 million traffic speed records purchased from NOKIA for calendar year 2011.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models. MAG has also purchased commercial speed data for future estimation and model calibration purposes.
Vehicle Registrations	July 2013 vehicle registrations were provided by ADOT.	MOVES2010	When newer data become available from ADOT.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

POPULATION AND EMPLOYMENT

In accordance with the Governor's Executive Order 2011-04, official county socioeconomic projections based on the 2010 U.S. Census have been developed by the Arizona Department of Administration (ADOA). ADOA completed the county level projections in December 2012. MAG prepared subcounty socioeconomic projections for Maricopa County that were adopted by the MAG Regional Council in June 2013. The Central Arizona Governments (CAG) also approved subcounty population projections for Pinal County, based on the official ADOA projections, in June 2013.

The travel and speed estimates produced by the MAG transportation models for the analysis years in the 2014 MAG Conformity Analysis will be based on the MAG and CAG subcounty population and employment projections that are consistent with the 2010 U.S. Census.

Methodology

ADOA prepared the official Arizona population projections by county, using 2010 U.S. census data as the base. MAG used official ADOA population projections consistent with the 2010 U.S. Census. These projections for Maricopa County were distributed to smaller geographic areas by MAG using the latest available data and a state-of-the-art land use model system called AZ-SMART. The nationally-recognized UrbanSim microsimulation model was integrated into AZ-SMART and used to allocate county projections of households and employment to regional market areas based upon the pre-existing location of these activities, land consumption, and transportation system accessibility. The allocation of population and employment from market areas to land use parcels was accomplished with UrbanSim, which simulates real-estate development and locates population and employment based on measures such as accessibility to employment, adjacent land uses, highway access, and proximity to other development, et cetera.

Population and employment at the land use parcel level in the MAG planning area were aggregated to TAZs using AZ-SMART. The subcounty socioeconomic projections developed with the AZ-SMART model were approved by the MAG Regional Council in June 2013.

Since the MAG transportation modeling area includes Pinal County, in collaboration with the Central Arizona Governments (CAG), MAG has also prepared socioeconomic projections for Pinal County. MAG prepared projections by Municipal Planning Area (MPA) using ADOA population control totals for Pinal County. The projections by MPA were approved by the CAG Regional Council in June 2013. MAG then prepared the projections at the traffic analysis zone (TAZ) level by controlling to the MPA control totals approved by CAG. AZ-SMART, the MAG socioeconomic modeling system, was utilized to produce the MPA and TAZ projections for Pinal County. The TAZ projections have been reviewed by CAG and its member agencies.

Next Scheduled Update

In June 2011, the Arizona Department of Administration (ADOA) was designated as the State agency responsible for preparing official population estimates and projections for the State of

Arizona. The next update of the TAZ socioeconomic projections for Maricopa County will be based on the official ADOA county-level projections, required by Executive Order 2011-04. It is anticipated that ADOA will provide the next set of county level projections, based on Census data, to MAG in 2015 and MAG will prepare the subcounty level projections for Maricopa County for approval by the MAG Regional Council within six months after receiving the county level projections from ADOA.

TRAFFIC COUNTS

The highway traffic volumes estimated by the MAG transportation models were validated in 2013 for the 2011 base year, using approximately 3,300 traffic count locations collected by MAG in 2011 and 49 million traffic speed records purchased from NOKIA for calendar year 2011. MAG transportation models have been re-calibrated in 2012-2013 based on the travel surveys conducted in 2008-2012. New model validations are based on the model runs with updated socioeconomic input files and recalibrated transportation models. Use of the most recent traffic counts to validate the models is consistent with the federal conformity guidance which strongly encourages areas to update the planning assumptions for network-based travel models at least every five years (EPA, 2008b).

Methodology

MAG uses TransCAD software, as well as custom developed programs, to perform travel demand modeling. TransCAD provides a geographic information systems (GIS) interface that facilitates transportation modeling. The MAG transportation models follow a traditional four-step process: trip generation, trip distribution, mode choice, and traffic/transit assignment. Trip generation determines the number of person trips produced and attracted by traffic analysis zone. Trip distribution links the productions and attractions by TAZ. The nested logit mode choice model determines the number of person trips allocated to automobile and transit modes. The mode choice model is sensitive to highway and transit travel times, as well as pricing variables. Highway and transit route choice is determined in the assignment step, based on operating costs, travel times, and distances. Capacity-restrained traffic assignments are performed for the AM peak period, midday, the PM peak period, and nighttime. A feedback loop between traffic assignment and trip distribution is utilized to achieve near-equilibrium highway speeds. Revised documentation of the transportation models, reflecting results of the FY 2013 recalibration, is currently under development.

Next Scheduled Update

Region-wide traffic counts are typically collected by MAG every 2-4 years and commercial speed data is normally purchased every 1-2 years, if funding is available.

VEHICLE MILES OF TRAVEL

MAG completed recalibration of the regional transportation model in 2013. The models were recalibrated using new socioeconomic data based on the latest Arizona Department of Administration (ADOA) population projections and 2010 Census data. The recalibration of the models is based on data from a 2008-2009 household travel survey, 2010-2011 regional transit on-board survey, two 2012 special generator travel surveys (ASU and regional airports), traffic counts and speed data collected in 2011, as well as the latest American Community Survey Data and Public Use Microdata Sample. New 2011 GPS truck data and new commercial commodity flow data were also purchased to develop and recalibrate the truck model. The external travel model was also recalibrated in 2011 based on the 2008 external travel study. The base year for the model calibration and validation is 2011.

The transportation models simulate peak and daily traffic volumes on more than 30,000 highway links, as well as the transit trips on bus and light rail routes. Vehicle miles of travel (VMT) by link, output by the highway assignment process, are input to the MAG MOVESLink model used to estimate onroad mobile source emissions for conformity analyses.

Transportation model estimates of vehicle volumes are validated using actual traffic counts. The MAG transportation models were validated against approximately 3,300 traffic counts collected in 2011 for the 2011 base year. Table 3 summarizes the validation results by area type for freeways and arterials. Both the R-squared (R^2) and Root Mean Square Error (RMSE) statistics indicate that there is a good fit between transportation model-estimated 2011 weekday traffic volumes and traffic count data.

TABLE 3
AGGREGATED MODEL VALIDATION RESULTS
MODEL-ESTIMATED 2011 WEEKDAY VOLUMES VS. 2011 TRAFFIC COUNTS

	Freeways and Arterials	
Area Type	R²	% RMSE
CBD	0.977	23.9%
Outlying CBD	0.975	20.8%
Mixed Urban	0.936	29.0%
Suburban	0.898	41.0%
Rural	0.953	40.3%
All	0.960	28.3%

In previous MAG conformity analyses, transportation model estimates of VMT were reconciled with the VMT reported by the Highway Performance Monitoring System (HPMS) in order to comply with

Section 93.122(b) of the Transportation Conformity Regulations. These regulations require that regional emissions analyses in serious, severe, and extreme ozone nonattainment areas and serious carbon monoxide nonattainment areas, with urbanized area populations over 200,000, meet certain network-based modeling requirements, including reconciliation of modeled VMT with HPMS.

Since EPA approved the MAG Carbon Monoxide and One-Hour Ozone Redesignation Request and Maintenance Plans in 2005, the Maricopa area is no longer a serious nonattainment area for carbon monoxide or one-hour ozone. In addition, the area was not classified as a serious, severe or extreme nonattainment area for the 1997 eight-hour ozone standard and has not violated this standard since 2005. Effective July 20, 2012, the Maricopa area was classified as a marginal nonattainment area for the new, more stringent, 2008 eight-hour ozone standard. In the future, if the Maricopa area is classified as serious, severe or extreme for a more stringent eight-hour ozone standard, the VMT estimated by the transportation models will be reconciled against HPMS VMT for the most recent model calibration year.

The requirement to reconcile travel demand model output to HPMS traffic volumes does not apply to the Pinal County nonattainment areas, because the urbanized area population is less than 200,000. In addition, the areas are in nonattainment for particulates, rather than ozone or carbon monoxide.

As indicated above, the requirements of Section 93.122(b) do not apply to the Maricopa County nonattainment or maintenance areas or the Pinal County nonattainment areas. Therefore, reconciliation of modeled VMT with HPMS is not required for the 2014 MAG Conformity Analysis. However, it is important to note that the most recent comparison of model-estimated and HPMS VMT for the travel demand model calibration year of 2011 concluded that the model and HPMS VMT estimates were nearly identical.

Next Scheduled Update

The MAG FY 2014 Unified Planning Work Program establishes a three-year on-call contract for the travel data collection and subsequent MAG model recalibration and updates. New travel surveys are scheduled for the 2014-2016 calendar years with subsequent model recalibration and updates.

SPEEDS

Speeds obtained from the capacity-restrained traffic assignments are “fed-back” in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until PM peak period trip tables and link volumes are in equilibrium. In addition to vehicle miles of travel, the MAG transportation models calculate system performance measures such as vehicle hours of travel and volume to capacity ratios.

Periodically, MAG conducts speed studies or purchases commercial speed data to compare model-estimated speeds with empirical data. MAG purchased 2011 speed data from NOKIA that was used to update the speeds estimated by the MAG transportation models in 2013, as discussed in the Methodology section below.

Methodology

MAG used the 2011 NOKIA region-wide speed data and ADOT freeway detector data to improve the speed estimates produced by the transportation models. Comparisons of 2011 transportation model-estimated speeds with speeds obtained from NOKIA 2011 speed data are illustrated in Figures 4 through 7. Estimated versus observed speeds by area type for the A.M. peak period (6 A.M. to 9 A.M.) are shown in Figures 4 and 5 for arterials and freeways, respectively. A similar comparison during the off-peak period (9 A.M. to 2 P.M.) is provided in Figures 6 and 7.

In the transportation modeling area, the TransCAD-estimated speeds for arterials and freeways are within nine percent of the observed peak and off-peak speeds for all area types, with most of the speeds having a much smaller percentage difference. The differences in speed by time period, functional class, and area type, shown in Figures 4 through 7, demonstrate that the model-estimated speeds are in reasonable agreement with observed arterial and freeway speeds during the peak and off-peak periods.

Next Scheduled Update

MAG has purchased private-sector speed data for 2012. The data is being processed and will be used in ongoing model updates. New model validations will be based on the model runs with updated input files and recalibrated transportation models.

VEHICLE REGISTRATIONS

Vehicle registrations for Maricopa and Pinal Counties in July 2013 are the latest provided to MAG by the Motor Vehicle Division of the Arizona Department of Transportation (ADOT). In the 2014 MAG Conformity Analysis, the July 2013 registrations will be input to the latest version of MOVES to estimate onroad mobile source emissions. MOVES will derive the vehicle population and age distribution for estimating wintertime CO emissions from the July 2013 registrations. The vehicle registration data provided by ADOT has been converted to MOVES format. MAG will use newer vehicle registration data when provided by ADOT.

