

January 11, 2011

TO: Members of the MAG Regional Council Executive Committee

FROM: Mayor Thomas Schoaf, City of Litchfield Park, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA FOR
THE MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

Tuesday, January 18, 2011 - 12:00 Noon
MAG Office, Suite 200 - Cholla Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Regional Council Executive Committee has been scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by telephone conference, or by videoconference.

Please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in 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 Denise McClafferty at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the Executive Committee agenda items, please contact me at (623) 935-5033. For MAG staff, please contact Dennis Smith, MAG Executive Director, at (602) 254-6300.

MAG EXECUTIVE COMMITTEE
TENTATIVE AGENDA
JANUARY 18, 2011

COMMITTEE ACTION REQUESTED

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| <p>1. <u>Call to Order</u></p> <p>The meeting of the Executive Committee will be called to order.</p> | |
| <p>2. <u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Executive Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public 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 Executive Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.</p> | <p>2. Information and discussion.</p> |
| <p>3. <u>Approval of Executive Committee Consent Agenda</u></p> <p>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 (*).</p> | <p>3. Approval of Executive Committee Consent Agenda.</p> |

ITEMS PROPOSED FOR CONSENT
BY THE EXECUTIVE COMMITTEE

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| <p>*3A. <u>Approval of the November 15, 2010 Executive Committee Meeting Minutes</u></p> | <p>3A. Review and approval of the November 15, 2010 Executive Committee meeting minutes.</p> |
| <p>*3B. <u>Approval of the Procurement of the IHS Global Insight TRANSEARCH Database and the North American Truck Load Rate Index by Trans-Research International for Use in the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model</u></p> <p>The Fiscal Year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes</p> | <p>3B. Approval of the sole source procurement of the IHS Global Insight TRANSEARCH Database and the North American Truck Load Rate Index by Trans-Research International for use in the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model for an estimated cost of \$180,000.</p> |

\$200,000 for the purchase of freight data to support the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model. Due to the specialized commodity flow data needed for the Freight Framework Study a competitive selection is not available for the purchase of such data. MAG has negotiated a sole source procurement with IHS Global Insight Consulting Company for a custom TRANSEARCH commercial database and with Trans-Research International for the North American Truck Load Rate Index, for an estimated cost of \$180,000. This item is on the January 12, 2011 Management Committee agenda for recommended approval. Please refer to the enclosed material.

***3C. FY 2011 MAG Highway Safety Improvement Program Projects**

Starting in fiscal year (FY) 2010, MAG has begun receiving a total of \$1 million per year in federal Highway Safety Improvement Program (HSIP) funds from the Arizona Department of Transportation (ADOT), to be allocated toward projects and studies that would lead to road safety improvements in the region. Based on a prior MAG action, \$200,000 of the HSIP allocation for FY 2011 has been set aside for conducting Road Safety Assessments at high crash risk intersections. The balance of \$800,000 needs to be programmed for safety projects that can be obligated by May 1, 2011, which is the deadline established by ADOT. A call for projects was announced by MAG on October 14, 2010, to identify a list of candidate road safety improvement projects to be recommended to ADOT. On November 23, 2010, the Transportation Safety Committee reviewed the applications and recommended a list of projects and the funding amounts. The total of all requests slightly exceeded the \$800,000 available and is expected to be approved by ADOT. This item is on the January 12, 2011 Management Committee agenda for recommended approval. Please refer to the enclosed material.

3C. Approval of the list of safety improvement projects as the MAG recommendation to the Arizona Department of Transportation for federal Highway Safety Improvement Program funds for fiscal year 2011.

***3D. Programming of Pave Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Funding in the FY 2011-2015 MAG Transportation Improvement Program**

The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to specific modes, and, in some cases, identifies specific projects for the funds. Currently, the FY 2011-2015 MAG TIP identifies \$4,898,000 in CMAQ funding for the pave unpaved road program in FY 2014. MAG relied on its competitive application process to program these funds. Applications were made available in August 2010 with a due date of September 16, 2010. There were 15 complete project applications submitted on time, and 14 were deemed eligible for federal funding. The projects went through a two-tiered Street Committee review process starting in October that resulted in project rankings by the Air Quality Technical Advisory Committee (TAC) in November 2010. The enclosed material includes a memorandum from the Chair of the Air Quality TAC that details the evaluation and ranking process used, the ranked lists of projects, and the Street Committee discussion notes per project. This item is on the January 12, 2011 Management Committee agenda for recommended approval. Please refer to the enclosed material.

***3E. 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 a Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update. Since that time, an amendment has been proposed that includes new projects and project modifications from the Arizona Department of Transportation, Avondale, Buckeye, Chandler, Gila Bend, Gilbert, Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Surprise, and Valley Metro Rail. MAG has conducted a regional emissions analysis for the proposed amendment and

3D. Approval of a list of pave unpaved road projects to be funded with CMAQ funds, and that the identified work phases and costs from the project application are added to the FY 2011-2015 MAG Transportation Improvement Program.

3E. Approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended.

the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On December 10, 2010, a 30-day public review period began on the conformity assessment and amendment. Comments are requested by January 10, 2011. This item is on the January 12, 2011 Management Committee agenda for recommended approval. Please refer to the enclosed material.

***3F. Conformity Consultation**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including several Highway Safety Improvement Program funded projects and PM-10 Paving Unpaved Road projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments are requested by January 10, 2011. This item is on the January 12, 2011 Management Committee agenda for consultation. Please refer to the enclosed material.

***3G Status Update on the June 30, 2010 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2010**

The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2010. An unqualified audit opinion was issued on November 22, 2010 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to

3F. Consultation.

3G. Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2010.

major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2010 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2010 CAFR, this would be the agency's 13th consecutive award. This item is on the January 12, 2011 Management Committee agenda for recommended acceptance. Please refer to the enclosed material.

***3H. Approval to Join the Strategic-Alliance-Volume-Expenditures Cooperative Purchasing Group**

The Maricopa Association of Governments is requesting a recommendation of approval to join the Strategic-Alliance-Volume-Expenditures (S.A.V.E.) cooperative purchasing group in order to take advantage of any opportunities for cost savings on purchases and sharing of information on purchases. Regular membership can be in the name of the state, county, city, town, school, special district group, or political subdivision as prescribed by the by-laws of the S.A.V.E. organization. A provision is also included in the by-laws for associate membership and MAG would be considered eligible for participation in S.A.V.E. as an associate member. Associate members do not possess any rights in relation to voting and could only attend S.A.V.E. meetings by invitation of the Board of Directors. Currently there are no annual dues for membership in S.A.V.E. and in order to join, the by-laws of S.A.V.E. require only the approval of the applicant's governing body. Upon approval, the signature page of the S.A.V.E. agreement between MAG and S.A.V.E. must be filed with the Secretary of State. This item is on the January 12, 2011 Management

3H. Approval for MAG to join the Strategic-Alliance-Volume-Expenditures (S.A.V.E.) cooperative purchasing group.

Committee agenda for recommended approval. Please refer to the enclosed material.

*31. Sun Corridor Consortium Update

In August 2010, MAG submitted an application for the Sustainable Communities Regional Planning Grant Program on behalf of the Sun Corridor Consortium. The purpose of the program is to better coordinate planning for transportation, housing, and economic development. In September 2010, an update was provided about the projects proposed in the application. In October 2010, the U.S. Department of Housing and Urban Development (HUD) released the list of awardees, which did not include the Sun Corridor Consortium. In November 2010, HUD provided feedback on the Consortium's application. A stakeholders group is scheduled for January 2011 to review the feedback and to plan next steps to enhance the sustainability of the region. Please refer to the enclosed material.

31. Information and discussion.

**ITEMS PROPOSED TO BE HEARD
BY THE EXECUTIVE COMMITTEE**

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

The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010. The Arizona Department of Transportation (ADOT), Avondale, Buckeye, Chandler, Gila Bend, Gilbert, Glendale Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Surprise, and Valley Metro Rail have submitted new projects and requests for project modifications since the approval of the TIP. These project changes and modifications were recommended for approval by the Transportation Review Committee (TRC). Since the Transportation Review Committee met, there have been additional projects added to the table, which include the safety and pave unpaved road projects

4. Approval of amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update dependent on a new finding of conformity.

noted in separate agenda items, two Gilbert projects and a Buckeye project that were originally part of the 2008-2012 TIP and were inadvertently omitted from the current MAG TIP, three ADOT projects, a location change to a bicycle/pedestrian project in Mesa, four STP-TEA (Enhancement) projects, four El Mirage projects that are being consolidated into two, and fifteen transit projects. All of the transit projects were previously approved in the 2008-2012 MAG TIP and need to be listed in the 2011-2015 for fiscal purposes related to the federal transit fund grant process. These projects are identified in a separate table annotated as projects heard for the first time at Management Committee. This item is on the January 12, 2011 Management Committee agenda for recommended approval. An update on any discussion will be provided. Please refer to the enclosed material.

5. MAG 2007 Five Percent Plan for PM-10

On September 9, 2010, the Environmental Protection Agency (EPA) published a notice to propose partial approval and disapproval of the MAG 2007 Five Percent Plan for PM-10 based on the timetable in the consent decree with the Arizona Center for Law in the Public Interest. If EPA finalizes the partial disapproval on January 28, 2011, a conformity freeze on the MAG Transportation Improvement Program (TIP) and Regional Transportation Plan would occur in approximately thirty days; only projects in the first four years could proceed. If the problem is not corrected within eighteen months, tighter controls on major industries would be imposed. If the problem is still not corrected within twenty-four months of the disapproval, the loss of federal highway funds (\$1.7 billion) and a federal implementation plan would be imposed. Conformity would also lapse, which would place the \$7.4 billion TIP at risk.

The MAG staff has been working with the EPA, Arizona Department of Environmental Quality, and Maricopa County Air Quality Department on the plan approvability issues. The MAG Regional Council Executive Committee may wish to review the legal status of the plan and the options provided by EPA, prior to the consent decree. An update will

5. Information, discussion and possible motion to adjourn to executive session with MAG's attorney(s) for legal advice regarding the MAG 2007 Five Percent Plan for PM-10 and the options provided by EPA. A.R.S. § 38-431.03(A)(3).

be provided on recent activities related to the MAG 2007 Five Percent Plan for PM-10.

The Executive Committee may vote to recess the meeting and go into executive session with MAG's attorney(s) for legal advice regarding the options provided by EPA regarding the MAG Five Percent Plan for PM-10. The authority for such an executive session is in A.R.S. § 38-431.03(A)(3).

The Executive Committee may reconvene the meeting to provide direction to staff if needed. Please refer to the enclosed material.

6. Discussion of the Development of the FY 2012 MAG Unified Planning Work Program and Annual Budget

Each year, the Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments and the proposed budget production timeline provides an opportunity for early input into the development of the Work Program and Budget. This item is on the January 12, 2011 Management Committee agenda for information and input. An update on any discussion will be provided. Please refer to the enclosed material.

7. Regional Council Item Proposed for Consideration By MAG

On December 8, 2010 the MAG Regional Council requested that a report be provide on how the state rail plan coordinates with the Western High Speed Rail Alliance initiatives. According to the MAG Committee Operating Policies and Procedures, items requested as future agenda items at Regional Council will be considered by the Executive Committee for further direction.

6. Information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

7. Information, discussion and possible action.

8. Review of MAG FY 2010 Goals and Results and Discussion of Proposed Draft FY 2011 Goals/Work Emphasis Areas

Each year as part of the Executive Director's evaluation, current year (FY 2011), goals/work emphasis areas and results are presented. In addition, the proposed goal/work emphasis areas for FY 2012 are presented for input. Please refer to the enclosed material.

9. Executive Director's Annual Performance Evaluation.

The employment agreement entered into with the MAG Executive Director in January 2003 provided that the Executive Committee conduct an annual performance review in consultation with the Regional Council. On November 15, 2010, the Executive Committee agreed to move forward with the evaluation survey for the MAG Executive Director's performance review.

On November 19, 2010, the survey was sent to members of the Regional Council to receive their input on the review. A survey was also sent to the members of the Executive Committee. The results of the completed surveys were summarized and will be discussed by the members of the Executive Committee. This information will be sent separately.

The Executive Committee may vote to recess the meeting and go into executive session to discuss personnel matters relating to the MAG Executive Director's review and salary. The meeting may then be reconvened to take action regarding the review and make a salary determination. It is anticipated that the action of the Executive Committee would be presented to the Regional Council for ratification. The authority for such an executive session is A.R.S. § 38-431.03(A)(1).

10. Request for Future Agenda Items

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

8. Review of MAG FY 2011 Goals and Results and discussion/input into the Draft FY 2012 Goals/Work Emphasis Areas.

9. Information, discussion and motion to adjourn to executive session to discuss personnel matters relating to the MAG Executive Director's review and salary. A.R.S. 38-431.03(A)(1).

10. Information and discussion.

II. Comments from the Committee

An opportunity will be provided for the Executive Committee members to present a brief summary of current events. The Executive 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

II. Information

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
November 15, 2010
MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

#Mayor Thomas L. Schoaf, Litchfield Park,
Chair
#Mayor Hugh Hallman, Tempe, Vice Chair
#Mayor Marie Lopez Rogers, Avondale,
Treasurer

#Mayor Jim Lane, Scottsdale
#Mayor Michael LeVault, Youngtown
*Councilwoman Peggy Neely, Phoenix
#Mayor Scott Smith, Mesa

* Not present

Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Schoaf at 11:00 a.m. Chair Schoaf stated that public comment cards were available for those members of the public who wish to comment. Transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

Chair Schoaf stated that, according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. He stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for 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. Chair Schoaf noted that no public comment cards had been received.

3. Consent Agenda

Chair Schoaf noted that prior to action on the consent agenda, members of the audience are 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. Chair Schoaf noted that no public comment cards had been received.

Chair Schoaf requested a motion to approve the consent agenda. Vice Chair Hallman moved to approve items #3A through #3F. Mayor Lopez Rogers seconded the motion and the motion carried unanimously.

3A. Approval of the October 11, 2010 and October 18, 2010 Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the October 11, 2010 and October 18, 2010 Executive Committee meeting minutes.

3B. On-Call Consulting Services Selection for Regional Traffic Data Collection and Data Management

The Executive Committee, by consent, approved a list of on-call consultants for the Area of Expertise A (Traffic Data Collection): Jacobs Engineering, Lee Engineering, Midwestern Software Solutions, Traffic Research and Analysis and United Civil Group, and for Area of Expertise B (Commercial Traffic Data Purchase and Traffic Data Management Services): American Digital Cartography, Berkeley Transportation Systems, Jacobs Engineering, Midwestern Software Solutions and Works Consulting, for the MAG Regional Traffic Data Collection and Data Management, for a total amount not to exceed \$400,000. The Fiscal Year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes \$400,000 for On-call Consulting Services for Regional Traffic Data Collection and Data Management. The purpose of the project is to facilitate numerous dataset updates to support transportation planning needs. A request for qualifications was advertised on August 20, 2010, for technical assistance in two areas of expertise: (A) Traffic Data Collection and (B) Commercial Traffic Data Purchase and Traffic Data Management Services. Eight proposals were received by the September 22, 2010 deadline. On October 5, 2010, a multi-agency evaluation team recommended to MAG the selection of consultants to perform the technical assistance.

3C. MAG Managed Lanes Network Development Strategy - Phase I

The Executive Committee, by consent, approved the amendment to the FY 2011 Unified Planning Work Program and Annual Budget for up to \$500,000 to provide for the MAG Managed Lanes Network Development Strategy - Phase I project. In addition, the Executive Committee approved the amendment to the FY 2011 Unified Planning Work Program and Annual Budget for up to \$50,000 to provide for a public opinion survey on the potential for tolling in the MAG region. At its October 20, 2010, the Transportation Policy Committee recommended the development of the first phase of the MAG Managed Lanes Network Development Strategy - Phase I and to conduct a public opinion survey on the potential for tolling in the MAG region. In this phase, a System-Wide Managed Lanes Feasibility Study will be developed, assessing existing and future HOV lane use, identifying critical gaps in the HOV system, assessing the basic soundness of a system-wide managed lanes network in the MAG region, formulation recommendations for MAG policy on managed lanes, and selecting pilot managed lane corridors.

3D. MAG Pedestrian and Bicycle Facilities Design Assistance Program On-Call Consultant List

The Executive Committee, by consent, approved the selection of the following consultants for the MAG Pedestrian and Bicycle Facilities Design Assistance Program On-Call Consultant List: AECOM Technical Services, Inc.; Coffman Studio, LLC; Drake & Associates; e group, Inc.; EPG, Inc.; Gannett Fleming, Inc.; J2 Engineering & Environmental Design, LLC; Kimley-Horn & Associates, Inc.; Logan Halperin Landscape Architecture LLC; Loris & Associates, Inc.; Olsson Associates; Otak, Inc.; PBSJ; Sherman Group, Inc.; Stanley Consultants, Inc.; Stantec Consulting Services, Inc.; The Moore/Swick Partnership; Y.S. Mantri & Associates, LLC. The FY 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes \$300,000 for the Pedestrian and Bicycle Facilities Design Assistance Program. The MAG Pedestrian and Bicycle

Facilities Design Assistance Program On-Call Consultant List provides member agencies with a pre-approved consultant list to provide assistance for their design projects. A request for consultants to submit Statements of Qualifications was published on July 22, 2010. Eighteen submittals were received on August 31, 2010. A multi-agency evaluation team reviewed the applications and recommended all eighteen qualified consultants be selected for the list.

3E. Professional Services Selection for the MAG Protocol Evaluation Project

The Executive Committee, by consent, approved the selection of MGT of America, Inc., to conduct the evaluation professional services for the MAG Protocol Evaluation project for an amount not to exceed \$21,500. The FY 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes \$194,568 to conduct the MAG Protocol Evaluation project that will assess the protocols used to arrest and prosecute misdemeanor domestic violence cases. The budget for this project includes \$21,500 for services to evaluate current protocols, analyze existing data collection elements, evaluate promising practices, and conduct an overall project evaluation. A Request for Proposals was advertised on August 19, 2010, and six proposals were received. A multi-agency proposal evaluation team reviewed the proposal documents and held three interviews. On October 7, 2010, the proposal evaluation team recommended to MAG the selection of MGT of America, Inc., to complete the evaluation professional services for an amount not to exceed \$21,500.

3F. Update on the EPA Proposed Partial Approval and Disapproval of the MAG 2007 Five Percent Plan for PM-10

On September 3, 2010, the Environmental Protection Agency (EPA) signed a notice to propose partial approval and disapproval of the MAG 2007 Five Percent Plan for PM-10 based on the timetable in the consent decree with the Arizona Center for Law in the Public Interest. The notice was published in the Federal Register on September 9, 2010, and comments were due by October 20, 2010. If EPA finalizes the partial disapproval on January 28, 2011, a conformity freeze on the MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) would occur in approximately thirty days; only projects in the first four years could proceed. If the problem is not corrected within eighteen months, tighter controls on major industries would be imposed. If the problem is still not corrected within twenty-four months of the disapproval, the loss of federal highway funds (\$1.7 billion) and a federal implementation plan would be imposed. Conformity would also lapse, which would place the \$7.4 billion TIP at risk. On October 20, 2010, MAG, ADEQ, Maricopa County, and Gila River Indian Community submitted comments into the public record. Other comments were also submitted. In addition, EPA has responded to some of the questions from MAG, ADEQ, and Maricopa County regarding a Revised Five Percent Plan for PM-10.

4. MAG Committee Chair and Vice Chair Appointments ending December 31, 2010

Denise McClafferty reported that on July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. She noted that officer appointments for technical and other policy committees, with exception of the MAG Regional Council, Transportation Policy Committee, and Management Committee, will be made by the MAG Executive Committee and are eligible for one-year terms, with possible reappointment to serve up to one additional term by consent of the respective committee. These appointments will be staggered to assist with continuity, appointing approximately half of the committee officers in June each year and the remainder in January, unless a vacancy occurs.

Ms. McClafferty noted that the chart in the agenda packet shows that all MAG Committees listed recommended to reappoint the chairs and vice chairs, except for the Standard Specifications & Details Committee. She stated that the current chair of the Specifications & Details Committee could not make the time commitment to continue as chair. According to the policies and procedures, the vice chair ascends to chair and letters of interests are solicited for the vice chair position. Ms. McClafferty stated that one letter of interest was received for the vice chair position - Thomas Wilhite, Principal Civil Engineer, City of Tempe. She noted that this item was on the agenda for approval of appointments of the technical and policy committee chairs and vice chairs ending December 31, 2010. Ms. McClafferty thanked the Executive Committee and offered to address any questions. There were no questions or comments.

Vice Chair Hallman moved to approve the appointments of the technical and policy committee chairs and vice chairs ending December 31, 2010 as listed on the enclosed table. Mayor Smith seconded the motion and the motion carried unanimously.

5. Annual Performance Review of the MAG Executive Director

Dennis Smith stated that the MAG Executive Director's employment agreement provides that the Executive Committee conduct an annual performance review in consultation with the Regional Council. He noted that the agreement states that an outside consultant could be obtained to complete this evaluation. This would cost approximately \$15,000. Mr. Smith suggested foregoing the cost of a consultant evaluation and use the same evaluation process that has been used in the past. The Executive Committee agreed.

Vice Chair Hallman moved to approve proceeding with the process for the performance review for the MAG Executive Director. Mayor Lane seconded the motion and the motion carried unanimously.

6. Request for Future Agenda Items

Chair Schoaf asked if there were any requests for future agenda items. There were no requests.

7. Comments from the Committee

Chair Schoaf asked if there were any comments for the committee members. There were no comments.

Adjournment

Vice Chair Hallman moved to adjourn the Executive Committee meeting. Mayor Smith seconded the motion and it carried unanimously. There being no further business, the Executive Committee adjourned at 1:06 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 11, 2011

SUBJECT:

Approval of the Procurement of the IHS Global Insight TRANSEARCH Database and the North American Truck Load Rate Index by Trans-Research International for Use in the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model

SUMMARY:

The Fiscal Year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes \$200,000 for the purchase of freight data to support the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model. Due to the specialized commodity flow data needed for the Freight Framework Study a competitive selection is not available for the purchase of such data. MAG has negotiated a sole source procurement with IHS Global Insight Consulting Company for a custom TRANSEARCH commercial database and with Trans-Research International for the North American Truck Load Rate Index, for an estimated cost of \$180,000.