FIGURE 4
 2011 ESTIMATED VS. OBSERVED A.M. PEAK SPEEDS ON ARTERIALS

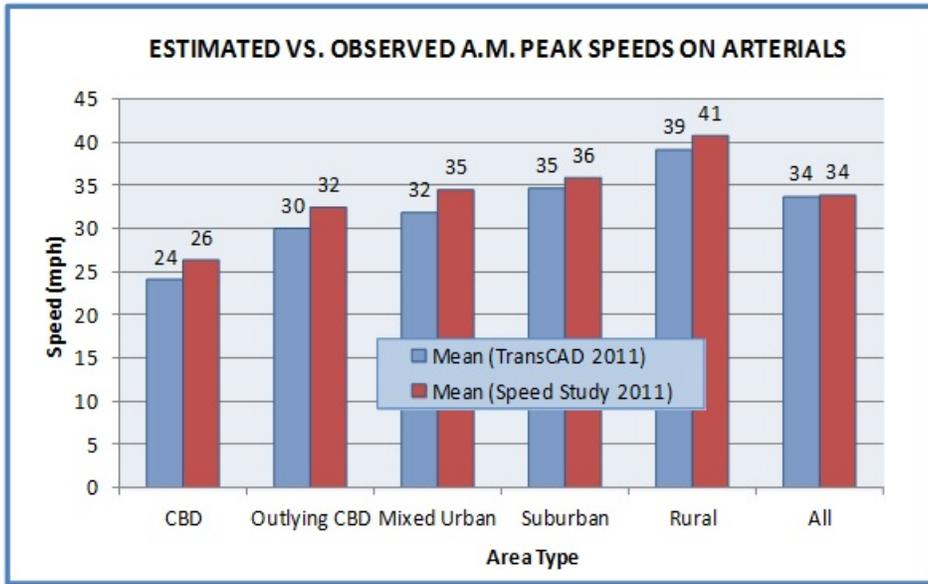


FIGURE 5
 2011 ESTIMATED VS. OBSERVED A.M. PEAK SPEEDS ON FREEWAYS

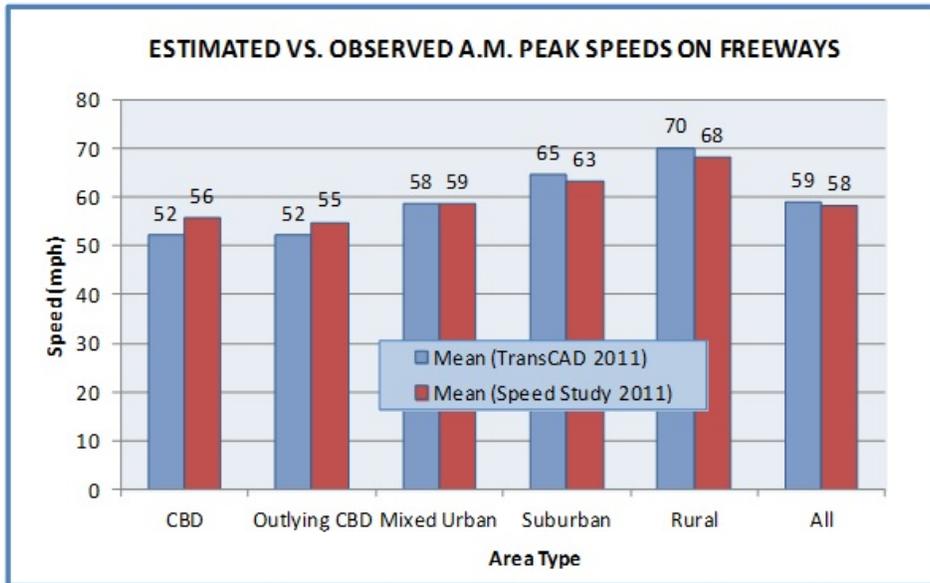


FIGURE 6
2011 ESTIMATED VS. OBSERVED OFF-PEAK SPEEDS ON ARTERIALS

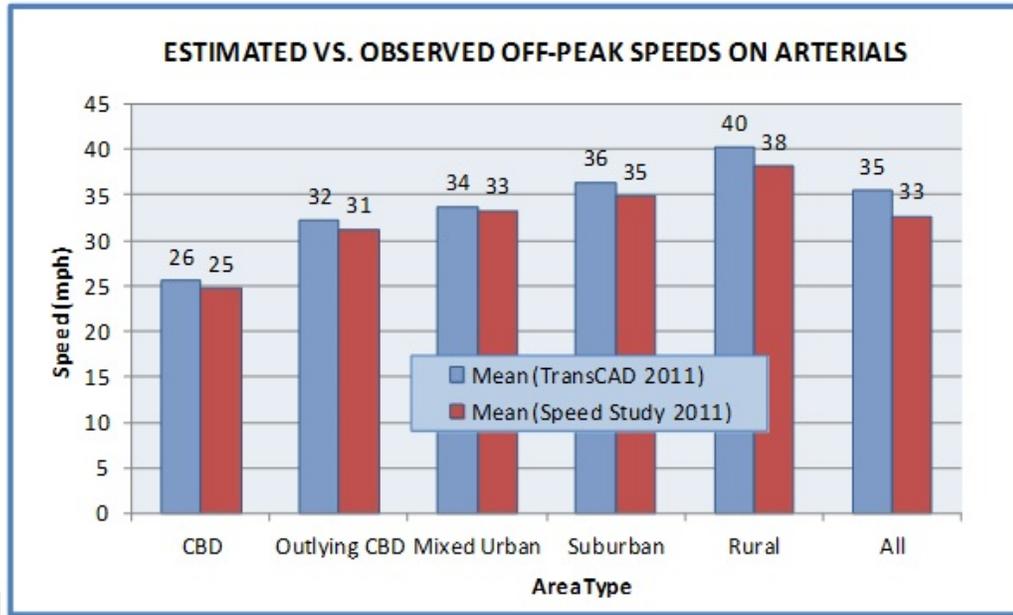
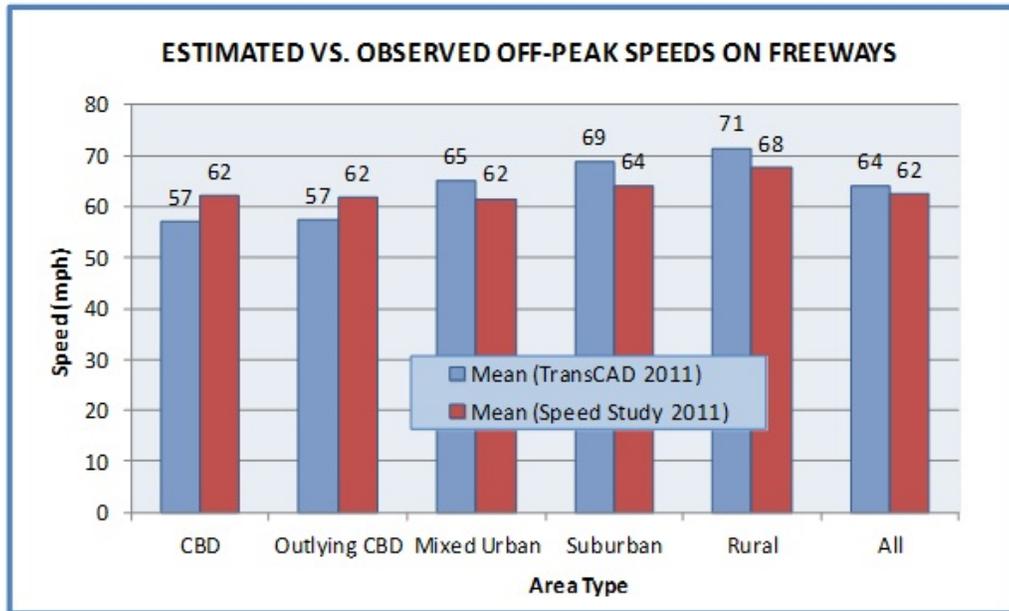


FIGURE 7
2011 ESTIMATED VS. OBSERVED OFF-PEAK SPEEDS ON FREEWAYS



IMPLEMENTATION MEASURES

Maricopa County Nonattainment and Maintenance Areas

For the Maricopa County nonattainment and maintenance areas, emission reduction credit will be assumed for the committed measures in the applicable SIPs, including the measures shown in Table 4. The emission reductions assumed for these committed measures will reflect the latest implementation status of all measures for which emission reduction credits were assumed in the applicable SIPs.

Emission reduction credit will be applied for committed control measures and committed contingency measures contained in the applicable MAG air quality plans. Credit may also be taken for Congestion Mitigation and Air Quality Improvement (CMAQ) projects in the MAG Transportation Improvement Program, if credit for these measures was not quantified in the air quality plans. The equations, methods, and assumptions to be used in calculating emission reductions attributable to CMAQ projects are described in the Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects (MAG, 2011). In addition, emission reduction credit for the strengthening of existing control measures or implementation of new control measures, specifically identified in the Transportation Improvement Program and Regional Transportation Plan, will be incorporated into the analysis, where appropriate.

TABLE 4

COMMITTED MEASURES IN THE
MARICOPA COUNTY NONATTAINMENT AND MAINTENANCE AREAS

Measure #	Reference	Measure Description	Pollutant(s)
1	CO Maintenance Plan ¹	CARB Phase 2 with 3.5 Percent Oxygenate in Winter	CO
1	Eight-Hour Ozone Maintenance Plan ²	Summer Fuel Reformulation with 7 psi from May 1 through September 30	VOC, NOx
2 2	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Phased-In Emission Test Cutpoints	CO, VOC, NOx
3 3	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	One-Time Waiver from Vehicle Emissions Test	CO, VOC, NOx
5 4C 16	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan Serious Area PM-10 Plan ³	Coordinate Traffic Signal Systems	CO, VOC, NOx, PM-10
6 5C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Develop Intelligent Transportation Systems	CO, VOC, NOx
7 4	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Tougher Enforcement of Vehicle Registration and Emission Test Compliance	CO, VOC, NOx
1C 6	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Expansion of Area A Boundaries (HB 2538)	CO, VOC, NOx
2C 1C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Gross Polluter Option for I/M Program Waivers	CO, VOC, NOx
3C 2C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Increase Waiver Repair Limit Options	CO, VOC, NOx
3C	Eight-Hour Ozone Maintenance Plan	Federal Heavy Duty Diesel Vehicle Emissions Standards	VOC, NOx

¹Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area, May 2003 (MAG, 2003).

²Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area, February 2009 (MAG, 2009).

³Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area, February 2000 (MAG, 2000).

Table 4 does not include committed measures in the MAG 2007 Five Percent Plan for PM-10, because the Plan was withdrawn from EPA in January 2011. However, PM-10 reduction credit will be taken for projects completed between January 1, 2008 and December 31, 2012 that paved or stabilized unpaved roads or alleys, paved unpaved shoulders, or reduced speed limits on unpaved roads or alleys.

The 2014 MAG Conformity Analysis will assume credit for arterials swept with PM-10 certified sweepers that were purchased with MAG Congestion Mitigation and Air Quality Improvement (CMAQ) funds by December 31, 2009. PM-10 emission reduction credit will also be taken for freeways, ramps, and frontage roads that are being swept with PM-10 certified units, in compliance with an ADOT contract executed in February 2010 and highways that have been re-paved with rubberized asphalt by ADOT.

In addition, uncontrolled road construction emissions for all analysis years will be reduced by a rule effectiveness rate of 93 percent, calculated by MCAQD, using actual 2012 construction site inspection data and a methodology developed in coordination with EPA Region IX staff. The assumptions to be used in calculating the benefit of measures that have been implemented to reduce paved and unpaved road emissions are described below.

Shoulder Paving Projects

For all conformity analysis years, credit for shoulder paving projects that were implemented in 2008-2012 will be applied to reduce PM-10 emissions from paved roads. The emission reductions (in grams per VMT) assumed for shoulder paving projects will be derived from the latest CMAQ Methodologies (MAG, 2011).

PM-10 Certified Street Sweepers

A new ADOT contract, effective February 20, 2010, identifies the specific roads in the PM-10 nonattainment area that are being swept with PM-10 certified street sweepers and the required sweeping frequency. In the regional emissions analysis, the PM-10 reduction represents the benefit of sweeping the freeways, ramps and frontage roads identified in the ADOT contract. For all conformity analysis years, credit will be increased proportionally to the growth in VMT on the roads in the PM-10 nonattainment area that are being swept by the ADOT contractor.

In addition, 123 PM-10 certified street sweepers were purchased with MAG CMAQ funds by December 31, 2009. A sweeper inventory conducted by MAG for the period ending June 30, 2010 indicates that 19 of the 123 sweepers were no longer in service, as of December 31, 2009. Therefore, emission reduction credit for these 19 sweepers will be removed from the credit taken for the CMAQ-funded sweepers. For all conformity analysis years, the benefit of the CMAQ sweepers will be increased in direct proportion to the growth in VMT on arterials in the PM-10 nonattainment area.

Unpaved Road and Alley Projects

For all conformity analysis years, credit for paving, stabilization and lower speed limit projects completed in 2008-2012 will be applied to reduce PM-10 emissions from public unpaved roads and alleys. In addition, credit for paving and stabilization projects programmed in fiscal year 2014 of the FY 2014-2018 MAG Transportation Improvement Program (TIP) will be taken in the conformity analysis year of 2015. Credit for paving and stabilization projects programmed in all five years of the TIP will be taken in 2025 and 2035.

Chapter 9 of the 2035 Regional Transportation Plan (RTP) indicates that ten miles of unpaved roads will be paved each year. The 2014 MAG Conformity Analysis will assume that ten miles of public unpaved roads will be paved each year beginning in 2019 (the year after the TIP) and continuing until the inventory of public unpaved roads (based on the 2009 MAG Unpaved Road Inventory) is depleted.

Pinal County Nonattainment Areas

Since no State Implementation Plans (SIPs) have been submitted to EPA for the Pinal County nonattainment areas, emission reductions will be assumed for sources in Pinal County that are currently controlled by Arizona state laws. For the 2014 MAG Conformity Analysis, a six percent reduction will be applied to fugitive dust emissions from agricultural unpaved roads for the build and no-build scenarios in all conformity analysis years. This reduction reflects requirements of the state Agricultural Best Management Practices (BMPs) that apply to all moderate PM-10 nonattainment areas in Arizona. The Agricultural BMPs went into effect when EPA designated the West Pinal County to be a moderate area for PM-10, effective July 2, 2012. The six percent credit is consistent with the methodology used in the 2008 Periodic Emissions Inventory for PM-10 prepared by the Maricopa County Air Quality Department (MCADQ, 2011). In addition, credit will be taken in the build scenarios for projects that are scheduled to pave or stabilize unpaved roads and shoulders in the Pinal County nonattainment areas.

III. TRANSPORTATION MODELING

MAG regional transportation modeling is performed using TransCAD software for both highway and transit network assignments. The transportation models forecast AM peak period, midday, PM peak period, and nighttime vehicle traffic, as well as daily transit ridership, for the MAG transportation modeling area. The current transportation modeling area contains 3,009 traffic analysis zones and covers an area of approximately 16,080 square miles. The latest calibration of the highway models was completed in 2013, using data from the 2008-2009 household travel survey. The base year for the validations was 2011. The latest validation of the highway models was completed in 2013, using approximately 3,300 traffic counts collected in 2011. The transit models were re-calibrated in 2013 based on data from the 2010-2011 on-board bus survey. The MAG truck model, volume delay functions, and external travel model were updated and recalibrated in 2012-2013 based on the 2011 NOKIA speed data, 2011 truck ATRI data, 2009 Transearch data, and 2008 External Travel Survey.

The MAG transportation models exhibit the following characteristics, which are consistent with the federal transportation conformity rule (Section 93.122(b)):

- The traffic volumes simulated by the MAG transportation models were validated in 2013 against approximately 3,300 traffic counts collected in 2011. This validation demonstrated a good statistical fit between actual and model-estimated daily traffic volumes, as measured by an overall percent root mean square error of 28.3 percent. Revised documentation of the transportation models, reflecting results of the 2013 recalibration, is currently under development.
- The population, households, and employment inputs to the travel demand models are based on ADOA population projections consistent with the 2010 U.S. Census. The official Maricopa County socioeconomic projections based on ADOA county projections were approved by the MAG Regional Council in June 2013. These projections were prepared using the AZ-SMART land use model system and UrbanSim.
- The population and employment projections to be used in the conformity analysis are consistent with the transportation system alternatives considered. In the MAG land use models, transportation system accessibility influences the allocation of population and employment to smaller geographic areas. The UrbanSim model was integrated into AZ-SMART and used to allocate county projections of households and employment to regional market areas based upon the pre-existing location of these activities, land consumption, and transportation system accessibility. These congested travel times are derived from an appropriate capacity-restrained traffic assignment for each forecast year. The allocation of population and employment from market areas to land use parcels is accomplished with UrbanSim. UrbanSim uses transportation system accessibility measures, such as proximity to the closest highway, in determining the likelihood that a land use parcel will develop during a given forecast interval. AZ-SMART also aggregates population, households, and employment projections by land use parcel to the TAZ-level for input to the transportation models. Congested travel times output by the transportation models are “fed-back” into the

land use models to ensure that there is consistency between the transportation system assumptions and the land use projections.

- The transportation models perform capacity-restrained traffic assignments. Restrained assignments are produced for the AM peak period, midday, PM peak period, and nighttime, with volumes and congestion estimated for each period.
- Speeds obtained from the capacity-restrained traffic assignments are “fed-back” in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until PM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). The travel impedances used in the mode choice model include travel times and costs associated with each of the following modes: auto-drivers, carpools (2 and 3+ persons), and transit (e.g., shuttle bus, local bus, express bus, light rail, commuter rail).
- The travel impedances used in the trip distribution and traffic assignment steps of the MAG travel demand modeling are a composite function of highway travel times and costs. The nested logit mode choice model is sensitive to highway and transit travel times, as well as pricing variables.
- As a result of the feedback loop in the MAG travel demand modeling process, the final peak and off-peak speeds are sensitive to the capacity-restrained volumes on each highway segment represented in the network. Data from the MAG 2011 commercial speed data set were used to ensure that the capacity-restrained speeds and delays output by the transportation models are consistent with empirical data. Figures 4 through 7 provide a comparison of observed and model-estimated speeds for the peak and off-peak periods. For both freeways and arterials, the TransCAD-estimated speeds are within nine percent of the observed speeds for all area types and the maximum difference in overall speeds is five miles per hour, but most are substantially lower. This indicates the capacity-restrained speeds produced by the transportation models are in reasonable agreement with the most recently-collected empirical data.

SOCIOECONOMIC PROJECTIONS

Section 93.110 of the federal conformity rule requires that the population and employment projections used in the conformity analysis be the most recent estimates that have been officially approved by the Metropolitan Planning Organization (i.e., MAG, for the Maricopa County nonattainment and maintenance areas). The 2014 conformity analyses for the Maricopa County nonattainment and maintenance areas will be based on socioeconomic projections that were approved by the MAG Regional Council in June 2013.

In accordance with the Arizona Governor’s Executive Order 2011-04, the population projections used for all State agency planning purposes were updated by the Arizona Department of Administration (ADOA) consistent with the 2010 U.S. Census. MAG then prepared socioeconomic projections by traffic analysis zone (TAZ), based on the ADOA county-level population projections. MAG allocated the projections for Maricopa County to traffic analysis zones (TAZs) using the AZ-SMART model

system. The official Maricopa County socioeconomic projections based on ADOA county projections were approved by the MAG Regional Council in June 2013.

In addition, socioeconomic projections for Pinal County were prepared by MAG utilizing AZ-SMART and were approved in collaboration with Central Arizona Governments (CAG). The projections by Municipal Planning Area (MPA) for Pinal County were approved by the CAG Regional Council in June 2013 and the TAZ projections are based upon the approved MPA projections.

The TAZ population, households and employment projections take into account the transportation improvements contained in the conforming TIP (FY 2011-2015) and RTP (2010 Update) in effect at the time the projections were approved. For the 2014 MAG Conformity Analysis, the projections of population, households, and employment by TAZ will be input to the MAG transportation models to estimate auto and transit trips, VMT, and speeds for each analysis year.