MAG is proposing to purchase the comprehensive IHS Global Insight TRANSEARCH database and the North American Truck Load Rate Index from Trans-Research International to support the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model.

The TRANSEARCH database from Global Insight is a nationally recognized source of high-quality freight data. Global Insight provides accurate, up-to-date commodity and freight flow data to a variety of local, regional, and state governments throughout the United States, and is also considerably active at the Federal level with the U.S. Department of Transportation. The TRANSEARCH dataset is based on a compilation of specific and analytical freight information, which utilizes a base year of 2009 for analysis purposes. The database provides detailed information on the number of tons moving into and out of the region, and is focused on the primary categories of freight modes, commodities, and the origin and destination of goods.

The purchase of the TRANSEARCH dataset will serve two purposes, first, it will provide the MAG Regional Transportation Demand Model with detailed freight data which will provide decision makers with a more detailed forecast, in addition, the dataset will provide freight data for the development of the MAG Freight Transportation Framework Study that is included in the MAG FY2011 work program.

The North American Truck Load Rate Index (NATRI) will be used to support the MAG Freight Transportation Framework Study. This index was recommended by the Parsons Brinckerhoff freight team to support the other data needed to complete the freight study. The NATRI is a compilation of proprietary trucking information on routes, rates and volumes. The database is constructed from daily entry of more than 2,500 trucking and drayage invoices from more than 1,800 firms nationally. NATRI has continuously gathered truck rate data from movements within North America since 1983. Access to this proprietary database NATRI is only offered by Trans-Research International, Inc.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approving the purchase of data will keep the Freight Transportation Framework Study on schedule.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: Approving this data request will assist in the development of the MAG Freight Transportation Framework Study, which will develop a multimodal freight framework that will provide MAG member agencies with information regarding strategies to improve the transportation network that will enhance regional mobility for freight. The study will also prepare a commodity flow summary and develop an inland port market assessment that will identify freight related economic development opportunities in the study area. The study also provides the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), Pima Association of Governments (PAG), and Central Arizona Association of Governments with information they will need to make effective decisions about the locations and potential implementation of future freight corridors.

ACTION NEEDED:

Approval of the sole source procurement of the IHS Global Insight TRANSEARCH Database and the North American Truck Load Rate Index by Trans-Research International for use in the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model for an estimated cost of \$180,000.

PRIOR COMMITTEE ACTIONS:

This item is on the January 12, 2011 Management Committee agenda for recommended approval.

CONTACT PERSON:

Tim Strow, Transportation Planner, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 11, 2011

SUBJECT:

Fiscal Year 2011 MAG Highway Safety Improvement Program Projects

SUMMARY:

The Highway Safety Improvement Program (HSIP) is a new core program that was introduced through SAFETEA-LU, and specifically focused on improving road safety. The Federal Highway Administration (FHWA) division offices located in each state manage program implementation, review states' annual highway improvement program reports, and provide oversight of program funding. The Arizona DOT (ADOT) Local Government Section administers the local agency projects funded through the HSIP program.

Each fiscal year MAG receives \$1 million in HSIP funds for programming projects that would meet the approval of FHWA and ADOT. Based on prior MAG action, \$200,000 of the FY 2011 HSIP allocation has been set aside for conducting Road Safety Assessments at high risk intersections. The balance \$800,000 needs to be programmed for qualifying safety projects and must be obligated by the May 1, 2011 - the deadline established by ADOT. Both FHWA and ADOT has recommended that MAG should focus on quick-implementation safety projects that can be classified as Categorical Exclusion Group 1.

On October 14, 2010, MAG issued a call for FY 2011 safety improvement projects that limited to projects that can be classified as Categorical Exclusion Group 1. The Transportation Safety Committee reviewed all project applications at the committee meeting held on November 23, 2010, and unanimously recommended the list of 13 projects and the funding amounts, as shown in the attachment, as the MAG recommendation to ADOT. These projects will be included in the FY 2011-2015 Transportation Improvement Program (TIP) as an amendment.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Implementation of the recommended projects will help improve road safety at the specific intersections. The projects are targeted both at improving pedestrian safety and also motorist safety.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The short time frame available for generating a MAG recommendation for FY 2011 projects and processing the HSIP project applications through the ADOT Local Government Section requires a high level of support and coordination from agency staff.

POLICY: The state's HSIP program is required to follow the national HSIP guidelines that stipulate that road safety resources need to be allocated to locations with road safety issues. This is very likely to result in additional HSIP funds being made available for deserving road safety improvement projects on arterial streets in the MAG region. Local agencies need to plan ahead to participate in this process.

ACTION NEEDED:

Approval of the listing of selected projects for FY 2011 Highway Safety Improvement Program funds.

PRIOR COMMITTEE ACTIONS:

To be reviewed by the MAG Management Committee for approval of recommendation on January 12, 2011.

The MAG Transportation Review Committee unanimously approved recommendation of the list of proposed HSIP projects on December 9, 2010.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Robert Samour for Floyd Roehrich
- Avondale: David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- * Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Romina Korkes for Cato Esquivel
- Guadalupe: Gino Turrubiarres
- Litchfield Park: Paul Ward for Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Bill Mead
- Phoenix: Rick Naimark
- Queen Creek: Tom Conduit
- RPTA: Bob Antilla for Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Beckley
- * Tempe: Jyme Sue McClaren for Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Dan Cook
- * ITS Committee: Nicolaas Swart
- * Bicycle/Pedestrian Committee: Peggy Rubach
- * Transportation Safety Committee: Kerry Wilcoxon

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

The MAG Transportation Safety Committee conducted a detailed review of all project applications and unanimously approved recommendation of the list of proposed projects on November 23, 2010.

MEMBERS ATTENDING

- Tempe: Julian Dresang (Chair)
- * AAA Arizona: Linda Gorman
- * AARP: Tom Burch
- ADOT: Kohinoor Kar
- Apache Junction: Shane Kiesow
- * ASU: Robert Gray
- Avondale: Margaret Boone-Pixley
- * Chandler: Martin Johnson
- * DPS: Lt. Jenna Mitchell
- El Mirage: Jorge Gastelum

Gilbert: Kurt Sharp
Goodyear: Hugh Bigalk
* FHWA: Kelly LaRosa
Glendale: Chris Lemka
Maricopa County: Chris Plumb
Mesa: Renate Ehm

* Paradise Valley: William Mead
Peoria: Mannar Tamirisa for Jamal Rahimi
* Phoenix: Kerry Wilcoxon
Scottsdale: Paul Porell
ValleyMetro: Gardner Tabon
Surprise: Tracy Eberlein

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

CONTACT PERSON:

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

FY 2011 MAG HSIP List of Projects

	Agency	Project Description	Cost (\$)	Agency Total (\$)
1	Buckeye	Advanced Dilemma Zone Detection for high speed approaches at YUMA-WATSON and at MILLER-WARNER intersections	\$ 27,599	\$48,774
2		Painted channelization of both major and minor roads - WATSON and SOUTHERN AVE	\$ 21,175	
3	Chandler	Pedestrian Countdown Signals	\$ 100,000	\$100,000
4	Fountain Hills	Guard Rail Impact Attenuators & Pedestrian Countdown Signals	\$ 56,800	\$56,800
5	Gilbert	Pedestrian Countdown Signals	\$ 31,600	\$31,600
6	Glendale	Pedestrian Countdown Signals	\$ 62,000	\$99,200
7		Upgrade to 12-inch Traffic Signals	\$ 37,200	
8	Mesa	Upgrade to 12-inch Traffic Signals	\$ 100,000	\$100,000
9	Peoria	Replace Yellow Incandecent with Yellow LED Signals	\$ 100,000	\$100,000
10	Phoenix	Pedestrian Countdown Signals	\$ 99,820	\$99,820
11	Scottsdale	Pedestrian Countdown Signals	\$ 100,000	\$100,000
12	Tempe	Pedestrian Countdown Signals	\$ 30,800	\$76,800
13		Install New Signal Pre-Emption Cards for EMS Access	\$ 46,000	
Total				\$812,994

The following persons will be coordinating with the ADOT Local Govt Section:

Agency	Contact Person	Email	Phone
Buckeye	Thomas Chlebanowski	thomas@scoutten.com	623-547-4661 ext. 316
Chandler	Debra Bieber	Debra.Bieber@chandleraz.gov	480 782-3455
Fountain Hills	Randy Harrel	RHarrel@fh.az.gov	480-816-5112
Gilbert	Kurt Sharp	Kurt.Sharp@gilbertaz.gov	480-503-6771
Glendale	Chris Lemka	CLemka@glendaleAZ.com	623-930-2940
Mesa	Renate Ehm	Renate.Ehm@mesaaz.gov	480.644.5640
Peoria	Mannar Tamirisa	Mannar.Tamirisa@peoriaaz.gov	623-773-7652
Phoenix	Kerry Wilcoxon	kerry.wilcoxon@phoenix.gov	602-262-4613
Scottsdale	Paul Porell	pporell@scottsdaleaz.gov	480-312-7651
Tempe	Julian Dresang	Julian_Dresang@tempe.gov	480-350-8025

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 11, 2011

SUBJECT:

Programming of Pave Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Funding in the FY 2011-2015 MAG Transportation Improvement Program

SUMMARY:

The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to specific modes, and, in some cases, identifies specific projects for the funds. Currently, the FY 2011-2015 MAG TIP identifies \$4,898,000 in CMAQ funding for the pave unpaved road program in FY 2014. MAG relied on its competitive application process to program these funds. Applications were made available in August 2010 with a due date of September 16, 2010. There were fifteen complete project applications submitted on time, and fourteen were deemed eligible for federal funding. These fourteen projects requested a total of \$9,211,627 of CMAQ funding for 2014.

The projects went through a two-tiered Street Committee review process starting in October that resulted in project rankings by the Air Quality Technical Advisory Committee in November 2010. This process follows the Draft MAG Federal Fund Programming Principles. The attachments include a memorandum from the Chair of the Air Quality Technical Advisory Committee that details the evaluation and ranking process used, the ranked list of projects, and the Street Committee discussion notes per project, which are provided in alphabetical order.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the funding for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner.

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

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection has been addressed by members of MAG technical advisory committees. Air Quality Emission Reduction scores were considered and the program is fiscally balanced.

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

ACTION NEEDED:

Approve a list of pave unpaved road projects to be funded with CMAQ funds, and that the identified work phases and costs from the project application are added to the FY 2011-2015 MAG Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: This item is on the January 12, 2010 MAG Management Committee agenda. An update on the action will be provided to the Committee.