TRANSPORTATION NETWORK ASSUMPTIONS

This section describes the development of the highway and transit networks that will be used to perform the 2014 MAG Conformity Analysis for the MAG FY 2014-2018 Transportation Improvement Program and 2035 Regional Transportation Plan. Criteria for identification of “qualifying” projects are defined below. The choice of analysis years is reviewed in Section I, *Proposed Methodology for the 2014 MAG Conformity Analysis*.

Qualifying Projects. Not all of the street and freeway projects included in the TIP will qualify for inclusion in the highway network. Projects which call for study, design, right-of-way acquisition, or non-capacity improvements will not be included in the networks. When these projects result in actual facility construction projects, the associated capacity changes will be coded into the network, as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic will be included. Generally, MAG highway networks will include only the one-mile grid system of streets, plus freeways. This includes all streets classified as arterials, as well as some collectors.

Traffic on collectors and local streets not explicitly coded on the highway network will be simulated in the models by use of abstract links called “centroid connectors”. These represent collectors, local streets and driveways which connect a neighborhood to a regionally-significant roadway. Centroid connectors will also include travel occurring on public and private unpaved roads.

Highway Networks. The 2015 network will assume implementation of all qualifying highway projects in the FY 2014-2018 MAG Transportation Improvement Program (TIP) scheduled to be open to traffic by December 31, 2015. The 2025 network will assume implementation of all projects in the 2035 Regional Transportation Plan (RTP) through the year 2025, as well as all qualifying highway projects in the TIP. The 2035 network will assume implementation of all projects in the RTP, as well as all qualifying projects in the TIP. It is important to note that the transportation modeling network includes the regionally significant projects in the Maricopa County Nonattainment Areas, as well as the Pinal County Nonattainment Areas.

Coding Conventions. Specific coding conventions or criteria will be applied to determine whether a project qualifies for highway network coding. This will result in coding of all arterial streets and some collectors. The coding conventions will be:

- (1) Capacity-related projects on existing links or extensions of existing links on the base highway network will be coded in future networks. This will include projects on freeways, the mile-street grid, and half-mile streets already on the base network.
- (2) Capacity-related projects which are not on links or extensions of links in the base network will be coded, if the street is considered a logical part of the one-mile street grid system. If the project is on a half-mile street, it will be considered for inclusion on a case-by-case basis. The key factors to be considered in making this assessment will include:
 - the density of current and future development and travel in the area of the project;
 - whether the change may be accommodated without increasing the number of zones; and
 - whether the change is consistent with standard network coding practices.

Transit Networks. Transit networks will be input to the mode choice step of the MAG transportation models to determine the number of person trips made by transit, which in turn, removes vehicle trips from the highways. For all analysis years, the bus and rail networks will reflect the latest transit planning information available at the time the conformity analysis begins.

EMISSIONS MODEL INPUT

The MAG transportation models and the highway and transit networks described above will be utilized to estimate daily vehicle travel and transit ridership in the MAG transportation modeling area. The primary input to the air quality modeling process will be transportation model estimates of vehicle traffic and speeds for four time periods (AM peak, midday, PM peak, and nighttime) on each highway link, along with the attendant link lengths and coordinate data. A detailed description of the MAG emission models is provided below in Section IV, *Air Quality Modeling*.

IV. AIR QUALITY MODELING

The models that will be used to estimate emissions for the 2014 MAG Conformity Analysis will be: (1) the latest version of MOVES, to derive motor vehicle emission factors for CO, VOC, NO_x, PM-10, and PM-2.5 and (2) MOVESLink, to apply MOVES emission factors to vehicle miles of travel output by the MAG transportation models, allocate the emissions temporally (by hour) and geographically (to the appropriate nonattainment or maintenance area), and add paved and unpaved road PM-10 emissions based on the latest AP-42 equations.

Unpaved road emissions will be calculated for the Maricopa PM-10 and Pinal PM-10 nonattainment areas and the Pinal PM-2.5 nonattainment area. Paved road emissions will be calculated for the Maricopa and Pinal PM-10 nonattainment areas. The 2014 MAG Conformity Analysis does not need to include paved road emissions for the Pinal PM-2.5 nonattainment area, because EPA or ADEQ

have not determined that paved road emissions are a significant contributor to the PM-2.5 nonattainment problem (see Section 93.119(f)(8) of the conformity rule).

A brief description of the emission models is provided below, along with a summary of the principal input and output data. For the 2014 MAG Conformity Analysis, model inputs not dependent on the TIP or RTP are generally derived from the 2013 Carbon Monoxide Maintenance Plan (MAG, 2013) for CO; the Eight-Hour Ozone Redesignation Request and Maintenance Plan (MAG, 2009) for VOC and NO_x; and the MAG 2012 Five Percent Plan for PM-10 (MAG, 2012).

MOVES

Description. MOVES is a model developed by EPA for the purpose of estimating motor vehicle emission factors, in units of grams per mile, for specified vehicle fleet, fuel, temperature, and speed conditions. This model estimates carbon monoxide, ozone precursor, and PM-10 and PM-2.5 (exhaust, tire wear and brake wear) motor vehicle emission factors.

On March 2, 2010, EPA issued a *Federal Register* notice approving the new Motor Vehicle Emissions Simulator (MOVES2010) model and initiating a two-year grace period after which MOVES2010 was required to be used for transportation conformity (EPA, 2010). In March 2012, EPA extended the grace period for one year (EPA, 2012a). Conformity analyses that begin after March 2, 2013 are required to use MOVES2010 for new transportation plan and TIP conformity determinations and regional emissions analyses. Since the 2014 MAG Conformity Analysis will begin after March 2, 2013, MOVES2010 will be used to estimate motor vehicle emission factors.

Inputs. There are a variety of inputs to MOVES2010. The use of a locally-derived motor vehicle registration distribution (by model year) of 25 years is recommended. For the conformity analysis, July 2013 vehicle registration data obtained from ADOT for Maricopa and Pinal Counties will be used as input to MOVES2010 for VOC, NO_x, and PM-10. MOVES2010 will derive the December data to be used in obtaining wintertime emissions rates for CO from the July 2013 vehicle registration data. The July 2013 data represents the most recent vehicle registrations that have been transmitted to MAG by ADOT.

In addition, each modeled scenario may require several runs to reflect an I/M program and no I/M program. The results from these runs are weighted to reflect the fraction of vehicles participating in the I/M program. Fuel parameters, which include fuel volatility and the use of oxygenated fuels (market share and oxygen content), are also input. The model is executed with hourly temperatures at the Sky Harbor Airport monitoring site and an array of speeds by link as estimated by the transportation model. The detailed temperatures and speed data are more accurate than average values, since the relationship between emission factors and temperature/speed is not linear.

Output. The output from the MOVES2010 model includes emission factors by hour, roadway facility type, pollutant, and area type. These emission factors will be utilized by the MOVESLink program in estimating motor vehicle emissions for the MAG region. The emission factors for the 2014 MAG Conformity Analysis will be calculated for the pollutants, CO, VOC, NO_x, and PM-10, in the

Maricopa nonattainment and maintenance areas; PM-10 for the Pinal PM-10 nonattainment area; and PM-2.5 and NOx for the Pinal PM-2.5 nonattainment area.

AP-42

Description. PM-10 emission factors for reentrained dust for unpaved and paved roads will be calculated using the latest equations found in Sections 13.2.2 and 13.2.1.3, respectively, of AP-42, EPA Compilation of Air Pollutant Emission Factors. The AP-42 equation for paved roads was revised by EPA in January 2011.

Inputs. The AP-42 equation that calculates PM-10 and PM-2.5 emission factors for unpaved road fugitive dust requires as input: the road surface material silt content, road surface moisture content, average vehicle speeds, and the annual number of wet days (with at least 0.01 inch of precipitation). The unpaved road emission factors will be calculated separately for the Maricopa and Pinal PM nonattainment areas.

For unpaved roads in the Maricopa County PM-10 nonattainment area, the silt content assumption is 11.9%, the moisture content is 0.5%, and the vehicle speeds are 25 mph for public unpaved roads, 20 mph for private unpaved roads and 10 mph for unpaved alleys. These inputs to the AP-42 equations for unpaved roads are consistent with the MAG 2012 Five Percent Plan for PM-10 (MAG, 2012).

The unpaved roads in the Pinal County PM-10 and PM-2.5 nonattainment areas are stratified by four categories (agricultural, public, private and trails) and a number of subcategories for agricultural, public and private roads. The silt content, moisture content and speeds shown in Table 5 are inputs to the AP-42 equation for unpaved roads. These 2008 data were provided to MAG by the Pinal County Air Quality Control District in July 2013.

During the period 2008-2012, there was an annual average of 32 days with at least 0.01 inch of precipitation in Maricopa County, while Pinal County experienced 25 days with 0.01 inch of precipitation during this period. These averages will be used to calculate both unpaved and paved road emission factors for the nonattainment areas in Maricopa and Pinal Counties.

The AP-42 equation that calculates PM-10 and PM-2.5 emission factors for paved road fugitive dust requires as input the road surface silt loading, the average weight of vehicles traveling on the roads, and the number of wet days (with at least 0.01 inch of precipitation). The emission factors for paved roads will be calculated separately for the Maricopa and Pinal County PM-10 nonattainment areas. The road surface silt loadings to be used for both PM-10 nonattainment areas are 0.02 g/m² for freeways, 0.067 g/m² for high-traffic arterials, and 0.23 g/m² for low-traffic arterials. These silt loadings are consistent with those used in the MAG 2012 Five Percent Plan for PM-10 (MAG, 2012). Since the silt loadings are stratified by road type, vehicle weights will be estimated separately for freeways, high-traffic arterials, and low-traffic arterials. The average vehicle weights for freeways and arterials will be calculated using 2013 vehicle registrations for Maricopa and Pinal Counties, vehicle miles of travel (VMT) derived from the latest 2012 traffic assignment for trucks and all

vehicle types in Maricopa and Pinal Counties, and an average vehicle weight of 3.18 tons for all road types.

Output. The AP-42 equations for unpaved and paved roads use the assumptions discussed above to estimate PM-10 emission factors in grams per VMT. MOVESLink multiplies these emission factors by vehicle miles of travel in order to estimate fugitive dust PM-10 emissions on unpaved and paved roads in the Maricopa and Pinal County PM nonattainment areas.

TABLE 5
DATA USED TO CALCULATE EMISSIONS FROM UNPAVED ROADS
IN THE PINAL PM-10 NONATTAINMENT AREA

<u>Categories/Subcategories</u>	<u>Silt Content</u>	<u>Moisture Content</u>	<u>Speed</u>	<u>AADT</u>	<u>Miles</u>
Agricultural	14.9%	0.8%			
Operations			10 mph	1.5	922.7
Inspection			25 mph	0.5	2,830.7
Harvest			15 mph	50.0	421.7
Public	7.1%	0.3%			
Class A			20 mph	28.5	89.7
Class B			25 mph	89.5	239.2
Class C			30 mph	126.5	89.7
Class D			35 mph	185.5	119.6
Class E			40 mph	438.5	59.8
Private	14.4%	0.3%			
Non-Irrigation			25 mph	25.0	893.2
Principal Canal			25 mph	15.0	148.2
Secondary Canal			15 mph	3.0	743.6
Trails	14.4%	0.3%	15 mph	2.0	1,244.0

MOVESLink

The MOVESLink system processes emissions for all pollutants in the conformity analysis. MOVESLink multiplies emission factors by the traffic volumes and the length of each link to produce motor vehicle emissions for each pollutant and PM-10 emissions from unpaved and paved roads.

Unpaved Roads

Maricopa County PM-10 Nonattainment Area

MOVESLink multiplies the AP-42 emission factors for unpaved roads by the total VMT on public and private unpaved roads and alleys in the Maricopa County PM-10 nonattainment area. The miles of public unpaved roads are derived from the 2009 MAG Unpaved Road Inventory (URI) (MAG, 2010). According to the URI, there were 613.4 miles of public unpaved roads in the PM-10

nonattainment area in 2009. MAG utilized traffic counts on unpaved roads, supplemented by Geographic Information Systems (GIS) image recognition techniques, to estimate the daily vehicle miles of travel (VMT) on public unpaved roads in 2009.

In February 2011, MAG conducted additional traffic counts on a random sample of unpaved roads and alleys in the PM-10 nonattainment area. MAG also conducted a comprehensive inventory of private unpaved roads in the PM-10 nonattainment area that was completed in September 2011.

The 2011 inventory, updated in August 2012, indicated that there were 974.6 miles of private unpaved roads in the PM-10 nonattainment area. In addition, the 2011 traffic counts indicated that 26 vehicles travel on private unpaved roads on an average weekday. This value will be multiplied by 0.93 to convert to annual average daily traffic (AADT).

MAG used GIS to estimate that there were 650 miles of unpaved alleys in the PM-10 nonattainment area in 2009. The VMT on unpaved alleys is obtained by multiplying the miles of unpaved alleys by AADT. The AADT for unpaved alleys, obtained from 2011 traffic counts, is four vehicles per day, which is used to estimate uncontrolled emissions (i.e., before applying reductions attributable to alley paving projects). The VMT on unpaved alleys is held constant for all conformity analysis years.

The VMT on public unpaved roads will also be held constant for all conformity analysis years to estimate uncontrolled emissions (i.e., before applying reductions attributable to paving projects). The PM-10 emissions produced by public unpaved roads with 150 ADT or more will be reduced by 50 percent to reflect the Maricopa County Rule 310.01 requirement that these roads needed to be paved or stabilized by June 10, 2004. It is assumed that these high volume dirt roads are being stabilized with dust suppressants that have a control efficiency of 50 percent.

Using GIS, MAG has determined the historical rate at which new private unpaved roads have been created due to lot splits is 1.46 percent per year. Due to the economic recession's deleterious impact on construction, the 2014 MAG Conformity Analysis will assume no growth in private unpaved road VMT between 2009 and 2012. After 2012, it will be assumed that the recession has ended and VMT on private unpaved roads will be increased by 1.46 percent per year.

Pinal County PM-10 and PM-2.5 Nonattainment Areas

For the Pinal County PM-10 nonattainment area, the annual average daily traffic (AADT) and miles of unpaved roads by subcategory are shown in Table 5. The AADT and miles for the PM-10 nonattainment area represent 2008 data provided to MAG by the Pinal County Air Quality Control District in July 2013. The AADT is multiplied by the miles to calculate vehicle miles of travel (VMT). The VMT is multiplied by the AP-42 emission factor to obtain the PM-10 and PM-2.5 unpaved road emissions for trails and each subcategory of agricultural, public and private unpaved roads. The total daily unpaved road emissions are calculated by summing the trail and subcategory emissions. The PM-2.5 emissions from unpaved roads in the PM-2.5 nonattainment area will be derived by multiplying the total unpaved road PM-2.5 emissions in the Pinal County PM-10 nonattainment area by 24 percent. This factor represents the Pinal PM-2.5 nonattainment area (323 square miles) divided by the Pinal PM-10 nonattainment area (1,326 square miles).

Paved Roads. MOVESLink multiplies the AP-42 emission factors for paved roads by the VMT for freeways, high traffic arterials, and low traffic arterials to obtain total paved road emissions. The VMTs for freeways and high and low traffic arterials are derived from the MAG TransCAD transportation models. All centroid connectors are considered to be low traffic arterials.

Base case 2012 paved road emissions will be calculated using VMT from the latest 2012 traffic assignment. After 2012, uncontrolled paved road emissions will be increased based on growth in VMT in the Maricopa and Pinal County PM-10 nonattainment areas, as estimated by the MAG transportation models, using the population projections adopted by the MAG Regional Council and CAG in June 2013.