Transportation Review Committee: On December 9, 2010, the Transportation Review Committee recommended a list of pave unpaved road projects to be funded with CMAQ funds, and that the identified work phases and costs from the project application are added to the FY 2011-2015 MAG Transportation Improvement Program.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Robert Samour for Floyd Roehrich
- Avondale: David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer
- * Gila River: Sreedevi Samudrala for Doug Torres
- * Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Romina Korkes for Cato Esquivel
- Guadalupe: Gino Turrubiarres

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

EX-OFFICIO MEMBERS ATTENDING

- * Bicycle/Pedestrian Committee: Peggy Rubach
- * ITS Committee: Nicolaas Swart

- * Street Committee: Dan Cook
- * Transportation Safety Committee: Julian Dresang

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

+ - Attended by Videoconference

Air Quality Technical Advisory Committee (AQTAC): On November 30, 2010, the AQTAC recommended to forward a ranked list of paving projects, as shown in the attachment to the MAG Transportation Review Committee.

MEMBERS ATTENDING

- Doug Kukino, Glendale, Chairman
- Larry Person, Scottsdale, Vice Chair
- * Sue McDermott, Avondale
- * Elizabeth Biggins-Ramer, Buckeye
- # Jim Weiss, Chandler
- # Jamie McCullough, El Mirage
- Kurt Sharp, Gilbert
- * Cato Esquivel, Goodyear
- # Scott Bouchie, Mesa
- # Janet Ramsey for William Mattingly, Peoria
- Phil McNeely, Phoenix
- # Antonio DeLaCruz, Surprise
- Oddvar Tveit, Tempe
- Grant Anderson for Mark Hannah, Youngtown
- Ramona Simpson, Queen Creek

- * American Lung Association of Arizona
- Grant Smedley, Salt River Project
- Brian O'Donnell, Southwest Gas Corporation
- Mark Hajduk, Arizona Public Service
- * Gina Grey, Western States Petroleum Assn.
- * Valley Metro/RPTA
- * Dave Berry, Arizona Motor Transport Assn.
- Jeannette Fish, Maricopa County Farm Bureau
- Steve Trussell for Russell Bowers, Arizona
- Rock Products Association
- Amy Bratt, Greater Phoenix Chamber of Commerce
- # Amanda McGennis, Associated General Contractors
- Spencer Kamps, Homebuilders Association of

- Central Arizona
- Mannie Carpenter, Valley Forward
- * Erin Taylor, University of Arizona Cooperative Extension
- Beverly Chenausky, Arizona Department of Transportation
- Leonard Montenegro for Diane Arnst, Arizona Department of Environmental Quality
- * Environmental Protection Agency

- Jo Crumbaker, Maricopa County Air Quality Department
- # Duane Yantorno, Arizona Department of Weights and Measures
- Ed Stillings, Federal Highway Administration
- * Judi Nelson, Arizona State University
- # Christopher Horan, Salt River Pima-Maricopa Indian Community

*Members neither present nor represented by proxy.

#Participated via telephone conference call.

+Participated via video conference call.

MAG Street Committee: The MAG Street Committee met on November 16, 2010 and completed a final review of paving projects submitted for CMAQ funding.

MEMBERS ATTENDING

- Dan Cook, Chandler, Chairman
- Lupe Harriger, ADOT
- * Charles Andrews, Avondale
- * Jose Heredia, Buckeye
- * Lance Calvert, El Mirage
- * Tony Rodriguez, Gila River Indian Community
- Kurt Sharp, Gilbert
- Bob Darr, Glendale
- Hugh Bigalk, Goodyear
- Gino Turrubiates, Guadalupe
- Paul Ward for Darryl Crossman, Litchfield Park
- Chris Plumb, Maricopa County

- Ken Hall, Mesa
- * Andrew Cooper, Jr., Paradise Valley
- Chris Kmetty for Ben Wilson, Peoria
- Shane L. Silsby, Phoenix
- Janet Martin, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- Phil Kercher, Scottsdale
- Nicholas Mascia, Surprise
- Robert Yabes for Shelly Seyler, Tempe
- * Jason Earp, Tolleson
- Grant Anderson, Youngtown

* Members neither present nor represented by Proxy.

MAG Street Committee: The MAG Street Committee met on October 12, 2010 and had member agencies present and review the paving projects submitted for CMAQ funding.

MEMBERS ATTENDING

- Dan Cook, Chandler, Chairman
- Lupe Harriger, ADOT
- Charles Andrews, Avondale
- Jose Heredia, Buckeye
- Lance Calvert, El Mirage
- * Tony Rodriguez, Gila River Indian Community
- Kurt Sharp, Gilbert
- Bob Darr, Glendale
- Hugh Bigalk, Goodyear
- Gino Turrubiates, Guadalupe
- Paul Ward for Darryl Crossman, Litchfield Park
- * Tanya Glass for Chris Plumb, Maricopa Co.

- Ken Hall, Mesa
- * Andrew Cooper, Jr., Paradise Valley
- Ben Wilson, Peoria
- Shane L. Silsby, Phoenix
- Janet Martin, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- Phil Kercher, Scottsdale
- Nicholas Mascia, Surprise
- Robert Yabes for Shelly Seyler, Tempe
- * Jason Earp, Tolleson
- Grant Anderson, Youngtown

* Members neither present nor represented by Proxy.

CONTACT PERSON:

Eileen Yazzie or Stephen Tate, (602) 254-6300

December 1, 2010

TO: Members of the MAG Transportation Review Committee

FROM: Doug Kukino, Glendale, Chair of the MAG Air Quality Technical Advisory Committee

SUBJECT: MAG AIR QUALITY TECHNICAL ADVISORY COMMITTEE RECOMMENDATION
ON A RANKING OF PROPOSED PM-10 PAVING UNPAVED ROAD PROJECTS FOR
FY 2014 CMAQ FUNDING

On November 30, 2010, the MAG Air Quality Technical Advisory Committee (AQTAC) made a recommendation on a ranking of Proposed PM-10 Paving Unpaved Road Projects for FY 2014 CMAQ funding to the MAG Transportation Review Committee (see attachment). The AQTAC considered the proposed projects listed in order of cost effectiveness and listed in order of PM-10 emission reductions. It is anticipated that the MAG Transportation Review Committee may make a recommendation on these projects for inclusion in the FY 2011-2015 MAG Transportation Improvement Program (TIP).

For FY 2014, fourteen projects requesting approximately \$9.2 million in CMAQ funds were evaluated. Project applications were due by September 16, 2010. An amount of \$4,898,000 in CMAQ funding is available in FY 2014 of the FY 2011-2015 MAG TIP.

The paving of dirt road, alley, and shoulder projects supports committed measures in the MAG Five Percent Plan for PM-10. Also, the Regional Transportation Plan assumes the annual paving of at least ten miles of unpaved roads to reduce fugitive dust.

On October 12 and November 16, 2010, the MAG Street Committee conducted a review of the PM-10 Paving Unpaved Road project applications. MAG staff conducted an evaluation of the proposed projects, including any revised information from the Street Committee, for estimated emission reductions and corresponding cost-effectiveness for FY 2014 CMAQ funding.

If you have any questions, please contact Dean Giles, MAG, at (602) 254-6300.

Attachment

**November 30, 2010 MAG Air Quality Technical Advisory Committee Recommendation
Ranking of Proposed PM-10 Paving Unpaved Road Projects for FY 2014 CMAQ Funding**

\$4,898,000 available in FY 2014

Agency	Location	Work Type	FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (\$/metric ton)	CMAQ Funds Requested
Maricopa County	Various Low Volume Roads : White Wing Rd, Cotton Ln to Sarival Ave; 167th Ave, Dixileta Dr to Windstone Tr; 168th Ave, Dixileta Dr to Windstone Tr; Dove Valley Rd, 171st Ave to Sarival Ave; Montgomery Rd, 171st Ave to Sarival Ave	Pave Dirt Roads	2014	4.00	0.00	0.00	368.81	368.81	\$558	\$1,117,455
Scottsdale	Pave Dirt Roads: Via Dona Rd, Scottsdale Rd to Pima Rd; Hayden Rd, Dynamite to Via Dona; Pinnacle Vista Dr, 64th St to 69th St; Quail Track Dr, 60th St to 62nd St; Windmill Dr, North of Arroyo Honda to south of Stage coach Pass; Peak View (Via Dona), 66th St to 69th St	Pave Dirt Roads	2014	3.74	0.00	0.00	244.96	244.96	\$953	\$1,267,904
Phoenix	Various alleys located between Cholla St to Sweetwater Ave from 35th Ave to 23rd Ave; Bethany Home Rd to Maryland Ave from 35th Ave to 23rd Ave; and Camelback Rd to Maryland Ave from 7th St to 24th St.	Pave Dirt Alleys	2014	30.20	0.00	0.00	114.78	114.78	\$1,659	\$1,033,934
Chandler	In the area bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd, and Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Pave Dirt Alleys	2014	12.80	0.00	0.00	48.65	48.65	\$2,806	\$741,198
Tempe	Evergreen - The area bounded by Broadway Rd, the Price Fwy, Southern Ave, and the eastern city limits	Pave Dirt Alleys	2014	4.54	0.00	0.00	22.43	22.43	\$3,958	\$482,057
Fountain Hills	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Pave Dirt Shoulders	2014	2.30	0.00	0.00	12.81	12.81	\$3,671	\$255,364
Subtotal										\$4,897,912
Amount Available										\$4,898,000
Balance										\$88
Peoria#2	67th Ave, Hatfield Rd to Happy Valley Rd; Jomax Rd, Terrmar Blvd to 83rd Ave; Jomax Rd	Pave Dirt Shoulders	2014	2.92	0.00	0.00	10.97	10.97	\$2,501	\$149,030
Peoria#1	Various locations on Castle Hot Springs Rd and New River Rd	Pave Dirt Shoulders	2014	23.32	0.00	0.00	44.74	44.74	\$4,331	\$1,052,186

**November 30, 2010 MAG Air Quality Technical Advisory Committee Recommendation
Ranking of Proposed PM-10 Paving Unpaved Road Projects for FY 2014 CMAQ Funding**

Agency	Location	Work Type	FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (\$/metric ton)	CMAQ Funds Requested
Tempe	Escalante - The area bounded by University Dr, the Price Freeway, Apache Blvd, and Smith Rd.	Pave Dirt Alleys	2014	1.72	0.00	0.00	8.50	8.50	\$4,372	\$201,750
Buckeye#2	Various alleys in the area bounded by Monroe Ave/MC85, 1st St, Buckeye Canal, and 7th St.	Pave Dirt Alleys	2014	1.08	0.00	0.00	9.97	9.97	\$6,869	\$372,000
Buckeye#3	Various alleys in the area bounded by Monroe Ave/MC85, 9th St, Irwin Ave, and 5th St.	Pave Dirt Alleys	2014	1.07	0.00	0.00	8.43	8.43	\$7,315	\$335,000
Buckeye#1	Various alleys in the area bounded by Monroe Ave/MC85, 7th St, Central Ave, and 1st Ave.	Pave Dirt Alleys	2014	0.89	0.00	0.00	6.75	6.75	\$9,282	\$340,000
Litchfield Park	Litchfield Rd, Wigwam Blvd to Camelback Rd	Install curb and gutter	2014	1.10	0.00	0.00	3.33	3.33	\$16,934	\$306,475
Guadalupe	Various Alleys	Pave Dirt Alleys	2014	1.64	0.00	0.00	6.23	6.23	\$46,009	\$1,557,274
Total										\$9,211,627

Following the November 30, 2010 MAG Air Quality Technical Advisory Committee meeting, Maricopa County DOT confirmed the Average Weekday Traffic to use for evaluating the five road segments. A revised cost effectiveness is provided.

Project: Buckeye #1

2

Applicant	Buckeye
Project	Pave Dirt Alleys - Group One

Presentation

Scott Lowe, Public Works Director, did one presentation on three applications for paving dirt alleys. Each application totals about a mile of alleys. All alleys are located in the downtown historic area. The alleyways are mainly utility and residential. The garbage collection no longer takes place in the alley. They do have water and sewer running through the alley. The PM-10 monitor is about a mile away.

Questions & Discussion

A question was raised on why there were three separate applications. Buckeye explained that it is much easier to lead three different projects. They feel that it would inconvenience their residents if all of the alleys were disrupted at once. As far as priority, it follows the names of the applications: one, two, three.

Questions #2: Are there utilities located in the alley, and are they owned by the Town? The underground utilities of natural gas, irrigation, and water & sewer, are owned by the Town and the gas line is owned by SW Gas. The City of El Mirage just went through a paving alley project and ran into problems with the utility depths.

Has the Town of Buckeye evaluated the depths of the utilities? Buckeye does know the location of all of the utilities and we can make determinations if they are in good enough shape to go through paving construction. They believe that the alleys are in good condition since utility trucks use the alley at the moment.

What do you think the lifecycle of the 2 inch concrete on native? Buckeye feels pretty confident on a long lifecycle due to the nature of the native soil.

All three applications total 48 segments? That is correct. Additional information provided by MAG Staff: each application will be reviewed and scored by the AQ TAC individually.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

Project: Buckeye #2

Applicant	Buckeye
Project	Pave Dirt Alleys - Group Two

Presentation

Scott Lowe, Public Works Director, did one presentation on three applications for paving dirt alleys. Each application totals about a mile of alleys. All alleys are located in the downtown historic area. The alleyways are mainly utility and residential. The garbage collection no longer takes place in the alley. They do have water and sewer running through the alley. The PM-10 monitor is about a mile away.

Questions & Discussion

A question was raised on why there were three separate applications. Buckeye explained that it is much easier to lead three different projects. They feel that it would inconvenience their residents if all of the alleys were disrupted at once. As far as priority, it follows the names of the applications: one, two, three.

Questions #2: Are there utilities located in the alley, and are they owned by the Town? The underground utilities of natural gas, irrigation, and water & sewer, are owned by the Town and the gas line is owned by SW Gas. The City of El Mirage just went through a paving alley project and ran into problems with the utility depths.

Has the Town of Buckeye evaluated the depths of the utilities? Buckeye does know the location of all of the utilities and we can make determinations if they are in good enough shape to go through paving construction. We believe that they are in good condition since utility trucks use the alley at the moment.

What do you think the lifecycle of the 2 inch concrete on native? Buckeye feels pretty confident on a long lifecycle due to the nature of the native soil.

All three applications total 48 segments? That is correct. Additional information provided by MAG Staff: each application will be reviewed and scored by the AQ TAC individually.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

Project: Buckeye #3

?

Applicant	Buckeye
Project	Pave Dirt Alleys - Group Three

Presentation

Scott Lowe, Public Works Director, did one presentation on three applications for paving dirt alleys. Each application totals about a mile of alleys. All alleys are located in the downtown historic area. The alleyways are mainly utility and residential. The garbage collection no longer takes place in the alley. They do have water and sewer running through the alley. The PM-10 monitor is about a mile away.

Questions & Discussion

A question was raised on why there were three separate applications. Buckeye explained that it is much easier to lead three different projects. They feel that it would inconvenience their residents if all of the alleys were disrupted at once. As far as priority, it follows the names of the applications: one, two, three.

Questions #2: Are there utilities located in the alley, and are they owned by the Town? The underground utilities of natural gas, irrigation, and water & sewer, are owned by the Town and the gas line is owned by SW Gas. The City of El Mirage just went through a paving alley project and ran into problems with the utility depths.

Has the Town of Buckeye evaluated the depths of the utilities? Buckeye does know the location of all of the utilities and we can make determinations if they are in good enough shape to go through paving construction. We believe that they are in good condition since utility trucks use the alley at the moment.

What do you think the lifecycle of the 2 inch concrete on native? Buckeye feels pretty confident on a long lifecycle due to the nature of the native soil.

All three applications total 48 segments? That is correct. Additional information provided by MAG Staff: each application will be reviewed and scored by the AQ TAC individually.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

Project: Chandler



Applicant	Chandler
Project	Pave Dirt Alleys - 2 segments

Presentation

Luis Gamez from the City of Chandler made the presentation. The application is a request to pave 12.8 miles of dirt alleys. The closest PM-10 monitor is about 2.8 miles away from the alleys. The plan is to remove 4 inches of native, and then do 4 inches of asphalt millings, then do an asphalt mix to solidify the surface. The city does own the utilities and ROW. The ADT mainly consists of utility, city vehicles, and some residents. The City of Chandler normally does this type of paving alleys, and this is the first time they are asking for funding for this kind of project.

Questions & Discussion

The Town of Guadalupe indicated that they are interested in doing this type of paving with asphalt millings. Guadalupe was wondering if the Town is awarded less money, can they do something like this? Chandler explained that for a number of years that they have used left over asphalt millings to address dust. This project will go beyond that and use the asphalt as well and result in the paving of the alleys to be in place for a number of years.

Guadalupe asked if federal funds could be used to purchase just millings? It was clarified that CMAQ funds can only be used for paving, and not maintenance nor stand alone millings or gravel.

Chandler was asked if they could still do a portion of the project since it contained 2 segments with less money? Chandler responded that they could do a smaller amount of miles if a smaller amount of funding was approved.

It was noted that there is money allocated to design, is this necessary? Chandler recognized that through the federal process, documentation of design, ROW, utility, and Environmental has to be done, and the costs are related to that.

Is the cross section appropriate for the utility vehicles? Chandler believes that since it's an alley, it is appropriate, and recognizes that there could be cracks once it settles and is used.

Another question was raised on why Chandler isn't suggesting to go to full pavement? Do you have the cost breakdown of this paving method? Chandler didn't know at the time of the committee meeting, but stated that for the cost, they could get about 12-13 miles, whereas if they were doing a traditional asphalt mix, the cost would be much higher.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

MAG Staff verified the ADT for the proposed project, and it was changed from 50 to 10.

Project: Fountain Hills



Applicant	Fountain Hills
Project	Pave Shoulder: Fountain Hills Boulevard

Presentation

Randy Harrell from the Town of Fountain Hills. The request is to pave shoulders on Fountain Hills Blvd. About 1.4 miles of shoulders on both sides. The segment starts at Pinto Drive (just north of Shea Blvd) up to Segundo by the Town center. This road is quite steep in places, 12% at times. We have used gravel and millings, but through rain, they end up in the wash. This is also a high recreation corridor for bicyclists. We are not planning to add bike lanes at this time. The cross section is 2 inches on native since the millings and soil are pretty compact as it is.

Questions & Discussion

There were no questions or comments from the committee.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

Project: Guadalupe

Applicant	Guadalupe
Project	Pave Dirt Alleys

Presentation

Frank Fletez, from Tri-Core Engineering (the Town's hired Engineering Company) presented. The application consists of 9 segments/alleys all converging on Calle Guadalupe. We are not expecting any problems with ROW or Environmental. There are pole utilities in some of the alleys. These are mainly SRP lines; there may need to be adjustment of power boxes. Paving of these alleys will also compliment the current project that is paving access points on Calle Guadalupe, and reduce the amount of debris and dust coming onto the main road. The Town has been active providing some millings, but there is just not enough. It is noted that the Town of Guadalupe is heavily pedestrian. Paving the alleys will not only reduce the dust, but enhance the quality of life of the residents.

Questions & Discussion

It was commented that the costs of the project seem relatively high; these are twice as high as Buckeyes. The cross section in the application is noted as 2 inches of aggregate base (AB) on 6 inches of AB.

Would/Can the Town of Guadalupe consider paving on native? We can consider revising the cross section. The Town has used the most recent information they have received from ADOT.

It was noted that the application states that the matching funds are currently not in the Town's CIP. Will the funds be programmed if awarded? If the Town receives funding, the funds would then be programmed in the CIP.

11/16/2010 Street Committee Meeting

The representative from the Town of Guadalupe acknowledged that the project was costly relative to other alley paving projects, but indicated that the Town wished to go forward through the selection process with the application as submitted.

Outstanding questions needing information for November meeting

MAG staff noted that if the Town needs to revise cost and/or cross section from the Street Committees comments and questions, they can do so.

Guadalupe is leaving the proposed project as is.

Project: Litchfield Park

?

Applicant	Litchfield Park
Project	Pave Shoulder: Litchfield Road: Wigwam Boulevard to Camelback Road

Presentation

Paul Ward, the contracted City engineer for Litchfield Park presented that the application request is for 1.1-1.2 miles of paving curb and gutter. This is an ex-Maricopa County road, originally built as a rural road with no curb and gutter. The City put in curb and gutter on the west side of the road, but not on the east side. It is noted that there is a meandering sidewalk on the east side. The pavement edge of the road is damaged, and what is happening is that vehicles drive on the side shoulder and then track dirt back onto the roadway. The ADT for Litchfield Park Rd is 17,500. The situation of vehicles tracking out dirt onto the road, then having other vehicles kick the dirt back up in the air, this is what we want to avoid. The better option is to install curb and gutter on the edge of the roadway, and leave the dirt sholder as is.

Questions & Discussion

Has the paving program ever funded a stand alone curb and gutter project? We have funded other paving projects that have curb and gutter as a part of the project. MAG will verify with FHWA on the eligibility.

It was commented that the AQ TAC would most likely have to modify a unit in their cost benefit analysis for CMAQ funds. Litchfield Park noted that the benefit from doing curb and gutter is similar in nature of paving dirt shoulders from a track out perspective.

If FHWA doesn't allow the curb and gutter, would the City want to do paving of the shoulder. The City responded in that no, if it's not allowed, the City does not want to pave the dirt shoulder.

11/16/2010 Street Committee Meeting

It was indicated that FHWA staff had determined that adding curb and gutter was eligible for CMAQ funding, so the project can move forward through the project selection process. It was also noted that the, the lack of a curb and gutter on one side of the road was inherited by the City when the roadway was transferred to the City from Maricopa County.

Outstanding questions needing information for November meeting

MAG Staff has verified that a stand alone curb and gutter project is CMAQ eligible.

Project: Maricopa County

?

Applicant	Maricopa County
Project	Pave Dirt Roads - 5 Segments

Presentation

Tamika Simmons, the Regional Project Coordination for MCDOT presented. It was noted that the original presenter for Maricopa County went home sick, and Tamika was filling in, and would gather the questions from the Committee to MCDOT for answers. MAG staff aided in the presentation of the application. The total mileage for 5 segments total 4 miles for the paving dirt roads. The ADT is 205 on each segment completed by a standard tube count. The County does own the ROW for the roads. The cross section is 2 inches of AC on native. The total budget for construction is \$950,000 for about 4 miles of unpaved roads.