Onroad Vehicles. MOVESLink processes link data files output by the MAG transportation model, TransCAD. The program calculates emissions for roadway links in the MAG highway networks. Traffic volumes for four time periods (AM peak, midday, PM peak, and nighttime) for each link are converted into hourly volumes based upon local survey data. Hourly emission factors are developed by running MOVES2010 for each facility type, area type, and vehicle class using link speeds by time of day. Emissions for each hour are distributed geographically in the modeling domain based on the grid in which each link is located.

The transportation models are designed to model average weekday traffic patterns, which typically do not represent conditions on the specific episode day used to demonstrate attainment or maintenance and establish the conformity budget. As a result, MOVESLink applies day of the week and month of the year conversion factors that are consistent with the MAG 2013 CO Maintenance Plan and the 2009 Eight-Hour Ozone Redesignation Request and Maintenance Plan for VOC and NOx. PM-10 emissions are assumed to represent an annual average day.

Inputs. The transportation model input to MOVESLink consists of database formatted files that contain link-specific data and a node coordinate definitions file. MOVESLink also requires as input:

- Fugitive dust emission factors (output by the AP-42 equations) and unpaved road VMT.
- A table containing adjustment factors used to allocate traffic volumes for four time periods to hourly traffic volumes.
- A matrix of emission factors for a range of hours, facility types, area types, vehicle classes, and vehicle ages (generated by the MOVES model).
- The ratio of vehicles participating in the I/M program.
- The year being modeled.

Outputs. The outputs from MOVESLink include an hourly, gridded onroad mobile source emissions file and several summary files containing emissions and traffic data in the modeling domain. The summary files include estimates of fugitive dust emissions on paved and unpaved roads in the PM-10 nonattainment area.

CALCULATION OF PM-10 EMISSIONS FROM ROAD CONSTRUCTION

Maricopa County PM-10 Nonattainment Area

As required by Section 93.122(e) of the federal transportation conformity rule, PM-10 emissions from road construction will be estimated for each conformity analysis year for the Maricopa County PM-10 Nonattainment Area. Road construction emissions will be estimated for 2012 based on the latest data available from the Maricopa County Air Quality Department. The 2012 road construction emissions will be projected to 2015, 2025 and 2035 using the annual average growth rates for lane miles of roads in the Maricopa PM-10 nonattainment area derived from the latest 2012, 2015, 2025 and 2035 traffic assignments.

Pinal County PM-10 and PM-2.5 Nonattainment Areas

Since Section 93.122(e) does not mention PM-2.5, it is assumed that construction-related PM-2.5 emissions do not need to be included in the build/no-build analysis for the Pinal PM-2.5 nonattainment area. PM-10 emissions from construction-related fugitive dust will also not be included in the build/no-build conformity analyses for the Pinal County PM-10 nonattainment area, because road and transit construction-related emissions are anticipated to be an insignificant contributor to the nonattainment problem. This conclusion is based on the expectation that road construction emissions will represent less than three percent of the total 2008 PM-10 emissions inventory to be included in the Pinal PM-10 SIP. The SIP, currently under development by the Arizona Department of Environmental Quality, is scheduled for submission to EPA in January 2014. If the draft 2008 PM-10 emissions inventory (to be completed in August 2013) indicates that road construction emissions are at least three percent of the total inventory, these emissions will be added to the build/no-build analysis for the Pinal County PM-10 nonattainment area.

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**PROCESS FOR ENSURING TIMELY IMPLEMENTATION OF
TRANSPORTATION CONTROL MEASURES**

Section 93.105(c)(1)(iv) of the federal conformity rule requires a consultation process to be established for making a determination of whether past obstacles to implementation of transportation control measures which are behind the schedule established in the applicable air quality plan have been identified and are being overcome. A determination also is required as to whether State and local agencies with influence over approvals or funding for transportation control measures (TCMs) are giving maximum priority to approval or funding for TCMs. In addition, the process is required to consider whether delays in transportation control measure implementation necessitate revisions to the air quality plan to remove or substitute TCMs or other emission reduction measures.

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG,1996b) in response to federal and state requirements. The following text from the process M-6 directly addresses the requirement for consultation on the timely implementation of TCMs:

“A consultation process is required for the determination of whether past obstacles to implementation of transportation control measures which are behind schedule have been identified and are being overcome. Also, a determination is required whether State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs. These determinations are part of the criteria for TIP conformity determinations, specified in the federal conformity regulation 40 CFR 51.418(c)(2) (*now 93.113(c)(2)*).”

For the 2014 MAG Conformity Analysis, the anticipated approach will be to conduct a review of projects and funds allocated in the TIP which implement adopted pollution control measures. This will be used together with any TCM implementation annual reports described above that are available, as the basis for assessing whether or not implementing agencies are giving maximum priority to approval or funding of transportation control measures.

The TCM findings required under federal conformity regulations will be incorporated as part of the 2014 MAG Conformity Analysis, which will be made available for interagency and public review, including a public hearing, prior to a Finding of Conformity by the MAG Regional Council.

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TYPES OF PROJECTS CONSIDERED EXEMPT
FROM CONFORMITY REQUIREMENTS

Under U.S. Environmental Protection Agency regulations, a conformity determination is required before a regionally significant road or transit project (regardless of funding source) can be approved by any agency which is a recipient of federal road or transit funds. As part of this conformity determination, regional emissions analyses are required. However, the regulations also identify various types of projects which are exempted from the analytical requirements due to their presumed negligible air quality impacts. Interagency consultation is required to determine whether any of these normally exempted projects “should be treated as nonexempt in cases where potential adverse emissions impacts may exist for any reason.”

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG, 1996b) in response to federal and state requirements. The following text from the process M-5 directly addresses the requirement for consultation on exempt projects:

“...the Metropolitan Planning Organization (i.e. MAG, for this region) shall initiate consultation for evaluating whether projects listed as exempt from conformity in the conformity regulation should be treated as nonexempt projects where potential adverse emission impacts may exist for any reason. In this consultation process, MAG provides for the participation of the transportation and air quality agencies, as well as the public.”

MAG consults on the designation of exempt status for a specific project proposal at the time the project in question is proposed for addition to the TIP and RTP. This consultation process is described in MAG process M-8.

For the 2014 MAG Conformity Analysis, the anticipated approach includes the exempt projects which are contained in the EPA conformity regulations, as listed in the three tables which follow. Table 1 identifies the specific types of projects which require no conformity determination of any kind, by any agency. These project types include specific actions involving safety, mass transit, air quality, and other actions likely to have no adverse air quality impacts. Table 2 lists projects for which a regional emissions analysis is not required. These projects are, however, not exempt from other conformity requirements. In addition, Table 3 lists traffic signal synchronization projects which are exempt from conformity determinations prior to being funded, approved, or implemented.

TABLE 1
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
*Rehabilitation of transit vehicles.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

*Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

TABLE 1 (continued)
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:

Planning and technical studies.

Grants for training and research programs.

Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Noise attenuation.

Emergency or hardship advance land acquisitions (23 CFR 710.503).

Acquisition of scenic easements.

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

* In PM-10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

TABLE 2
PROJECTS NORMALLY EXEMPT FROM REGIONAL EMISSIONS ANALYSIS, BUT NOT
FROM OTHER CONFORMITY REQUIREMENTS
(From 40 CFR 93.127)

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

TABLE 3
TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS
(From 40 CFR 93.128)

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by sections 93.118 and 93.119 for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 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 various projects for the Arizona Department of Transportation, Avondale, Chandler, El Mirage, Gilbert, Glendale, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, and Tempe. 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 August 16, 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 Governments, Sun Corridor Metropolitan Planning Organization, 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.

July 30, 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
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Donald Gabrielson, Pinal County Air Quality Control District
Benjamin Bitter, Sun Corridor Metropolitan Planning Organization
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 various projects for the Arizona Department of Transportation, Avondale, Chandler, El Mirage, Gilbert, Glendale, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, and Tempe. Comments on the conformity assessment are requested by August 16, 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 July 1, 2013 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 July 1, 2013 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	Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
ADOT	2014	DOT13-172	303: El Mirage Rd	Construct Traffic Interchange	0.2	-	NHPP	\$ 29,233,000	\$ 1,767,000	\$ -	\$ 31,000,000	Amend: Modify project funding. Change from 100% RARF to 96.3% NHPP.	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
ADOT	2014	DOT14-152	303 (Estrella Fwy): Grand Ave/SR303L Interchange, Interim	Construction Interim TI	0.2	-	NHPP	\$ 45,641,200	\$ 2,758,800	\$ -	\$ 48,400,000	Amend: Modify project funding from NHS to NHPP.	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Avondale	2013	AVN13-901	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	2.1	----	CMAQ	\$ 1,119,429	\$ -	\$ 67,664	\$ 1,197,093	Amend: Increase total project cost based on updated engineering estimate, increase federal funding by \$100,000 to maximum federal match of 94.3%.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Avondale	2014	AVN14-107	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Construct multiuse path	1.0	----	CMAQ	\$ 1,077,405	\$ -	\$ 2,250,000	\$ 3,327,405	Amend: Increase total project cost by \$1,935,358 based on engineering update. Increase local funding by \$1,935,358.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
ADOT	2014	BKY14-179	Apache Rd, North of MC 85(Buckeye)	Construct railroad safety project by Railroad	0.1	72614	STP-RGC	\$ 75,000	\$ -	\$ -	\$ 75,000	Amend: New Project. Railroad related work. Under ADOT STIP as item 72614. Railroad safety project using FHWA funds administered by ADOT Utility & Railroad Section.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Chandler	2012	CHN08-610C	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	0.0	----	CMAQ	\$ 4,342,475	\$ -	\$ -	\$ 4,342,475	Amend: Delete project, duplicate TIP listing.	A minor project revision is needed to delete duplicate project listing. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Chandler	2013	CHN13-103	Various Locations - Citywide	Upgrade Bike Lane Pavement Symbols - Phase 1	0.0	----	HSIP	\$ 94,555	\$ -	\$ -	\$ 94,555	Amend: Delete project	The deleted 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.