Questions & Discussion

Can the County review the 205 ADT that is listed as the same for each different segment/street?

There is \$100,000 listed for ROW. MCDOT responded that it was believed that the ROW was needed for two segments.

The Town of El Mirage commented that the committee process needs to consider if the region wants to fund projects that need to purchase ROW.

A question was posed asking Maricopa County if they had an ordinance about private developments in the County creating dirt roads? If public policy is not in place to address limiting creation of private dirt roads, why should the region continue to fund paving of the dirt roads. Maricopa County commented that they are working on this issue in the agency, and noted that the roads in this application are not private; they are public.

It is noted that utilities is a significant portion of the overall budget and is more than design. This causes concern of the viability of the project.

11/16/2010 Street Committee Meeting:

Maricopa County provided revised traffic count information for all segments submitted in their application. It was indicated by the County that the project might require some minor right-of-way acquisitions, but this was expected to be very small - in the range of \$100,000. It was also noted that the County had been paving dirt roads with CMAQ funds for a number of years and had found that that the standard costs used to be stable and reliable.

Outstanding questions needing information for November meeting

Can the County review the 205 ADT that is listed as the same for each different segment?

The County modified the ADT per segment.

Project: Peoria 1



Applicant	Peoria
Project	Paving Dirt Shoulders, Project 1 - Highways & Recreation Corridor

Presentation

Janet Ramsey, Public Works Dept. There are 2 segments in application #1. These are old county roads, and have little or no shoulders. The AWDT doesn't encompass the traffic on the weekend use. There is high number of users/vehicles that use the roads and also pull off the road. There are no utility conflict and we own all of the right of way. Additionally, in the cross section, it mentions 12 foot shoulders in the application. That is a mistake and it should be 5 foot shoulders.

Questions & Discussion

There were no questions or comments from the committee.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

Project: Peoria 2

?

Applicant	Peoria
Project	Paving Dirt Shoulders, Project 2 - Rural – Arterial Roads.

Presentation
<p>Janet Ramsey, Public Works Dept. Project application #2 has non contiguous paving shoulder needs. The project on 67th Avenue is on the west side only, and the AWDT is 26,549 as of a 2008 engineering count. The AWDT is expected to be at this level and may rise with the opening of Happy Valley Rd. Segment #2 - Jomax Rd on the southside. There is no eminent development and no development on this side. Segment #3 is Jomax Rd from 103rd Drive heading West to Lake Pleasant Parkway. There is no potential for development at this time. There are large trucks and pullout traffic. The AWDT is realatively low, but this is an area with pullout problems.</p>

Questions & Discussion
<p>There were no questions or comments from the committee.</p>

Outstanding questions needing information for November meeting
<p>All questions were answered at the first Street Committee meeting.</p>

Project: Phoenix

?

Applicant	Phoenix
Project	2014 CMAQ Alley Dust Proofing

Presentation

Chris Turner-Noteware, Civil Engineer in the Streets Department gave the presentation. The City of Phoenix annually allocates \$800,000 for paving/dust-proofing alleys and roads. To date, Phoenix has paved over 426 miles of alleys, and there is still over 300 miles to be paved. Phoenix is submitting the application to continue the commitment to dustproof the alleys in the City. The 15 segments are divided into quarter mile sections; this application proposes paving 30.4 miles of alleys. The average distance from an AQ monitor is 2.9 miles, please note 5.1 miles are within 2 miles of a monitor. The typical alley cross section is 11 feet wide, and proposes 3/4 inch Fractured Aggregate Surface Treatment (FAST), utilizing rubberized asphalt and precoated chips applied to compacted native. The AWDT is 10 vehicles per day. There are no utility, ROW, and environmental concerns at the time. The design is proposed to occur in 2012 for \$60,000 of local funds. And construction in 2014 and uses \$600,000 in local and \$1,000,000 of requested federal funds. It is noted that the application requires a 15% construction administration (CA), and from the last 3 CMAQ projects the city self-administered, the CA averaged 1.3%. The City of Phoenix is committed to continue to work on the PM-10 issue. The city also chose to do a large project and application since they have received lower prices with the economy of scale.

Questions & Discussion

A question was raised by a non-certified agency if they could contract with the City of Phoenix rather than ADOT local governments in light of their construction administration costs? The local agency raised concern about design and construction administration requirements and fees (20% Design costs) from the ADOT Local Government section.

What is the lifespan of the treatment? At least 10 years.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

Project: Scottsdale

?

Applicant	Scottsdale
Project	Pave Unpaved Roads

Presentation

Jeremy Dye, Street Operations Manager, presented the application to pave 3.7 miles of unpaved roads. There are 6 segments totalling \$1.4 million. Each segment was selected as they are optimal roads concerning ROW, utilities, and ADT. Currently, each segment is part of the dust palliative program, which is applied 4 times a year. The treatment degrades throughout the year depending on the weather. This pavement would eliminate the cost of upkeep. The ADTs were collected by tube counts. Once they are paved, they would be added to the pave road maintenance program. This would also help address the dust complaints we have in this area.

Questions & Discussion

What does the cross-section look like? We are planning on 3 inches of 1/2 inch of conventional asphalt on 6 inches of sub-grade material.

It was noted that the locations of the projects look quite far away from a monitor. They were 21 miles away from the nearest monitor.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

Project: Surprise

Applicant	Surprise
Project	Pave Unpaved Shoulders at various locations

Presentation

Nick Mascia, City Engineer - Public Works Dept, presented on 2 dirt roads that meet at a 90 degree angle. These are just NW of Grand Avenue. 1/4 mile in total length - Carlin and Mountain View Roads. Mountain View road is a commercial collector and Carlin Road comes out of subdivision traffic. These are used to access the commercial businesses off of Grand. This is 1 1/2 miles away from one of the PM-10 monitors. The traffic impact study suggested 90 ADT for these roads. The access used is from Sun City Grand. The ROW for Carlin is owned by the city, while Mountain View is not, this would need to be acquired.

Questions & Discussion

The ROW poses question on if we want these funds to be used for ROW. The city plans to acquire Mountain View with local funds.

It was pointed out that the pictures of the road look more like a dirt lot, and not a road.

What was the cross section the City is proposing to build? It looks as if Mountain View Rd has a median? Carlin will not have curb gutter, Mountain View would have the median and no curb and gutter.

Will you modify the cross section to what you are speaking about?

The road improvements are adjacent to future commercial development; does MAG/the region fund roadways that are currently not built due to development/commercial building. We normally block/barricade/install ditches on the roads where they dead end, and are not used due to gaps in developing the roads. Would this even qualify for these funds because it looks like this is new construction and not paving unpaved roads?

Surprise has barricaded and blocked traffic, but residents still find a way around.

El Mirage pointed out that they too have the same situation, and gaps have remained for 5 years.

Can you talk more about the current use of Carlin? Carlin Dr is a public road in the subdivision, but deadends at Mountain View.

These lots are obviously vacant, is the development going to construct the road? Surprise has talked with the owners and they have no intention of building the roads or developing the site in the near future. A Street Committee member echoed the concerns of constructing/paving a road that is part of a developers responsibility.

MAG Staff asked a question that if you were to go out there today, a person could actually drive on the unpaved road? Surprise responded that yes, you can see the tracks and they have tried barricades in the past.

What is the cross section of the north section of Mountain View road? 2 lane 2. From our understanding, you can not pave 4 lanes as it would be adding lane capacity, and that is not CMAQ eligible.

Surprise noted that they could pave the roadways and stripe it to 1 lane in each direction.

11/16/2010 Street Committee Meeting:

It has been determined that the project is not eligible for CMAQ funding as the surface to be paved does not conform to the FHWA definition of a public road, hence paving it would constitute the use of CMAQ to add through lane capacity.

Outstanding questions needing information for November meeting

MAG Staff will work with FHWA to determine eligibility.

MAG Staff did a site visit on Friday, October 15, 2010 to review the current conditions. After the site visit and review by FHWA, it was determined that this proposed project is not eligible for CMAQ funding.

Application was removed from the process prior to the 2nd Street Committee meeting.

Project: Tempe 1

?

Applicant	Tempe
Project	Escalante Neighborhood Alley Stabilization

Presentation

Toby Crooks, Civil Engineer in the Streets Dept, presented. The City of Tempe has a paving alley program that uses reclaimed asphalt that Tempe has. There are 2 applications. The Escalante neighborhood is 2.1 miles away from a PM10 monitoring station. The typical width of the alley is 16 feet; it's wall to wall. The applications state that we will be removing 1-2 inches, and actually we will be removing 3-4 inches of dirt as the cross section indicates. It also states that we are contributing \$50,000, but we are actually contributing \$5,000 - it's a typographical error - and the math still calculates to the total listed in the application. The typical cross section is 3 - 4 inches of reclaimed asphalt with emulsion polymer on top. The typical traffic is trash trucks, utilities, sewer, and residents and landscapers. The Evergreen neighborhood is the same process; it is only 1.4 miles away from the monitor.

Questions & Discussion

A question was raised if they needed both projects to move forward? Tempe answered that they submitted 2 individual applications, and both are not needed to do the projects individually.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

Project: Tempe 2

Applicant	Tempe
Project	

Presentation

Toby Crooks, Civil Engineer in the Streets Dept, presented. The City of Tempe has a paving alley program that uses reclaimed asphalt that Tempe has. There are 2 applications. The Escalante neighborhood is 2.1 miles away from a PM10 monitoring station. The typical width of the alley is 16 feet; it's wall to wall. The applications state that we will be removing 1-2 inches, and actually we will be removing 3-4 inches of dirt as the cross section indicates. It also states that we are contributing \$50,000, but we are actually contributing \$5,000 - it's a typographical error - and the math still calculates to the total listed in the application. The typical cross section is 3 - 4 inches of reclaimed asphalt with emulsion polymer on top. The typical traffic is trash trucks, utilities, sewer, and residents and landscapers. The Evergreen neighborhood is the same process; it is only 1.4 miles away from the monitor.

Questions & Discussion

A question was raised if they needed both projects to move forward? Tempe answered that they submitted 2 individual applications, and both are not needed to do the projects individually.

Outstanding questions needing information for November meeting

All questions were answered at the first Street Committee meeting.

STREET SWEEPERS

Agency	Issues
Chandler	
Guadalupe	
Mesa	
Phoenix	
Phoenix	
Queen Creek	This cost estimate for the sweeper seemed relatively low in comparison to the others. Is this the correct estimate/cost?
Scottsdale	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 11, 2011

SUBJECT:

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

SUMMARY:

On July 28, 2010, the MAG Regional Council approved a Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update. Since that time, an amendment has been proposed that includes new projects and project modifications from the Arizona Department of Transportation, Avondale, Buckeye, Chandler, Gila Bend, Gilbert, Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Surprise, and Valley Metro Rail. MAG has conducted a regional emissions 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 transportation projects will not contribute to violations of federal air quality standards. A copy of the December 10, 2010 conformity assessment is attached. Approval of the new conformity finding by the Regional Council Executive Committee is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2010 Update. Comments are requested by January 10, 2011.

PUBLIC INPUT:

On December 10, 2010, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2010 Update.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: The amendment to the TIP and Regional Transportation Plan 2010 Update may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item is on the January 12, 2011 MAG Management Committee agenda. An update will be provided to the Committee.