Agency	Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Chandler	2013	CHN14-102	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Construct ITS project for fiber communications from signals to the TCM	9.0	----	CMAQ	\$ 909,207	\$ -	\$ 54,957	\$ 964,164	Amend: Based on updated engineering cost estimate. Change in total cost by \$158,125. Increase local and federal costs.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
ADOT	2013	DOT08-6C38	202 (Santan Fwy): Lindsay Rd to Gilbert Rd	Design and construct multi-use paths	1.0	----	CMAQ	\$ 471,500	\$ -	\$ 28,500	\$ 500,000	Amend: Delete project.	A minor project revision is needed to delete duplicate project listing. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
ADOT	2014	DOT14-178	8: Freeman Rd to County Line	Construct Pavement Preservation	6.5	-	NHPP/SHR P 2	\$ 282,900	\$ -	\$ 17,100	\$ 300,000	Amend: Add a new pavement preservation construction project in FY 2014 for \$300,000. SHRP 2 portion is \$30,000 and NHPP portion is 252,900.	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.
ADOT	2014	DOT14-179	Litchfield Road (Goodyear)	Construct railroad safety project by Railroad	0.1	No	STP-RGC	\$ 230,000	\$ -	\$ 2,300	\$ 232,300	Amend: New Project. Railroad related work. Under ADOT STIP as item 72614. Railroad safety project using FHWA funds administered by ADOT Utility & Railroad Section. Project modification for final invoices and work.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
El Mirage	2014	ELM13-101	Various Arterial Traffic Signals within City of El Mirage	Design ITS project for various arterial traffic signals within El Mirage limits	13.0	----	Local	\$ -	\$ -	\$ 62,550	\$ 62,550	Amend: Change funding source from federal to local and defer a year in the TIP.	A minor project revision is needed to change funding source and defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2013	GLB11-102	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Design pave unpaved road project	0.8	----	CMAQ	\$ 28,549	\$ -	\$ 1,726	\$ 30,275	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2013	GLB11-103	156th St: Riggs Rd to 0.25 miles south	Design pave unpaved road project	0.3	----	CMAQ	\$ 9,548	\$ -	\$ 577	\$ 10,125	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2014	GLB11-806	Ryan Road: Greenfield Rd to 164th St.	Pave Unpaved Road	0.5	----	CMAQ	\$ 162,760	\$ -	\$ 9,840	\$ 172,600	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Gilbert	2013	GLB11-807	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	0.3	----	CMAQ	\$ 7,261	\$ -	\$ 439	\$ 7,700	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2013	GLB11-808	Bonanza Road: 156th St to 157th St	Design pave dirt road project	0.2	----	CMAQ	\$ 4,244	\$ -	\$ 257	\$ 4,501	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2014	GLB12-801	Walnut Road: 162nd Street to 164th Street	Pave Unpaved Road	0.3	----	CMAQ	\$ 87,038	\$ -	\$ 5,262	\$ 92,300	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2014	GLB12-802	Bonanza Road: 156th St to 157th St	Pave Unpaved Road	0.2	----	CMAQ	\$ 53,279	\$ -	\$ 3,221	\$ 56,500	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2013	GLB13-101	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Design for the installation of fiber optic communication lines and add CCTV cameras, traffic signal video detection, and controllers near	3.0	----	CMAQ	\$ 41,677	\$ -	\$ 2,519	\$ 44,196	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2014	GLB13-102	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Construct pave unpaved road project	0.8	----	CMAQ	\$ 248,125	\$ -	\$ 15,000	\$ 263,125	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2014	GLB13-103	156th St: Riggs Rd to 0.25 miles south	Construct pave unpaved road project	0.3	----	CMAQ	\$ 88,500	\$ -	\$ 5,875	\$ 94,375	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2014	GLB13-905	Guadalupe Rd, Higley Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	6.5	----	CMAQ	\$ 122,234	\$ -	\$ 63,000	\$ 185,234	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Gilbert	2014	GLB14-101	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Construct bicycle crossing improvements	0.1	----	CMAQ	\$ 497,000	\$ -	\$ 138,000	\$ 635,000	Amend: Delete project, completed locally	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Glendale	2016	GLN14-101	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	3.5	----	CMAQ	\$ 904,164	\$ -	\$ 177,500	\$ 1,081,664	Amend: Defer from FY2013 to FY2015.	A minor project revision is needed to defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MAG	2013	MAG13-108	MAG Regionwide	Transportation planning and air quality studies and support	0.0	----	CMAQ	\$ 350,000	\$ -	\$ 25,000	\$ 375,000	amount from \$450,000 to \$350,000. New total cost based on engineering estimate is \$375,000.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2012	MES11-111	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Design: paved share use path	1.1	----	SRTS	\$ 130,000	\$ -	\$ -	\$ 130,000	Admin: Delete listing, duplicate	A minor project revision is needed to delete duplicate project listing. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved shared use path	1.1	----	SRTS	\$ 93,295	\$ -	\$ -	\$ 93,295	Amend: Split project into design and construction phases, decrease Federal funding for construction by \$76,705	A minor project revision is needed to repackage project and change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	MES11-111D	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Design: paved share use path	1.1	----	SRTS	\$ 76,705	\$ -	\$ -	\$ 76,705	Amend: New Design phase from construction.	A minor project revision is needed to repackage project and change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	MES13-101	Various Locations - Citywide	Additional Signal Heads- Phase 1	0.0	----	HSIP	\$ 176,831	\$ -	\$ -	\$ 176,831	Amend: Delete project	The deleted project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	MES15-461D	City of Mesa (Citywide)	Design radio communications upgrade	3.0	----	CMAQ	\$ 35,080	\$ -	\$ 2,120	\$ 37,200	Amend: Delete project.	The deleted project is considered exempt under the category "Traffic signal synchronization project." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MMC-Scottsdale	2014	MMA14-104SCT	Frank Llyod Wright Blvd & Loop 101	Construct/Install adaptive traffic control	3.0	----	CMAQ	\$ 36,328	\$ -	\$ 14,522	\$ 50,850	Amend: Change Lead Agency from Scottsdale to Maricopa County (MMA). Old TIP SCT14-102.	A minor project revision is needed to change lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Maricopa County	2013	MMA15-434D	New River Area	Design paving project	4.4	-----	CMAQ	\$ 220,000	\$ -	\$ 13,298	\$ 233,298	Admin: Correct length from .5 to 4.37 miles. Scribner's error.	A minor project revision is needed to correct project length. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2015	MMA15-441C	McDowell Rd: 76th St to Usery Pass Rd	Construct bike lanes	2.1		CMAQ	\$ 556,747	\$ -	\$ 71,920	\$ 628,667	Admin: Increased the estimated project cost based on engineering estimate. Increase total cost by \$38,267, increase federal cost by \$36,086, decrease local cost by \$36,085.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Peoria	2013	PEO12-110	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	0.1	-	HSIP-AZ	\$ 647,465	\$ -	\$ 212,235	\$ 859,700	Admin: ADOT award is 647,465 HSIP, with 212,235 local required. Increase Federal amount by \$305,068, increase local amount by \$191,538.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Peoria	2013	PEO12-111	Peoria Ave and 75th Ave	Design intersection improvement.	0.2	-	HSIP-AZ	\$ 775,600	\$ -	\$ 74,400	\$ 850,000	Admin: ADOT award is 775,600 HSIP and 74,400 Local. Increase Federal by \$141,458 and increase local by \$36,069.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Peoria	2015	PEO13-102	Lake Pleasant Parkway: L303 to SR74	Pave Unpaved Shoulders	1.9	-----	CMAQ	\$ 401,983	\$ -	\$ 24,298	\$ 426,281	Amend: Defer project from FY2013 to FY2015.	A minor project revision is needed to defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Peoria	2014	PEO13-902c2	New River Pathway, Northern Ave and Olive Ave	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern.	1.1	-----	STP-TEA	\$ 250,000	\$ -	\$ 192,577	\$ 442,577	Amend: Defer from FY2013 to FY2014, Request to modify limits to match other phases.	A minor project revision is needed to defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2013	PHX09-624	Various locations	Construct regional ITS fiber optic backbone, phase B-1.	30.0	-----	CMAQ	\$ 737,031	\$ -	\$ 44,550	\$ 781,581	Amend: Updated engineering estimate, total project cost increased by \$116,581; increase federal funding to \$737,031 and adjust local match to 5.7%. Previously, Federal funding was reduced to meet MAP-21 requirements.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Phoenix	2013	PHX12-106	Jorgensen Elementary School - 1701 W Roeser Rd	Design Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation west side of 17th Ave (Broadway to Roeser Rd).	0.0	2	SRTS	\$ 80,000	\$ -	\$ -	\$ 80,000	Amend: Defer construction from FY2013 to FY14. Split project into design and construction phases. Total Federal amount of project does not change.	A minor project revision is needed to repackage project and defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2014	PHX12-106C	Jorgensen Elementary School - 1701 W Roeser Rd	Construct Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation west side of 17th Ave (Broadway to Roeser Rd)	0.0	2	SRTS	\$ 250,500	\$ -	\$ 20,000	\$ 250,000	Amend: Split project into Design and Construction Phases, Move design to FY13 move construction to FY14. Split funding between phases.	A minor project revision is needed to repackage project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2013	PHX12-107	Garcia Elementary School- 1441 S 27th Ave	Design Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave	0.1	-----	SRTS	\$ 88,000	\$ -	\$ -	\$ 88,000	Amend: Split project into Design and construction phases. Reduce total listing cost.	A minor project revision is needed to repackage project and change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2014	PHX12-107C	Garcia Elementary School- 1441 S 27th Ave	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave	0.1	-----	SRTS	\$ 310,800	\$ -	\$ -	\$ 310,800	Amend: Split project into Design and construction phases. Add new construction phase.	A minor project revision is needed to repackage exempt project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2015	PHX14-101	Indian School Road: Grand Canal to 16th Street	Construct a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	0.5	-----	CMAQ	\$ 873,422	\$ -	\$ 170,324	\$ 1,043,746	Amend: Defer from FY2014 to FY2015.	A minor project revision is needed to defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Maricopa County	2013	QNC13-903D	Riggs Rd: Ellsworth Rd to Meridian Rd	Design roadway widening	3.0	-	Local	\$ -	\$ -	\$ 500,000	\$ 500,000	Amend: Add New locally funded design project, McDot is Lead Agency on Queen Creek Construction Project.	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.
Scottsdale	2013	SCT13-119	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th S	Design work for Pave Dirt Roads	3.7	-----	CMAQ	\$ 105,658	\$ -	\$ 6,387	\$ 112,045	Amend: Delete project, design completed locally.	A minor project revision is needed to remove project that was completed using local funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Scottsdale	2014	SCT13-902	Citywide	Last mile connections from city Fiber Network	1.0	-----	CMAQ	\$ 350,000	\$ -	\$ 350,000	\$ 700,000	Amend: Split project into Design and Construction Phases; Add Construction Phase, Move construction to FY14.	A minor project revision is needed to repackage project and defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Surprise	2014	SUR11-714C	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	2.5	-----	CMAQ	\$ 777,975	\$ -	\$ 47,025	\$ 825,000	Amend: Defer project from FY2013 to FY2014.	A minor project revision is needed to defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2013	TMP10-629	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	0.0	-----	CMAQ	\$ 961,861	\$ -	\$ 58,140	\$ 1,020,001	Amend: Based on current engineering estimate, Increase total cost from 1,020,001 to \$1,089,320. Increase local cost by \$69,319.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2013	TMP11-701	University Dr: Priest Dr to SPRR	Improve bicycle and pedestrian facilities	1.0	-----	CMAQ	\$ 2,349,956	\$ -	\$ 142,044	\$ 2,492,000	Amend: Change FY2012 to 2013. Based on current engineering estimate, reduce total cost from \$6,525,080 to \$2,492,000. Reduce local cost to minimum match.	A minor project revision is needed to defer project and change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2014	TMP12-104	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	-----	STP-TEA	\$ 943,000	\$ -	\$ 61,000	\$ 1,004,000	Amend: Defer from FY2012 to FY2014.	A minor project revision is needed to defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2013	TMP12-805	Hardy Dr: University Dr to Broadway Rd	Pedestrian and bicycle improvements	1.0	-----	CMAQ	\$ 1,811,884	\$ -	\$ 109,520	\$ 1,921,404	Admin: Updated engineering cost estimate for a total project increase of \$155,295. Increase to federal maximum match. Increase federal by \$211,884, decrease local by \$56,589.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2014	TMP14-101	Rural Road to Kiwanis Park	Construct multiuse path	5.0	-----	CMAQ	\$ 1,323,000	\$ -	\$ 178,400	\$ 1,501,400	Amend: Based on current engineering estimate, Decrease local and total cost to by \$188,600.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
ADOT	2014	TMP14-177c	University Drive (Tempe)	Construct railroad safety project by Railroad	0.1	72614	STP-RGC	\$ 550,000	\$ -	\$ -	\$ 550,000	Amend: New Project. Railroad related work. Under ADOT STIP as item 72614. Railroad safety project using FHWA funds administered by ADOT Utility & Railroad Section.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Tempe	2014	TMP14-178c2	University Drive (Tempe)	Construct median, relocate sidewalk	0.1	72614	STP-RGC	\$ 100,000	\$ -	\$ -	\$ 100,000	Amend: City of Tempe related work. Under ADOT STIP as item 72614. Tempe to relocate improvements affected by Railroad safety project.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2014	TMP14-178RW	University Drive (Tempe)	Right of way Acquisition	0.1	72614	STP-RGC	\$ 25,000	\$ -	\$ -	\$ 25,000	Amend: City of Tempe right of way acquisition from Railroad in support of Railroad/Tempe work. Under ADOT STIP as item 72614.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Wickenburg	2014	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	-----	STP-TEA	\$ 483,279	\$ -	\$ 29,212	\$ 512,491	Amend: Defer Project from FY2013 to FY2014 based on ADOT PM recommendation.	A minor project revision is needed to defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Notes:	Conformity Assessment
VMT12-103T	Valley Metro Rail	Regionwide	Electric Fan Retrofit - about 70 buses - FY2011 5309-Disc. Funds		5309-Disc	\$ 337,429	\$ 1,723,944	\$ -	\$ 2,061,373	Admin: Lower local cost by \$36,800	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR10-704T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2011	CMAQ-Flex	\$ -	\$ 2,726,000	\$ 681,500	\$ 3,407,500	Amend: Changed location from Mill Ave and scope from PE to Construct	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR11-708T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2011	CMAQ-Flex	\$ -	\$ 700,462	\$ 310,228	\$ 1,010,690	Amend: Changed location from Mill Avenue and scope from Final Design to Construct	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR11-833T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2011	CMAQ-Flex	\$ -	\$ 1,863,893	\$ 465,974	\$ 2,329,867	Admin: Moved \$3,136,107 to CME Construct	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR11-105T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2011	CMAQ-Flex	\$ -	\$ 3,136,107	\$ 784,026	\$ 3,920,133	Amend: Formerly part of Mill Avenue (VMR11-833T)	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR13-925T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct Transitway	2012	CMAQ-Flex	\$ -	\$ 3,500,000	\$ 211,559	\$ 3,711,559	Admin: Reduced by \$3,220,000 (FY13 funds). Moved to Mill Avenue	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR12-110T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2012	CMAQ-Flex	\$ -	\$ 1,262,000	\$ 76,282	\$ 1,338,282	Amend: Formerly part of Mill Avenue (VMR13-937T)	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Notes:	Conformity Assessment
VMR12-111T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2012	CMAQ-Flex	\$ -	\$ 3,611,000	\$ 218,268	\$ 3,829,268	Amend: Formerly part of Mill Avenue (VMR14-108T)	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR12-112T	Valley Metro Rail	Central Mesa Light Rail Extension	Fixed guideway corridor - Central Mesa - Construct transitway	2012	CMAQ-Flex	\$ -	\$ 4,364,500	\$ 263,814	\$ 4,628,314	Amend: Formerly part of Mill Avenue (VMR15-108T)	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX12-115T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 15 replace	2012	5309-SGR	\$ -	\$ 7,000,000	\$ 1,433,735	\$ 8,433,735	Amend: SAFETEA-LU buses not yet in a grant. Change Description to include 15 replacements	The project is considered exempt under the category " Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." the conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
PHX13-101CZ	Phoenix	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2013	Jul-15	6	STP-MAG	\$ 2,123,645	\$ 6,168,197	\$ -	\$ 8,291,842	2013	STP-MAG	\$ 6,168,197	Amend: Increase total construction-phase costs from \$30,997,327 to \$31,088,342. Reimbursement amount and year remains unchanged.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX14-101CZ	Phoenix	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2014	Jul-15	6	STP-MAG	\$ 1,393,513	\$ 8,418,197	\$ -	\$ 9,811,710	2014	STP-MAG	\$ 8,418,197	Amend: Increase total construction-phase costs from \$30,997,327 to \$31,088,342. Reimbursement amount and year remains unchanged.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX15-101CZ	Phoenix	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2015	Jul-15	6	STP-MAG	\$ 7,066,593	\$ 5,918,197	\$ -	\$ 12,984,790	2015	STP-MAG	\$ 5,918,197	Amend: Increase total construction-phase costs from \$30,997,327 to \$31,088,342. Reimbursement amount and year remains unchanged.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
AVN13-103T	Avondale	Regionwide	Transit Security	2013	5307-AVN UZA	\$ 7,202	\$ 28,807	\$ -	\$ 36,009	FY 2013 Program of Projects (POP)	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
AVN13-104T	Avondale	Regionwide	Transit Improvements	2013	5307-AVN UZA	\$ 7,202	\$ 28,807	\$ -	\$ 36,009	FY 2013 POP	The new project is considered exempt under the category "Construction of small passenger shelters and information kiosks." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLN12-814T	Glendale	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	2013	5307	\$ -	\$ 395,828	\$ 69,852	\$ 465,680	FY 2013 POP	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLN12-812T	Glendale	Bell/L101	Construct regional park and ride/transit center	2013	5307	\$ -	\$ 3,105,612	\$ 776,403	\$ 3,882,015	Amend: Reduced funding to balance CMAQ-flex due to deletion of SCT13-901T.FY 2013 POP.	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLN13-111T	Glendale	Bell/L101	Construct regional park and ride/transit center	2013	CMAQ-Flex	\$ -	\$ 3,676,966	\$ 919,242	\$ 4,596,208	Amend: Funding modified to balance program. FY 2013 POP	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLN13-110T	Glendale	Regionwide	Purchase bus: 30 foot - 1 replace (GUS)	2013	STP-Flex	\$ -	\$ 144,099	\$ 25,429	\$ 169,528	FY 2013 POP	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MAG13-102T	MAG	Regionwide	JARC apportionment	2013	5307 - Job Access Reverse Commute (JARC)	\$ -	\$ 1,800,000	\$ 360,000	\$ 2,160,000	FY 2013 POP	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO11-805T	Peoria	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	2013	5307	\$ -	\$ 67,850	\$ 11,974	\$ 79,824	FY 2013 POP	The project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PHX13-903T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 4 replace	2013	5307	\$ -	\$ 1,822,400	\$ 321,600	\$ 2,144,000	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-101T	Phoenix	Citywide	Install bus stop improvements (1% enhancement)	2013	5307	\$ 117,789	\$ 471,155	\$ -	\$ 588,944	FY 2013 POP	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-901T	Phoenix	Regionwide	Preventive Maintenance	2013	5307	\$ 2,897,767	\$ 11,591,067	\$ -	\$ 14,488,834	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX14-135T	Phoenix	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2013	5307	\$ -	\$ 160,650	\$ 28,350	\$ 189,000	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX14-105T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 15 replace	2013	5307	\$ -	\$ 7,101,750	\$ 1,253,250	\$ 8,355,000	Moved 7 buses to PHX13-195T to balance CMAQ-Flex.	The revised project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-121T	Phoenix	Regionwide	Preventive Maintenance	2013	5339	\$ 48,537	\$ 194,148	\$ -	\$ 242,685	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-106T	Phoenix	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	2013	5339	\$ -	\$ 409,943	\$ 102,486	\$ 512,429	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-122T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 6 replace	2013	5339	\$ -	\$ 2,733,600	\$ 482,400	\$ 3,216,000	FY 2013 POP	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PHX14-134T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 3 replace	2013	5339	\$ -	\$ 1,476,450	\$ 260,550	\$ 1,737,000	FY 2013 POP	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-120T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 2 replace	2013	5307-AVN UZA	\$ -	\$ 911,200	\$ 160,800	\$ 1,072,000	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-124T	Phoenix	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	2013	5337 - HI	\$ -	\$ 540,196	\$ 135,049	\$ 675,245	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX14-195T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 7 replace	2013	CMAQ-Flex	\$ -	\$ 3,314,150	\$ 584,850	\$ 3,899,000	Amend: New Project to balance CMAQ-flex due to deletion of SCT13-901T. Originally part PHX14-105T. of FY 2013 POP.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-902T	Phoenix	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2013	CMAQ-Flex	\$ -	\$ 155,550	\$ 27,450	\$ 183,000	FY 2013 POP	The project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-107T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 12 replace	2013	CMAQ-Flex	\$ -	\$ 6,065,376	\$ 366,624	\$ 6,432,000	FY 2013 POP	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-123T	Phoenix	Regionwide	Preventive Maintenance	2013	STP-Flex	\$ 63,495	\$ 253,980	\$ -	\$ 317,475	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR12-912T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Finance Charges	2012	5309	\$ -	\$ 1,751,000	\$ 1,353,297	\$ 3,104,297	Delete. Currently in the FY12 grant	A minor project revision is needed to remove project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
VMR12-918T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Sitework & Special Conditions	2013	5309	\$ -	\$ 93,665	\$ 72,390	\$ 166,055	FY 2013 POP	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMT13-121T	Valley Metro Rail	Regionwide	Overhaul friction brakes - phase 1	2013	5337 – FGM	\$ -	\$ 331,125	\$ 520,885	\$ 852,010	FY 2013 POP	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR13-934T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2013	CMAQ-Flex	\$ -	\$ 6,640,000	\$ 1,660,000	\$ 8,300,000	Amend : Change scope to PE/FEIS in FY 13 POP	The project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR13-937T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Utility Relocation (Prior Rights)	2013	CMAQ-Flex	\$ -	\$ 2,400,000	\$ 600,000	\$ 3,000,000	Amend: Move FFY12 to CME. FY13 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR13-107T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2013	CMAQ-Flex	\$ -	\$ 2,908,358	\$ 727,090	\$ 3,635,448	Moved from VMR13-925T and reduced amount to conform to new FFY estimate of \$16,388,358	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR13-103T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway	2013	None	\$ -	\$ -	\$ 23,003,380	\$ 23,003,380	FY 2013 POP	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
TMP13-901T	Valley Metro/RPTA	RPTA: Fixed Route for Tempe	Preventive Maintenance	2013	5307	\$ 633,517	\$ 2,534,066	\$ -	\$ 3,167,583	Amend: Change lead agency to RPTA. FY 2013 POP	A minor project revision is needed to change lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMT13-913TB	Valley Metro/RPTA	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link	2013	5307	\$ -	\$ 5,168,246	\$ 1,292,062	\$ 6,460,308	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR12-842T	Valley Metro/RPTA	Central Mesa Light Rail	Sm Starts: ROW, Land, Existing Improvements	2013	5309	\$ -	\$ 6,202,835	\$ 4,793,991	\$ 10,996,826	FY 2013 POP	A minor project revision is needed to change funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
VMT13-106T	Valley Metro/RPTA	Regionwide	Operating: Support Zoom and TLCP Routes	2013	5307-AVN UZA	\$ 1,911,933	\$ 1,911,933	\$ -	\$ 3,823,866	Amend: Change lead agency to Valley Metro/RPTA	A minor project revisions is needed to change lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR13-120T	Valley Metro/RPTA	Regionwide	Purchase bus: articulated - 2 replace (Tempe)	2013	5337 - HI	\$ -	\$ 1,467,452	\$ 258,962	\$ 1,726,414	FY 2013 POP	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT13-901T	Valley Metro/RPTA	Regionwide	Purchase bus: standard 40 foot - 7 replace (Scottsdale)	2013	CMAQ-Flex	\$ -	\$ 3,989,281	\$ 241,134	\$ 4,230,415	Delete. Programmed in FY 2012.	The deleted project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." 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:

July 30, 2013

SUBJECT:

MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040

SUMMARY:

In accordance with Executive Order 2011-04, MAG prepares subregional socioeconomic projections. These projections are used as input to the transportation and air quality models. MAG has prepared subregional socioeconomic projections which use the 2010 Census as the base and County projections prepared by the Arizona Department of Administration (ADOA) for annual control totals. The final projections of population, housing units, and employment for July 1, 2020, 2030 and 2040 by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) were approved by the MAG Regional Council on June 19, 2013.

Executive Order 2011-04 also requires that annual population projections be prepared for current incorporated boundaries. The draft incorporated area projections are based on the approved MAG 2013 Socioeconomic Projections.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040, are based on the MAG 2013 Socioeconomic Projections, which take into account 2010 Census data, county projections from ADOA, current general plans and other base data, surveys and assumptions, and methods as approved by the MAG Population Technical Advisory Committee (POPTAC). The MAG 2013 Socioeconomic Projections were approved by the MAG Regional Council on June 19, 2013.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040, can be used by municipalities to project long-term population based on current incorporated boundaries.

POLICY: Annual population projections by incorporated area are required by Executive Order 2011-04.

ACTION NEEDED:

Recommend approval of the MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040.

PRIOR COMMITTEE ACTIONS:

MAG Population Technical Advisory Committee: On June 25, 2013, the MAG Population Technical Advisory Committee unanimously recommended approval of the MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040.

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- # Tracy Clark, ADOT
- * Bryant Powell, Apache Junction
- # Andrea Marquez, Buckeye
- * DJ Stapley, Carefree
- # Ian Cordwell for Usama Abujbarah, Cave Creek
- * David de la Torre, Chandler
- # Jose Macias for Thomas Doyle, El Mirage
- # Ken Valverde, Fountain Hills
- * Rick Buss, Gila Bend
- Patrick Banger, Gilbert
- Thomas Ritz, Glendale
- # Brett Burningham for Katie Wilken, Goodyear
- * Gino Turrubiarres, Guadalupe
- # Sonny Culbreth, Litchfield Park
- * Matt Holm, Maricopa Co. Wahid Alam, Mesa
- # Molly Hood, Paradise Valley
- # Shawn Kreuzwiesner, Peoria
- Chris DePerro, Phoenix
- Dave Williams, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Adam Yaron, Scottsdale
- Lloyd Abrams, Surprise
- # Arlene Palisoc for Lisa Collins, Tempe
- Ratna Korepella, Valley Metro
- * Diane Cordova, Youngtown

- # Those attending by audioconference
- * Those not present

On June 25, 2013, the MAG POPTAC Ad Hoc Subcommittee unanimously recommended to the MAG POPTAC approval of the MAG Annual Municipality Population Projections for July 1, 2013 through July 1, 2040.

MEMBERS ATTENDING

- Patrick Banger, Gilbert, Chair
- * Sam Andrea for David De La Torre, Chandler
- Thomas Ritz, Glendale
- * Matt Holm, Maricopa Co.
- Wahid Alam, Mesa
- Chris DePerro, Phoenix
- * Adam Yaron, Scottsdale
- * Lisa Collins, Tempe

- # Those attending by audioconference
- * Those not present

CONTACT PERSON:

Anubhav Bagley, MAG (602) 254-6300

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Annual Municipality Population Projections

Jurisdiction	2010*	2011*	2012*	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Apache Junction^	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Avondale	76,500	76,400	76,900	77,400	78,400	79,900	82,200	85,000	87,900	90,900	93,800	95,600	97,300	99,100	100,900	102,700
Buckeye	51,000	52,300	54,100	56,300	58,900	62,300	66,000	70,600	76,100	82,200	88,300	94,700	101,200	107,600	114,000	120,400
Carefree	3,400	3,400	3,400	3,400	3,500	3,500	3,600	3,600	3,700	3,700	3,800	3,800	3,900	3,900	4,000	4,000
Cave Creek	5,000	5,100	5,100	5,200	5,200	5,300	5,500	5,600	5,700	5,800	5,900	6,100	6,200	6,400	6,500	6,700
Chandler	236,700	238,400	241,200	244,100	247,100	250,700	254,700	258,900	263,100	267,300	270,700	272,900	275,100	277,300	279,500	281,700
El Mirage	31,900	31,900	32,100	32,300	32,500	32,800	33,100	33,500	33,900	34,200	34,600	35,200	35,800	36,400	37,000	37,600
Fort McDowell	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,100	1,100
Fountain Hills	22,400	22,600	22,700	23,000	23,200	23,600	24,100	24,500	25,000	25,500	25,900	26,400	27,000	27,500	28,000	28,500
Gila Bend	1,900	1,900	1,900	2,000	2,000	2,000	2,000	2,100	2,100	2,200	2,200	2,500	2,800	3,100	3,400	3,700
Gila River^	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,100	3,100	3,100	3,100	3,100	3,100	3,100	3,100	3,100
Gilbert	209,000	213,500	219,700	226,100	231,200	235,600	239,800	243,800	247,700	251,300	254,800	258,200	261,600	264,900	268,300	271,600
Glendale	227,200	227,400	229,000	231,400	234,100	237,600	241,700	246,100	250,500	254,900	259,000	262,700	266,400	270,000	273,700	277,300
Goodyear	65,400	67,300	69,000	71,700	75,400	80,400	86,600	92,700	98,800	104,700	110,500	115,600	120,600	125,700	130,700	135,800
Guadalupe	5,500	5,900	5,900	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,100	6,100	6,200	6,200	6,300
Litchfield Park	5,500	5,500	5,600	5,700	5,800	5,900	6,100	6,200	6,400	6,500	6,600	6,800	6,900	7,100	7,200	7,400
Mesa	439,900	441,200	444,900	448,600	452,900	458,500	465,000	471,900	478,900	485,700	492,300	498,800	505,200	511,600	517,900	524,300
Paradise Valley	12,800	13,000	13,100	13,000	13,000	13,000	13,000	13,000	13,000	13,000	13,000	13,100	13,200	13,400	13,500	13,600
Peoria^	154,200	155,800	157,700	160,200	164,400	169,800	176,000	183,100	189,700	196,100	202,300	206,800	211,400	215,900	220,400	224,900
Phoenix	1,449,200	1,452,000	1,464,700	1,479,200	1,495,900	1,517,700	1,542,700	1,569,700	1,596,800	1,623,200	1,648,800	1,672,200	1,695,500	1,718,800	1,742,000	1,765,100
Queen Creek^	26,000	26,800	27,200	28,300	29,500	31,100	32,900	34,900	36,900	38,800	40,700	42,100	43,600	45,000	46,400	47,900
Salt River	6,300	6,300	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,500	6,500	6,600	6,700	6,700
Scottsdale	217,400	218,000	219,700	221,900	224,800	228,300	233,500	238,300	243,000	247,700	252,200	255,300	258,400	261,500	264,600	267,700
Surprise	117,700	118,300	119,500	121,500	123,700	126,700	130,100	133,700	137,400	141,000	144,400	151,500	158,600	165,600	172,600	179,600
Tempe	162,000	162,500	164,700	166,200	167,900	170,200	172,800	175,500	178,300	181,000	183,700	186,500	189,400	192,200	195,000	197,800
Tolleson	6,600	6,500	6,600	6,600	6,600	6,700	6,700	6,800	6,900	6,900	7,000	7,100	7,200	7,300	7,400	7,600
Wickenburg^	6,400	6,400	6,500	6,600	6,800	7,000	7,300	7,600	7,900	8,200	8,400	8,900	9,300	9,800	10,200	10,700
Youngtown	6,200	6,200	6,200	6,200	6,300	6,300	6,400	6,400	6,500	6,500	6,600	6,700	6,800	6,900	6,900	7,000
Balance of County	273,700	274,700	276,600	280,200	284,000	292,100	299,700	309,100	318,100	326,100	334,500	346,500	358,600	370,600	382,500	394,400
TOTAL MARICOPA COUNTY	3,824,100	3,843,600	3,884,700	3,933,800	3,989,800	4,063,700	4,148,200	4,239,400	4,331,100	4,420,200	4,506,800	4,593,000	4,679,000	4,764,800	4,850,000	4,935,500

Notes:

* July 1 Population Estimate

^ Maricopa County portion only

Projected population based on MPA Projections recommended by MAG POPTAC on May 28, 2013. See attached document for methodology

Population numbers rounded to the nearest hundreds. Numbers may not add due to rounding

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Sources: U.S. Census Bureau, Arizona State Demographer's Office, Maricopa Association of Governments

DRAFT

Annual Municipality Population Projections

Jurisdiction	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Apache Junction^	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Avondale	104,400	106,200	108,000	109,700	111,500	113,200	115,000	116,700	118,400	120,100	121,800	123,500	125,200	126,800	128,400
Buckeye	126,800	133,200	139,500	145,900	152,200	162,500	172,600	182,800	192,800	202,700	212,600	222,400	232,100	241,600	251,100
Carefree	4,100	4,100	4,200	4,200	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,400	4,400	4,400	4,400
Cave Creek	6,800	7,000	7,100	7,200	7,400	7,500	7,600	7,700	7,800	7,900	8,000	8,100	8,200	8,300	8,400
Chandler	283,900	286,100	288,300	290,500	292,700	293,600	294,500	295,400	296,300	297,200	298,000	298,900	299,700	300,600	301,400
El Mirage	38,200	38,800	39,400	40,000	40,500	41,300	42,000	42,700	43,400	44,100	44,800	45,400	46,100	46,800	47,400
Fort McDowell	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Fountain Hills	29,000	29,500	30,000	30,500	31,000	31,100	31,100	31,100	31,100	31,100	31,100	31,100	31,200	31,200	31,200
Gila Bend	4,000	4,300	4,500	4,800	5,100	6,100	7,100	8,000	9,000	9,900	10,800	11,800	12,700	13,600	14,500
Gila River^	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,300	3,300
Gilbert	274,900	278,300	281,600	284,900	288,200	291,000	293,800	296,600	299,400	302,100	304,800	307,500	310,200	312,800	315,400
Glendale	280,900	284,600	288,200	291,800	295,400	296,700	297,900	299,200	300,500	301,800	303,000	304,300	305,500	306,700	307,900
Goodyear	140,800	145,800	150,800	155,800	160,800	167,600	174,300	181,000	187,700	194,200	200,800	207,200	213,700	220,000	226,200
Guadalupe	6,300	6,400	6,400	6,500	6,500	6,500	6,600	6,600	6,600	6,700	6,700	6,700	6,700	6,800	6,800
Litchfield Park	7,500	7,700	7,800	8,000	8,100	8,100	8,100	8,100	8,100	8,100	8,100	8,100	8,200	8,200	8,200
Mesa	530,600	537,000	543,300	549,600	555,900	558,600	561,200	563,900	566,500	569,100	571,700	574,300	576,800	579,300	581,800
Paradise Valley	13,700	13,800	13,900	14,000	14,100	14,200	14,200	14,300	14,300	14,300	14,400	14,400	14,500	14,500	14,500
Peoria^	229,500	234,000	238,400	242,900	247,400	253,100	258,900	264,600	270,200	275,800	281,400	286,900	292,300	297,700	303,000
Phoenix	1,788,200	1,811,200	1,834,200	1,857,100	1,880,000	1,904,500	1,928,800	1,953,100	1,977,200	2,001,100	2,024,800	2,048,200	2,071,400	2,094,300	2,116,900
Queen Creek^	49,300	50,800	52,200	53,600	55,000	55,600	56,100	56,600	57,100	57,600	58,100	58,600	59,000	59,500	60,000
Salt River	6,800	6,800	6,900	6,900	7,000	7,100	7,100	7,200	7,300	7,300	7,400	7,400	7,500	7,600	7,600
Scottsdale	270,800	273,800	276,900	279,900	283,000	284,400	285,700	287,100	288,400	289,800	291,100	292,400	293,700	295,000	296,300
Surprise	186,600	193,600	200,600	207,600	214,500	221,400	228,200	234,900	241,600	248,200	254,800	261,300	267,800	274,100	280,500
Tempe	200,700	203,500	206,300	209,000	211,800	212,400	212,900	213,500	214,100	214,700	215,300	215,900	216,500	217,000	217,500
Tolleson	7,700	7,800	7,900	8,100	8,200	8,200	8,300	8,400	8,500	8,500	8,600	8,700	8,800	8,800	8,900
Wickenburg^	11,100	11,600	12,000	12,500	12,900	13,200	13,500	13,800	14,000	14,300	14,600	14,900	15,200	15,400	15,700
Youngtown	7,100	7,200	7,300	7,400	7,400	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,600	7,600	7,600
Balance of County	406,400	418,300	430,200	442,000	453,900	469,900	485,900	501,700	517,400	532,900	548,400	563,700	578,800	593,700	608,500
TOTAL MARICOPA COUNTY	5,020,700	5,106,000	5,190,500	5,275,000	5,359,400	5,444,200	5,527,800	5,611,400	5,694,100	5,775,900	5,857,500	5,938,200	6,018,400	6,097,000	6,174,800

Notes:

* July 1 Population Estimate

^ Maricopa County portion only

Projected population based on MPA Projections recommended by MAG POPTAC on May 28, 2013. See attached document for methodology

Population numbers rounded to the nearest hundreds. Numbers may not add due to rounding

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Sources: U.S. Census Bureau, Arizona State Demographer's Office, Maricopa Association of Governments

DRAFT

Method and Notes for preparation of annual municipality population projections for 2013 to 2040

June 2013

Data sources

1) Annual county-level population projections

Annual population projections for Maricopa County were provided by the Arizona State Demographers Office (SDO) and are the official state and county-level projections. The County projections were approved by MAG Regional Council in December 2012 and were utilized as the Control totals for the RAZ and MPA projections recommended for approval by MAG POPTAC in May 2013.

2) Annual municipality resident population updates for 2010, 2011 and 2012

Annual July 1, resident population updates by jurisdiction are approved by MAG and approved by Arizona Department of Economic Security in December. The annual projections are required to utilize the annual population updates as the base.

3) Resident population projections by Municipal Planning Area (MPA) for 2020, 2030, and 2040

MAG POPTAC recommended resident population projections by MPA and Regional Analysis Zones (RAZ) for 2020, 2030, and 2040 in May 2013. These projections along with the data in the AZSMART model system are utilized to develop the annual municipality projections.

4) Place-level group quarter and household population projections for 2020, 2030 and 2040

These are derived from the AZSMART modeling system by aggregating group quarter and household population by Census incorporated place, Indian Community, and unincorporated County.

Method

The goal of the method is to develop annual, place-level projections that respect (1) the adopted population updates for 2010, 2011, and 2012, (2) annual county-level projections from the State Demographers Office and (3) the decadal, RAZ and MPA projections recommended by POPTAC on May 28, 2013. This is performed using a constant share interpolation approach.

The interpolation is performed for three intervals: 2013-2019, 2021- 2029 and 2031-2039. Population in households and group quarters are interpolated independently and then summed to obtain the total resident population. The years within each interval are interpolated through the following steps:

- 1) Determine the total change in the county for the interpolation
- 2) For each place:

- a. Determine the total change in each place for the interpolation interval
 - b. Calculate the share of the County's growth for the place by dividing the total place change by the total county change
 - c. For each year to be interpolated:
 - i. Obtain the total annual county change (e.g. 2013-2014)
 - ii. Multiply the annual county change by the place's share of county change for the interval
 - iii. Add the interpolated change to the projection from the previous year to obtain the interpolated total
- 3) Adjust interpolated place-level values for the 2013-2020 interval for cases where the interpolated values for 2013 differ from the growth implied by the change in estimates for 2010-2012 and residential completions in the last fiscal year.

Notes

1. The notes and caveats for the 2013 MAG Socioeconomic Projections by RAZ and MPA apply to the annual population projections
2. The population projections are for resident population only and do not include nonresident seasonal or transient population.
3. The projections include the Maricopa County portion of Apache Junction, Gila River Indian Community, Peoria, Queen Creek and Wickenburg only.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 2013

SUBJECT:

Year End Closeout Report of Federal Fiscal Year 2013 Funds, and Evaluation of Federal Fiscal Year 2014 Funding Levels.

SUMMARY:

On July 6, 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Surface Transportation Authorization Act was signed into law. On January 30, 2013, the MAG Regional Council approved the Closeout of the Federal Fiscal Year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality Improvement (CMAQ) and Surface Transportation Program (STP) funding. On February 27, 2013, the Regional Council approved funding for the design phase of projects. Since these actions to close out FFY 2013, MAG has been informed that certain projects expected to proceed in FFY 2013 will not proceed this year. This amounts to approximately \$4.1 million that is at risk. The MAG Transportation Review Committee (TRC) is scheduled to meet on August 1, 2013 to review FFY2013 and FFY2014 estimated funding, and to recommend one of two options to closeout these FFY2013 funds. One option is to use the funds to advance the City of Mesa Gilbert Road light rail project. The second option is to loan the funds to the transit program and be repaid next year by the transit program. The recommendation from the TRC will be forwarded to the Management Committee. Any funding transaction requests to FHWA must be completed prior to the close of the FHWA's accounting systems. To meet this deadline, requests by MAG to ADOT should be submitted to ADOT no later than August 30, 2013.

In May 2013, ADOT announced FHWA sub-allocations of funding which includes Maricopa County member agencies only of the MAG planning region. Funding for FFY 2014 is estimated at this time and does include all MAG planning areas in Maricopa and Pinal counties. For the MAG region, a comparison of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to the Moving Ahead for Progress in the 21st Century Act (MAP-21) of allocations, a summary of FFY 2013 expected project authorizations, estimated FFY 2014 funding levels, and an overview of Obligation Authority (OA) will be reviewed.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this recommendation will protect regional federal funding and allow for transportation project phases to advance in the MAG region for FY 2013 and may provide cost savings by reducing debt service.

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

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Action to close out the FFY 2013 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. Funds that are not used are at risk and subject to recession. These actions may include any necessary amendments or administrative adjustments to the FY 2011-2015 MAG TIP to allow the projects to proceed.

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

ACTION NEEDED:

Recommend approval to proceed with FFY 2013 Federal funding either for an advancement or loan, and the related FY 2011-2015 MAG Transportation Improvement Program, Arterial Lifecycle Program, and Regional Transportation Plan 2010 Update amendments.

PRIOR COMMITTEE ACTIONS:

None. This item is scheduled to be heard at the August 1, 2013, Transportation Review Committee meeting. An update will be provided.

CONTACT PERSON:

Teri Kennedy, (602) 254-6300.

TABLE A: SUMMARY**Total SAFETEA-LU compared to MAP-21**

Year	All Funds SAFETEA-LU	All Funds MAP-21	Difference	% Change	OA Rate	Final % Change FHWA
2013	124.1	113.7	-10.4	-8.37%	95.5%	-12.49%
2014	126.0	111.0	-15.0	-11.89%	95.5%	-15.86%

Displayed in millions of US dollars

SAFETEA-LU projections used from last RTP 2010 Update

MAP-21 FFY2013 actuals used, FFY2014 estimated used.

FFY 2013 includes only CMAQ 2.5 for expanded boundaries, all other funding left at CAG/ADOT

FY 2014 includes all expanded boundary funding

TABLE AA: DETAIL**MAG FHWA Funding SAFETEA-LU vs MAP-21.**

Year	STP Compared				CMAQ Compared					HSIP Compared			Planning Funds			New
	STP - SAFETEA-LU	STP MAP-21	Difference	% Change	CMAQ-SAFETEA-LU	CMAQ PM 2.5	CMAQ MAP-21	Difference	% Change	HSIP-SAFETEA-LU	HSIP MAP-21	% Change	PL +SPR-SAFETEA-LU	PL + SPR MAP-21	% Change	Transportation Alternatives
2013	61.6	54.0	-7.5	-12.26%	55.8	0.7	48.3	-6.9	-12.31%	0.9	1.4	30.67%	5.8	4.7	-18.44%	4.6
2014	62.6	55.4	-7.2	-11.53%	56.6	0.7	48.3	-7.6	-13.50%	0.9	1.9	112.41%	5.8	5.0	-13.91%	4.7

SAFETEA-LU projections used from last RTP 2010 Plan update

MAP-21 as announced on May 13, 2013, 100% Apportionments (95.5% Obligation Authority not applied)

Table B: FFY2013 MAG FHWA Authorizations, Allocations, and Expenditures

MAG Region FFY2013 Closeout 3rd Quarter: CMAQ and STP ⁽¹⁾						Unprogrammed ⁽²⁾
Year/Type of funds	OA Rate	Apportionments	^OA both Areas	CMAQ	STP ⁽³⁾	CMAQ2.5, HSIP, TA
FFY2012 FHWA Carry Forward	100%	63,593,207	13,437,714	13,437,714	50,242,838	-
<i>Revenues</i>						
FFY2013 FHWA Allocations	95.5%	102,313,507	97,709,399	46,100,023	51,609,377	5,586,018
<i>Expenditures</i>						
FFY2013 FHWA MPO/COG loans/transfers			1,580,514	-	1,580,514	
FFY2013 Final Vouchers (closed projects)	100%		8,420,813	8,329,798	91,016	-
<i>Expenditures</i>						
FFY2013 FHWA estimated Authorized Projects	100%		103,654,368	40,874,728	63,089,479	1,268,573
FFY2013 FHWA Transfers to Transit, ⁽⁴⁾	100%		17,331,358	17,331,358	-	-
Totals			(1,417,800)	9,661,449	(9,808,573)	4,317,445
						Outstanding OA
						4,170,321

(1) Maricopa County only Allocations, prior to boundary expansion

(2) CMAQ2.5 was not programmed in FFY2013 by CAG/ADOT, deposited on MAG Ledger June 2013

(3) FFY2012 STP Carry Forward Apportionment does not currently have OA available

(4) FFY2013 Regional Transportation Plan scheduled transfer of \$1,388,358, plus design advancement \$943,000.

Table C: FFY2014 MAG ESTIMATED FHWA Authorizations, Allocations and Expenditures

ESTIMATED FHWA Funding Levels for FFY2014						Unprogrammed
Year/Type of funds	OA Rate	Apportionments	OA (STP-MAG, CMAQ)	CMAQ	STP	CMAQ2.5, HSIP, TA, STPPC
FFY2013 Carry Forward		-	(147,124)	9,661,449	(9,808,573)	4,317,445
<i>Revenues</i>						
FFY2014 FHWA Allocations	95.50%	102,313,507	101,145,370	46,100,023	54,041,232	8,660,158
FFY2014 FHWA MPO/COG loans/transfers						
FFY2014 Final Vouchers (closed projects) ⁽⁵⁾			-			-
<i>Expenditures</i>						
FFY2014 FHWA estimated Authorized Projects			99,423,007	32,241,597	67,181,410	7,091,926
FFY2014 FHWA Transfers to Transit			16,322,140	16,322,140	-	-
*Total FHWA FFY2014 Estimates			\$ (14,746,902)	\$ 7,197,734	(22,948,751)	5,885,677
						Outstanding OA
						(9,865,340)

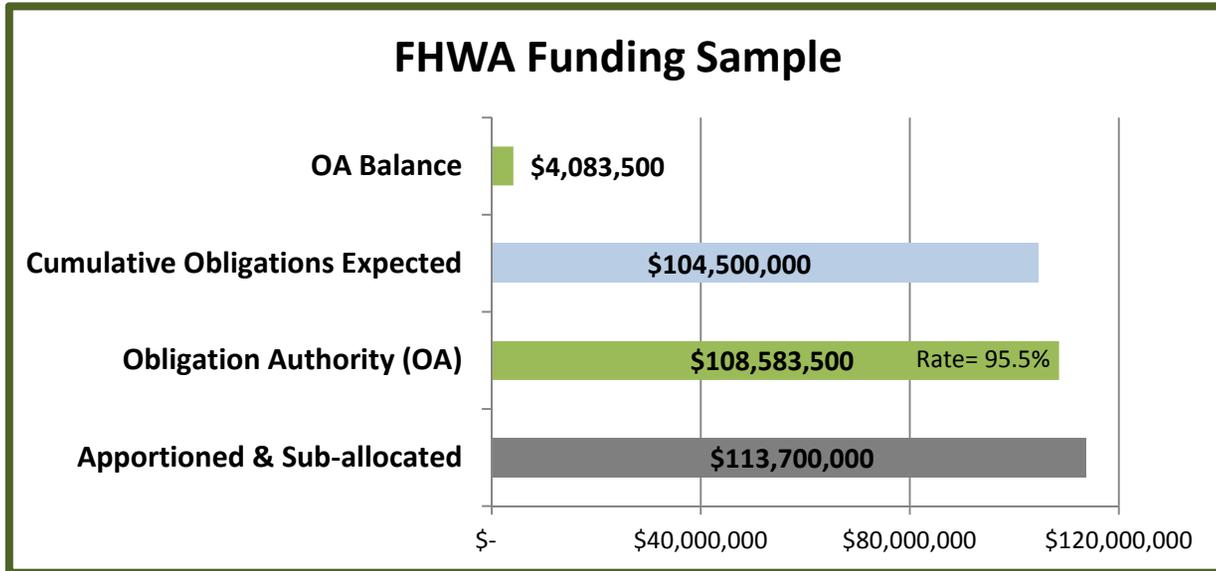
(5) FFY2014 Final Vouchers and project savings are subject to substantial change based on ADOT and FHWA.

The amount will be updated as information is received.

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

Table OA: FHWA Obligation Authority Example

FFY2013 Sample	FHWA Funding
Apportioned & Sub-allocated	\$ 113,700,000
Obligation Authority (OA)	\$ 108,583,500
Cumulative Obligations Expected	\$ 104,500,000
OA Balance	\$ 4,083,500



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 30, 2013

SUBJECT:

Fiscal Year 2013 Draft Transit Program of Projects for Federal Funds

SUMMARY:

The Transit Program of Projects is a list of projects developed as a coordinated effort between the City of Phoenix (the region's designated recipient) and the MAG Transit Committee. The Transit Program of Projects is utilized to develop the grant for submittal to the Federal Transit Administration (FTA). Upon approval by MAG Regional Council, the City of Phoenix (the region's designated and direct recipient of FTA funds) will build the grant for submittal to FTA. MAG provides the concurrence on the grant application. FTA has advised us that they prefer the grant application to be submitted prior to Federal Fiscal Year 2013 ending September 30, 2013. For the grant to be submitted, the projects need to be in an approved Transportation Improvement Program (TIP).

The Fiscal Year (FY) 2013 Transit Program of Projects and TIP amendments were recommended for approval and inclusion in the FY 2011-2015 TIP at the June 13, 2013, Transit Committee meeting. There have been a few modifications to the list since the Transit Committee meeting. The full list of projects is attached. The updates from the original Transit Committee recommendation are highlighted in yellow.

PUBLIC INPUT:

No comments have been received.

PROS & CONS:

PROS: Approval of the FY 2013 Program of Projects and TIP amendment will allow the region's grant recipient to apply for FTA grants.

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 request is in accord with MAG guidelines.

ACTION NEEDED:

Recommend approval the FY 2013 MAG Transit Program of Projects, amendments to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

This item is on the August 1, 2013, Transportation Review Committee agenda. An update will be provided on action taken by the Committee.

On June 13, 2013, the Transit Committee unanimously recommended approval of the draft FY 2013 Program of Projects.