CONTACT PERSON:

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



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January 4, 2011

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

We are providing notification of a correction to the cost information for a Maricopa County project from the December 10, 2010 consultation memorandum, Attachment B. On Page 10, for project MMA11-929, the local cost is \$40,315 and the federal cost is \$94,068 for a total cost of \$134,383. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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

Attachment

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



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

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December 10, 2010

TO: Leslie Rogers, Federal Transit Administration
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Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is distributing for consultation a conformity assessment for a proposed amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The proposed amendment to the TIP and RTP includes new projects and project modifications from the Arizona Department of Transportation, Avondale, Buckeye, Chandler, Gila Bend, Gilbert, Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Surprise, and Valley Metro Rail. The proposed amendment requires a new conformity determination on the TIP and Regional Transportation Plan 2010 Update. The project change impacts the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis was conducted. Comments are requested by January 10, 2011.

The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and Regional Transportation Plan 2010 Update as a whole, meet the transportation conformity requirements for carbon monoxide, ozone, and particulate matter PM-10 (see Attachment A). A description of the projects is provided in Attachment B. The proposed amendment and the corresponding regional emissions analysis are being provided for review and comment through the MAG Conformity Consultation Process. The amendment, as well as the corresponding consultation, will be on the agenda for the January 12, 2011 MAG Management Committee meeting and the January 18, 2011 MAG Regional Council Executive Committee meeting.

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

Attachments

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

ATTACHMENT A

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

MAG is conducting consultation on an amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan 2010 Update. The proposed amendment to the TIP and RTP includes new projects and project modifications from the Arizona Department of Transportation, Avondale, Buckeye, Chandler, Gila Bend, Gilbert, Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Surprise, and Valley Metro Rail. The conformity assessment indicates that the proposed amendment to the TIP and Regional Transportation Plan 2010 Update satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The current conformity finding of the TIP and Regional Transportation Plan 2010 Update, as amended, was made by the Federal Highway Administration and Federal Transit Administration on November 23, 2010. The results of the regional emissions analysis for the proposed amendment to the TIP and Regional Transportation Plan 2010 Update are described below and in Table A-1.

Regional Emissions Analysis

The proposed amendment to the TIP and Regional Transportation Plan 2010 Update must pass the emissions budget tests with budgets that have been found to be adequate or approved by the EPA for transportation conformity purposes. The MAG transportation and air quality models were utilized in the regional emissions analysis to assess the effect of the estimated emissions from the amendment, when considered together with the emissions from the TIP and Regional Transportation Plan as a whole.

The modeling results indicate that for each pollutant and each modeled year the regional emissions from the proposed amendment considered together with the TIP and Regional Transportation Plan 2010 Update are less than the motor vehicle emissions budgets for carbon monoxide, eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and particulate matter (PM-10). In the regional emissions analysis for carbon monoxide, eight-hour ozone, and PM-10, the year 2025 was modeled since it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart. The analysis year 2031 was modeled since it is the last year of the Regional Transportation Plan 2010 Update.

The EPA approved the MAG Carbon Monoxide Maintenance Plan and 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day, effective April 8, 2005. The regional emissions analysis was conducted for carbon monoxide for the years 2010, 2015, 2025, and 2031. Carbon monoxide was modeled in 2010 since 2010 is less than ten years from the 2002 calibration year for the transportation models. The year 2015 was modeled since it is a maintenance year in the MAG Carbon Monoxide Maintenance Plan. For carbon monoxide, the total regional vehicle-related emissions for the analysis year 2010 is projected to be less than the approved emissions budget of 699.7 metric tons per day, and the emissions for the analysis years 2015, 2025, and 2031 are projected to be less than the approved emissions budget of 662.9 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

For eight-hour ozone, the EPA made a finding that the 2008 emissions budgets for volatile organic compounds (VOC) of 67.9 metric tons per day and nitrogen oxides (NO_x) of 138.2 metric tons per day in the MAG 2007 Eight-Hour Ozone Plan are adequate for transportation conformity purposes, effective November 9, 2007. The regional emissions analysis was conducted for the eight-hour ozone precursors VOC and NO_x for the years 2010, 2015, 2025, and 2031. The year 2010 was modeled for VOC and NO_x since 2010 is less than ten years from the 2002 calibration year for the transportation models. The year 2015 was also modeled for VOC and NO_x since 2015 is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. For VOC, the total regional vehicle-related emissions for the analysis years 2010, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 67.9 metric tons per day. For NO_x, the total regional vehicle-related emissions for the analysis years 2010, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 138.2 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

For particulate matter (PM-10), the EPA made a finding that the 2010 emissions budget for PM-10 of 103.3 metric tons per day in the MAG Five Percent Plan for PM-10 is adequate for transportation conformity purposes, effective July 1, 2008. The regional emissions analysis was conducted for PM-10 for the years 2010, 2015, 2025, and 2031. The year 2010 was modeled for PM-10, because it is the attainment year in the MAG 2007 Five Percent Plan for PM-10 and is in the timeframe of the TIP. The year 2015 was also modeled for PM-10 since 2015 is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. For PM-10, the total vehicle-related emissions for the analysis years of 2010, 2015, 2025, and 2031 are projected to be less than the 2010 emissions budget of 103.3 metric tons per day. The conformity test for PM-10 is therefore satisfied.

Latest Planning Assumptions and Emissions Models

In accordance with federal conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the models, associated methods, and assumptions described in the 2010 MAG Conformity Analysis document distributed for interagency consultation in May 2010, with one exception. The one exception is that July 2010 vehicle registration data received from the Arizona Department of Transportation (ADOT) was used in the emissions modeling. A summary of the latest planning assumptions, including population, employment, and vehicle registration data used in the regional emissions analysis, is provided in Table A-2. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on November 15, 2010.

Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that "EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation." Therefore, for this amendment to the TIP and Regional Transportation Plan 2010 Update, the 2010 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and Regional Transportation Plan 2010 Update with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and Regional Transportation Plan 2010 Update interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

Consultation

In compliance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency and other interested parties. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE A-1

CONFORMITY TEST RESULTS FOR CO, VOC, NO_x, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide ^a		Eight-Hour Ozone ^b		PM-10 ^c		
	2006	2015	2008 VOC	2008 NO _x	Onroad Mobile	Road Construction	2010 Total PM-10
<i>Budget Test</i>	699.7	662.9	67.9	138.2	N/A	N/A	103.3
2010	520.4		52.0	131.2	72.9	5.3	78.2
2015		482.2	46.8	74.1	73.8	7.4	81.2
2025		485.1	40.4	42.5	83.4	7.4	90.8
2031		502.9	43.7	42.3	88.0	7.4	95.4

- a The Carbon Monoxide Maintenance Plan established a 2006 budget and a 2015 budget. The onroad mobile source emissions correspond to a Friday in December episode day conditions.
- b The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO_x). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.
- c The MAG 2007 Five Percent Plan for PM-10 established a 2010 emissions budget corresponding to an annual average day.

TABLE A-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 Governor's Executive Order 95-2, official County projections are updated every 5 years after a census. These official projections must be used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG has also developed a set of employment projections for Maricopa County that are consistent with the DES population projections. The MAG Regional Council approved subcounty socioeconomic projections consistent with the 2005 Census Survey in May 2007.	DRAM/EMPAL; SAM-IM	Official Maricopa County socioeconomic projections based on Arizona Department of Commerce (DOC) county projections may be approved by the MAG Regional Council after the 2010 U.S. Census.
Traffic Counts	Transportation models were re-validated in 2009 using approximately 2,200 traffic counts collected in 2006-2008.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	Transportation models were re-calibrated in 2006 using the 2001 home interview survey and a 2001 on-board bus survey. The base year for the calibration of the transportation models was 2002. Partial re-calibration of the models were conducted in 2008-2009 based on the 2007 on-board bus survey.	TransCAD	The FY 2008 Unified Planning Work Program (UPWP) contained \$300,000 for an External Travel Survey and \$750,000 for a Household Travel Survey. When available, these data will be used to re-calibrate the transportation models.
Speeds	Transportation models were validated in 2009 using survey data on peak and off-peak highway speeds collected in 2007.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models.
Vehicle Registrations	July 2010 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

Amendment to the FY 2011-2015 MAG Transportation Improvement Program

HIGHWAY

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT11-127	ADOT	101 (Agua Fria & Pima Fwy): 67th Ave - 51st Ave & 27th Ave - 19th Ave, EB Frontage Road	Pavement Preservation (Micro-surfacing)	2011	2.10	0	0	NH	\$ 13,110	\$ 216,890		\$ 230,000	Amend: Add a new pavement preservation project in fiscal year 2011 for \$230,000.
DOT11-128	ADOT	SR238: 91st Ave - Jct SR 347	Pavement Preservation	2011	12.5	0	0	STP	\$ 484,500	\$ 8,015,500		\$ 8,500,000	Amend: Add a new "Pavement Preservation" project in fiscal year 2011 for \$8,500,000.
DOT08-817	ADOT	Interstate-10: TI at Desert Creek/323rd Avenue/MP 105.5	Design Traffic Interchange	2013	0.00	0	0	Private	\$ 1,900,000	\$ -	\$ -	\$ 1,900,000	Admin Mod: Defer this privately funded design project from FY2011 to FY 2013.
DOT09-903	ADOT	Interstate-10: 395th Ave	Design Traffic Interchange	2013	0.00	0	0	Private	\$ 1,820,000	\$ -	\$ -	\$ 1,820,000	Admin Mod: Defer this privately funded design project from FY 2011 to FY 2013.
DOT09-826	ADOT	Interstate-10: TI at Desert Creek/323rd Avenue/MP 105.5	Construct Traffic Interchange	2014	0.00	0	0	Private	\$ 18,500,000	\$ -	\$ -	\$ 18,500,000	Admin Mod: Defer this privately funded construction project from FY2012 to FY 2014
DOT09-901	ADOT	Interstate-10: 395th Ave	Construct Traffic Interchange	2014	0.00	0	0	Private	\$ 18,200,000	\$ -	\$ -	\$ 18,200,000	Amend: Defer this privately funded construction project from FY 2012 to FY 2014.
AVN12-105	Avondale	Broadway Road: 107th Avenue to 1/4 mile east of Avondale Blvd.	Construct two lanes-1 eastbound, 1 westbound	2012	0.75	0	4	Private	\$ 2,100,000			\$ 2,100,000	Amend: Add new project to the TIP
AVN12-106	Avondale	Avondale Boulevard: Lower Buckeye Road to Broadway Road	Construct 1 southbound lane	2012	1.00	4	5	Private	\$ 1,400,000			\$ 1,400,000	Amend: Add new project to the TIP
AVN08-623	Avondale	99th Avenue: 1/2 Mile north of McDowell Rd to Thomas	Construct 1 southbound lane	2012	0.75	4	5	Private	\$ 2,300,000			\$ 2,300,000	Amend: Changed project limits from 99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd to 99th Avenue: 1/2 Mile north of McDowell Rd to Thomas
AVN12-107	Avondale	Lower Buckeye Road : Avondale Blvd. to 3/4 mile west of Avondale Blvd.	Construct 1 eastbound lane	2012	0.75	2	3	Private	\$ 1,100,000			\$ 1,100,000	Amend: Add new project to the TIP
AVN12-108	Avondale	Van Buren: Avondale Boulevard to 111th Avenue with Intersection Improvements	Construct 1 westbound lane	2012	0.25	2	3	Private	\$ 1,300,000			\$ 1,300,000	Amend: Add new project to the TIP
AVN12-109	Avondale	Van Buren: Avondale Blvd. to 1/2 mile west	Construct 1 westbound lane	2012	0.50	4	5	Private	\$ 1,000,000			\$ 1,000,000	Amend: Add new project to the TIP
BKY11-104	Buckeye	Verrado Way: Park Meadows Dr to I-10	Construct three lanes	2011	0.50	3	6	Private	\$ 2,600,000	\$ -	\$ -	\$ 2,600,000	Amend: Add new project to the TIP
BKY11-105	Buckeye	Beardsley Pkwy: Desert Vista Blvd (East) to Canyon Springs Blvd	Construct two through lanes	2011	0.28	2	4	Private	\$ 300,000	\$ -	\$ -	\$ 300,000	Amend: Add new project to the TIP