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: Leslie Hart
- Glendale: Matthew Dudley for Cathy Colbath
- Goodyear: Cato Esquivel
- Maricopa County DOT: Mitch Wagner
- Mesa: Jodi Sorrell
- * Paradise Valley: Jeremy Knapp
- Peoria: Maher Hazine
- Phoenix: Maria Hyatt
- Queen Creek: Chris Anaradian
- Scottsdale: Madeline Clemann, Chair
- Surprise: David Kohlbeck
- # Tempe: Greg Jordan
- * Tolleson: Chris Hagen
- Valley Metro: Wulf Grote
- Youngtown: Grant Anderson

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

CONTACT PERSON:

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

FY 2013 Program of Projects - DRAFT

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN13-103T	Avondale	Regionwide	Transit Security	2013		5307-AVN UZA	\$ 7,202	\$ 28,807	\$ -	\$ 36,009	FY 2013 POP
AVN13-104T	Avondale	Regionwide	Transit Improvements	2013		5307-AVN UZA	\$ 7,202	\$ 28,807	\$ -	\$ 36,009	FY 2013 POP
GLN12-814T	Glendale	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	2013	Procurement	5307	\$ -	\$ 395,828	\$ 69,852	\$ 465,680	FY 2013 POP
GLN12-812T	Glendale	Bell/L101	Construct regional park and ride/transit center	2013	Construction	5307	\$ -	\$ 3,105,612	\$ 776,403	\$ 3,882,015	Amend: Reduced funding to balance CMAQ-flex due to deletion of SCT13-901T.FY 2013 POP.
GLN13-901T	Glendale	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	2013	Maintenance	5307	\$ 52,342	\$ 209,369	\$ -	\$ 261,711	FY 2013 POP
GLN13-111T	Glendale	Bell/L101	Construct regional park and ride/transit center	2013	Construction	CMAQ-Flex	\$ -	\$ 3,676,966	\$ 919,242	\$ 4,596,208	Amend: Funding modified to balance program. FY 2013 POP
GLN12-815T	Glendale	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	2013	Procurement	STP-Flex	\$ -	\$ 101,045	\$ 17,831	\$ 118,876	FY 2013 POP
GLN13-110T	Glendale	Regionwide	Purchase bus: 30 foot - 1 replace (GUS)	2013	Procurement	STP-Flex	\$ -	\$ 144,099	\$ 25,429	\$ 169,528	FY 2013 POP
MAG13-102T	MAG	Regionwide	JARC apportionment	2013	JARC	5307 - JARC	\$ -	\$ 1,800,000	\$ 360,000	\$ 2,160,000	FY 2013 POP
PEO13-901T	Peoria	Peoria: Citywide Paratransit	Preventive Maintenance	2013	Maintenance	5307	\$ 16,197	\$ 64,786	\$ -	\$ 80,983	FY 2013 POP
PEO11-805T	Peoria	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	2013	Procurement	5307	\$ -	\$ 67,850	\$ 11,974	\$ 79,824	FY 2013 POP
PHX13-903T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 4 replace	2013	Procurement	5307	\$ -	\$ 1,822,400	\$ 321,600	\$ 2,144,000	FY 2013 POP
PHX13-101T	Phoenix	Citywide	Install bus stop improvements (1% enhancement)	2013	Procurement	5307	\$ 117,789	\$ 471,155	\$ -	\$ 588,944	FY 2013 POP
PHX13-102T	Phoenix	Regionwide	Support Services for Grant Management	2013	Administrative	5307	\$ 10,000	\$ 40,000	\$ -	\$ 50,000	FY 2013 POP
PHX13-901T	Phoenix	Regionwide	Preventive Maintenance	2013	Maintenance	5307	\$ 2,897,767	\$ 11,591,067	\$ -	\$ 14,488,834	FY 2013 POP
PHX14-135T	Phoenix	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2013	Procurement	5307	\$ -	\$ 160,650	\$ 28,350	\$ 189,000	FY 2013 POP
PHX14-105T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 15 replace	2013	Procurement	5307	\$ -	\$ 7,101,750	\$ 1,253,250	\$ 8,355,000	Moved 7 buses to PHX13-195T to balance CMAQ-Flex.
PHX13-121T	Phoenix	Regionwide	Preventive Maintenance	2013	Maintenance	5339	\$ 48,537	\$ 194,148	\$ -	\$ 242,685	FY 2013 POP
PHX13-106T	Phoenix	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	2013	Construction	5339	\$ -	\$ 409,943	\$ 102,486	\$ 512,429	FY 2013 POP
PHX13-122T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 6 replace	2013	Procurement	5339	\$ -	\$ 2,733,600	\$ 482,400	\$ 3,216,000	FY 2013 POP

PHX14-134T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 3 replace	2013	Procurement	5339	\$ -	\$ 1,476,450	\$ 260,550	\$ 1,737,000	FY 2013 POP
PHX13-120T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 2 replace	2013	Procurement	5307-AVN UZA	\$ -	\$ 911,200	\$ 160,800	\$ 1,072,000	FY 2013 POP
PHX13-124T	Phoenix	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	2013	Construction	5337 - HI	\$ -	\$ 540,196	\$ 135,049	\$ 675,245	FY 2013 POP
PHX14-195T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 7 replace	2013	Procurement	CMAQ-Flex	\$ -	\$ 3,314,150	\$ 584,850	\$ 3,899,000	Amend: New Project to balance CMAQ-flex due to deletion of SCT13-901T. Originally part PHX14-105T. of FY 2013 POP.
PHX13-902T	Phoenix	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2013	Procurement	CMAQ-Flex	\$ -	\$ 155,550	\$ 27,450	\$ 183,000	FY 2013 POP
PHX13-107T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 12 replace	2013	Procurement	CMAQ-Flex	\$ -	\$ 6,065,376	\$ 366,624	\$ 6,432,000	FY 2013 POP
PHX13-123T	Phoenix	Regionwide	Preventive Maintenance	2013	Maintenance	STP-Flex	\$ 63,495	\$ 253,980	\$ -	\$ 317,475	FY 2013 POP
SCT13-101T	Scottsdale	Scottsdale: Fixed Route	Preventive Maintenance	2013	Maintenance	5307	\$ 32,386	\$ 129,542	\$ -	\$ 161,928	FY 2013 POP
SUR13-901T	Surprise	Surprise: Citywide Paratransit	Preventive Maintenance	2013	Maintenance	5307	\$ 6,446	\$ 25,782	\$ -	\$ 32,228	FY 2013 POP
VMR13-105T	Valley Metro Rail	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance	2013	Maintenance	5307	\$ 454,918	\$ 1,819,672	\$ -	\$ 2,274,590	FY 2013 POP
MES08-803T	Valley Metro Rail	Main St/Mesa Dr	Pre-design regional transit center (6-bay) Main St/Mesa Dr	2013	Pre-Design	5307	\$ -	\$ 62,630	\$ 15,658	\$ 78,288	FY 2013 POP
MES09-805T	Valley Metro Rail	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr	2013	Design	5307	\$ -	\$ 161,273	\$ 40,318	\$ 201,591	FY 2013 POP
VMR12-841T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Guideway & Track Elements	2013		5309	\$ -	\$ 3,514,570	\$ 804,353	\$ 4,318,923	FY 2013 POP
VMR12-912T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Finance Charges	2012	Finance	5309	\$ -	\$ 1,751,000	\$ 1,353,297	\$ 3,104,297	Delete. Currently in the FY12 grant.
VMR12-918T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Sitework & Special Conditions	2013		5309	\$ -	\$ 93,665	\$ 72,390	\$ 166,055	FY 2013 POP
VMR13-923T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Systems	2013		5309	\$ -	\$ 3,465,030	\$ 4,624,298	\$ 8,089,328	FY 2013 POP
VMR13-926T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Unallocated Contingency	2013		5309	\$ -	\$ 1,339,717	\$ 1,035,428	\$ 2,375,145	FY 2013 POP
VMR13-927T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Finance Charges	2013		5309	\$ -	\$ 687,595	\$ 531,422	\$ 1,219,017	FY 2013 POP
VMR13-928T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Professional Services	2013		5309	\$ -	\$ 5,519,188	\$ 4,265,620	\$ 9,784,808	FY 2013 POP
VMR13-936T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Stations, Stops, Terminals, Intermodal	2013		5309	\$ -	\$ 1,594,159	\$ 1,232,079	\$ 2,826,238	FY 2013 POP

VMT13-121T	Valley Metro Rail	Regionwide	Overhaul friction brakes - phase 1	2013	Maintenance	5337 - FGM	\$ -	\$ 331,125	\$ 520,885	\$ 852,010	FY 2013 POP
VMR13-939T	Valley Metro Rail	Central Mesa Light Rail	Fixed guideway corridor - Central Mesa - Right-of-Way Acquisition	2013	Right of Way	CMAQ-Flex		\$ 720,000	\$ 180,000	\$ 900,000	FY 2013 POP
VMR13-941T	Valley Metro Rail	Central Mesa Light Rail	Fixed guideway corridor - Central Mesa - Utility Relocation (Prior Rights)	2013	Utility	CMAQ-Flex	\$ -	\$ 3,360,000	\$ 840,000	\$ 4,200,000	FY 2013 POP
VMR13-104T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2013	Preliminary Engineering	CMAQ-Flex	\$ -	\$ 360,000	\$ 90,000	\$ 450,000	FY 2013 POP
VMR13-934T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2013	Preliminary Engineering	CMAQ-Flex	\$ -	\$ 6,640,000	\$ 1,660,000	\$ 8,300,000	Amend : Change scope to PE/FEIS in FY 13 POP
VMR13-937T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Utility Relocation (Prior Rights)	2013	Utility	CMAQ-Flex	\$ -	\$ 2,400,000	\$ 600,000	\$ 3,000,000	Amend: Move FFY12 to CME. FY13 POP
VMR13-107T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2013	Preliminary Engineering	CMAQ-Flex	\$ -	\$ 2,908,358	\$ 727,090	\$ 3,635,448	Moved from VMR13-925T and reduced amount to conform to new FFY estimate of \$16,388,358
VMR13-101T	Valley Metro Rail	Regionwide	Repayment of funds advanced in prior years	2013	Reimbursement	None	\$ (10,000,000)	\$ -	\$ 10,000,000	\$ -	FY 2013 POP
VMR13-102T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Utility Relocation (Non-Prior Rights)	2013	Other	None	\$ -	\$ -	\$ 8,000,000	\$ 8,000,000	FY 2013 POP
VMR13-103T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway	2013	Construction	None	\$ -	\$ -	\$ 23,003,380	\$ 23,003,380	FY 2013 POP
VMR13-940T	Valley Metro Rail	Central Mesa Light Rail	Fixed guideway corridor - Central Mesa - Utility Relocation (Non-Prior Rights)	2013	Utility	None	\$ -	\$ -	\$ 4,204,625	\$ 4,204,625	FY 2013 POP
TMP13-901T	Valley Metro/RPTA	RPTA: Fixed Route for Tempe	Preventive Maintenance	2013	Maintenance	5307	\$ 633,517	\$ 2,534,066	\$ -	\$ 3,167,583	Amend: Change lead agency to RPTA. FY 2013 POP
VMT13-902T	Valley Metro/RPTA	Regionwide: Fixed Route	Preventive Maintenance	2013	Maintenance	5307	\$ 897,391	\$ 3,589,562	\$ -	\$ 4,486,953	FY 2013 POP
VMT12-821T	Valley Metro/RPTA	Regionwide	Purchase bus: articulated - 3 expand (Scottsdale/Rural BRT)	2013	Procurement	5307	\$ -	\$ 2,805,000	\$ 495,000	\$ 3,300,000	FY 2013 POP
VMT13-913TB	Valley Metro/RPTA	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link	2013	Construction	5307	\$ -	\$ 5,168,246	\$ 1,292,062	\$ 6,460,308	FY 2013 POP
VMR12-842T	Valley Metro/RPTA	Central Mesa Light Rail	Sm Starts: ROW, Land, Existing Improvements	2013	Right of Way	5309	\$ -	\$ 6,202,835	\$ 4,793,991	\$ 10,996,826	FY 2013 POP
VMT13-106T	Valley Metro/RPTA	Regionwide	Operating: Support Zoom and TLCP Routes	2013	Operating	5307-AVN UZA	\$ 1,911,933	\$ 1,911,933	\$ -	\$ 3,823,866	Amend: Change lead agency to Valley Metro/RPTA

VMR13-120T	Valley Metro/RPTA	Regionwide	Purchase bus: articulated - 2 replace (Tempe)	2013	Procurement	5337 - HI	\$ -	\$ 1,467,452	\$ 258,962	\$ 1,726,414	FY 2013 POP
SCT13-901T	Valley Metro/RPTA	Regionwide	Purchase bus: standard 40 foot - 7 replace (Scottsdale)	2013	Procurement	CMAQ Flex	\$ -	\$ 3,989,281	\$ 241,134	\$ 4,230,415	Delete. Programmed in FY 2012.
VMT13-103T	Valley Metro/RPTA	Regionwide	Fleet maintenance software	2013	Procurement	None	\$ 800,000	\$ -	\$ -	\$ 800,000	FY 2013 POP
VMT13-907T	Valley Metro/RPTA	Regionwide	Purchase vanpools: 25 expand	2013	Procurement	STP-Flex	\$ -	\$ 895,775	\$ -	\$ 895,775	FY 2013 POP
VMT13-905T	Valley Metro/RPTA	Regionwide	Purchase vanpools: 45 replace	2013	Procurement	STP-Flex	\$ -	\$ 1,612,395	\$ -	\$ 1,612,395	FY 2013 POP

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2013 Exceedances of the 24-Hour PM-10 Standard by Date
(Preliminary Data Through July 2, 2013)

Date	Monitor	24-Hour Avg. PM-10 Concentration in $\mu\text{g}/\text{m}^3$	Additional Information
April 8, 2013	Buckeye	299.2	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	Central Phoenix	184.7	
	Durango	209.9	
	Glendale	172.7	
	Greenwood	207.7	
	Higley	211.6	
	Supersite	165.9	
	West Chandler	234.9	
	West 43rd Ave.	301.6	
	West Phoenix	189.4	
Zuni Hills	165.7		
June 30, 2013	Central Phoenix	329.2	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
	Durango	303.4	
	Glendale	210.8	
	Greenwood	274.2	
	South Phoenix	294.6	
	South Scottsdale	195.8	
	Supersite	262.1	
	Tempe	227.7	
	West Chandler	189.3	
	West 43rd Ave.	281.3	
July 2, 2013	Durango	193.2	Outflow winds in the morning and late evening from thunderstorms in Pinal County. The maximum south wind speed reached 32 mph with a maximum gust of 43 mph. Three Pinal County PM-10 monitors also recorded exceedances on July 2, 2013.
	West 43rd Ave.	193.8	

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Glendale	April 8, 2013	172.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	210.8	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Greenwood	April 8, 2013	207.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	274.2	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Higley	April 8, 2013	211.6	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
South Phoenix	June 30, 2013	294.6	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
South Scottsdale	June 30, 2013	195.8	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Supersite	April 8, 2013	165.9	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	262.1	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Tempe	June 30, 2013	227.7	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
West Chandler	April 8, 2013	234.9	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	189.3	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
West 43rd Ave.	April 8, 2013	301.6	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	281.3	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
	July 2, 2013	193.8	Outflow winds in the morning and late evening from thunderstorms in Pinal County. The maximum south wind speed reached 32 mph with a maximum gust of 43 mph. Three Pinal County PM-10 monitors also recorded exceedances on July 2, 2013.
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Zuni Hills	April 8, 2013	165.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.