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
BKY11-106	Buckeye	Beardsley Pkwy: Canyon Springs Blvd to Desert Vista Blvd (West)	Construct new four lane roadway	2011	0.85	0	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
BKY11-107	Buckeye	Festival Pkwy: Sun Valley Pkwy to CAP Canal	Construct new six lane roadway	2011	1.15	0	6	Private	\$ 9,000,000	\$ -	\$ -	\$ 9,000,000	Amend: Add new project to the TIP
BK12-105	Buckeye	Broadway Rd: Watson Rd to 0.5 miles east	Construct two through lanes	2012	0.50	2	4	Private	\$ 1,320,000	\$ -	\$ -	\$ 1,320,000	Add the privately funded project to the TIP in FY 2012
BK12-107	Buckeye	McDowell Rd: Dean Rd (alignment) to Verrado Way	Construct new six lane roadway	2012	1.10	0	6	Private	\$ 6,400,000	\$ -	\$ -	\$ 6,400,000	Add the privately funded project to the TIP in FY 2012
BK12-108	Buckeye	Southern Ave: Watson Rd to 231st Ave (alignment)	Construct two through lanes	2012	0.50	2	4	Private	\$ 1,320,000	\$ -	\$ -	\$ 1,320,000	Amend: Add new project to the TIP
BK12-109	Buckeye	Van Buren St: 191st Ave to Perryville Rd	Construct two through lanes	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
BK12-110	Buckeye	Watson Rd Southern Ave to Broadway Rd	Construct two through lanes	2012	1.00	4	6	Private	\$ 2,640,000	\$ -	\$ -	\$ 2,640,000	Amend: Add new project to the TIP
BK12-111	Buckeye	Perryville Pkwy: Van Buren St to RID Canal	Construct two through lanes	2012	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
BK12-112	Buckeye	Jackrabbit Trl: Osborn Rd to 750 feet north of Thomas Rd	Construct two through lanes	2012	0.35	2	4	Private	\$ 200,000	\$ -	\$ -	\$ 200,000	Amend: Add new project to the TIP
BK12-113	Buckeye	Thomas Rd: Jackrabbit Trl to Tuthill Rd	Construct two through lanes	2012	1.00	2	4	Private	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Add new project to the TIP
BK12-114	Buckeye	Beardsley Pkwy: Desert Vista Blvd (West) to Desert Oasis Blvd	Construct new four lane roadway	2012	1.00	0	4	Private	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	Amend: Add new project to the TIP
BK12-115	Buckeye	Westpark Loop Rd: Rooks Rd (South) to Rooks Rd (North)	Construct new four lane roadway	2012	1.48	0	4	Private	\$ 3,122,400	\$ -	\$ -	\$ 3,122,400	Amend: Add new project to the TIP
BK12-116	Buckeye	Warner St: Turner Rd to Westpark Loop Rd	Construct new four lane roadway	2012	1.58	0	4	Private	\$ 4,171,000	\$ -	\$ -	\$ 4,171,000	Amend: Add new project to the TIP
BK12-117	Buckeye	Rooks Rd: Baseline Rd to MC-85	Construct new two lane roadway, intersection and railroad crossing improvements	2012	0.50	0	2	Private	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	Amend: Add new project to the TIP
BKY13-127	Buckeye	Lower Buckeye Rd: 255th Dr to Miller Rd	New two lane roadway, plus a continuous left turn lane	2013	0.5	0	2	Private	\$2,000,000	\$ -	\$ -	\$ 2,000,000	Add the privately funded project to the TIP in FY 2013
BKY13-102	Buckeye	Lower Buckeye Rd: Miller Rd to 250th Ave	Construct new six lane roadway	2013	0.15	0	6	Private	\$3,110,000	\$ -	\$ -	\$ 3,110,000	Amend: Add new project to the TIP
BKY13-103	Buckeye	Canyon Springs Blvd (267th Ave): Deer Valley Rd (alignment) to Pinnacle Peak Rd (alignment)	Construct new four lane roadway and bridge over the CAP	2013	1.20	0	4	Private	\$ 5,200,000	\$ -	\$ -	\$ 5,200,000	Amend: Add new project to the TIP

Amendment to the FY 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
BKY13-104	Buckeye	Miller Rd: Lower Buckeye Rd to RID Canal	Construct two through lanes	2013	0.59	2	4	Private	\$ 5,042,340	\$ -	\$ -	\$ 5,042,340	Amend: Add new project to the TIP
BKY13-105	Buckeye	Miller Rd: Lower Buckeye Rd to RID Canal	Construct two through lanes	2013	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
BKY13-106	Buckeye	Broadway Rd: Apache Rd to Watson Rd	Construct two through lanes	2013	1.00	2	4	Private	\$ 7,756,320	\$ -	\$ -	\$ 7,756,320	Amend: Add new project to the TIP
BKY13-107	Buckeye	Lower Buckeye Rd: 250th Ave (alignment) to Apache Rd	Construct new six lane roadway	2013	0.85	0	6	Private	\$7,230,000	\$ -	\$ -	\$ 7,230,000	Amend: Add new project to the TIP
BKY13-108	Buckeye	Rainbow Rd: RID Canal to Dunlap Rd	Construct two through lanes	2013	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
BKY13-109	Buckeye	Turner Rd: Baseline Rd to 0.5 miles north	Construct two through lanes	2013	0.50	2	4	Private	\$ 910,000	\$ -	\$ -	\$ 910,000	Amend: Add new project to the TIP
BKY13-110	Buckeye	Apache Rd: Lower Buckeye Rd to SRP/WAPA powerline(s)	Construct two through lanes	2013	0.28	2	4	Private	\$ 2,200,562	\$ -	\$ -	\$ 2,200,562	Amend: Add new project to the TIP
BKY13-111	Buckeye	Apache Rd: RID Canal to Lower Buckeye Rd	Construct two through lanes	2013	0.29	2	4	Private	\$ 2,266,667	\$ -	\$ -	\$ 2,266,667	Amend: Add new project to the TIP
BKY13-112	Buckeye	Dean Rd: Lower Buckeye Rd to Dunlap Rd	Construct two through lanes	2013	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
BKY13-113	Buckeye	Watson Rd: Lower Buckeye Rd to RID Canal	Construct two through lanes	2013	0.49	2	4	Private	\$ 4,247,730	\$ -	\$ -	\$ 4,247,730	Amend: Add new project to the TIP
BKY13-115	Buckeye	Baseline Rd: Turner Rd to 0.5 miles west	Construct two through lanes	2013	0.50	2	4	Private	\$ 910,000	\$ -	\$ -	\$ 910,000	Amend: Add new project to the TIP
BKY13-116	Buckeye	Southern Ave: Apache Rd to Miller Rd	Construct two through lanes	2013	1.00	2	4	Private	\$ 7,756,320	\$ -	\$ -	\$ 7,756,320	Amend: Add new project to the TIP
BKY13-117	Buckeye	Desert Oasis Blvd: Beardsley Pkwy to CAP Canal	Construct new four lane roadway	2013	0.25	0	4	Private	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Add new project to the TIP
BKY13-118	Buckeye	Indian School Rd: Sunrise Ln to Verrado Way	Construct new four lane roadway	2013	0.60	0	4	Private	\$ 3,500,000	\$ -	\$ -	\$ 3,500,000	Amend: Add new project to the TIP
BKY13-120	Buckeye	Pinnacle Peak Rd: 259th Ave (alignment) to 271st Ave	Construct new six lane roadway	2013	1.50	0	6	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
BKY13-121	Buckeye	Bell Rd/287th Ave (loop): Sun Valley Pkwy (west) to Sun Valley Pkwy (east)	Construct new six lane roadway	2013	2.50	0	6	Private	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	Amend: Add new project to the TIP
BKY13-122	Buckeye	Greenway Rd/271st Ave (loop): Sun Valley Pkwy (west) to Sun Valley Pkwy (east)	Construct new six lane roadway	2013	5.00	0	6	Private	\$ 12,500,000	\$ -	\$ -	\$ 12,500,000	Amend: Add new project to the TIP
BKY13-123	Buckeye	Wilson Ave: I-10 to Van Buren St	Construct new two lane roadway	2013	1.10	0	2	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
BKY13-124	Buckeye	Van Buren St: Sun Valley Pkwy to 0.25 miles east of Wilson Ave	Construct new two lane roadway	2013	1.25	0	2	Private	\$ 2,275,000	\$ -	\$ -	\$ 2,275,000	Amend: Add new project to the TIP
BKY13-125	Buckeye	Thomas Rd: Acacia Way to Tuthill Rd (alignment)	Construct new two lane roadway	2013	0.25	0	2	Private	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	Amend: Add new project to the TIP
BKY13-126	Buckeye	Jackrabbit Trl: Bethany Home Rd to Missouri Ave	Construct new two lane roadway	2013	0.50	0	2	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN08-801	Chandler	Airport Blvd at Cooper/Germann Road	Realign Airport Blvd to connect with Cooper Road at Germann	2011	0.50	0	2	Local	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	Admin Mod: Defer project from 2008 to 2011.
CHN11-105	Chandler	Alma School Road, North of Santan to south of Willis	Construct Roadway widening	2011	0.25	4	6	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN11-106	Chandler	Chandler Heights, Gilbert to Four Peaks Way	Construct Roadway widening	2011	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
CHN12-104	Chandler	Arizona, Chandler Heights Rd to 0.75 mile north	Construct Roadway widening	2012	0.75	5	6	Private	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	Amend: Add new project to the TIP
CHN12-102	Chandler	Chandler Heights, Arizona to Union Pacific Railroad	Construct Roadway widening	2012	0.25	2	4	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Add new project to the TIP
CHN12-103	Chandler	Chandler Heights, White Drive to Lindsay	Construct Road Widening	2012	0.25	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN12-104	Chandler	Cooper, Riggs Road to .5 north	Construct Road Widening	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN12-105	Chandler	Lindsay Road, Brooks Farm to South of Chandler Heights	Construct Roadway widening	2012	0.75	2	4	Private	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	Amend: Add new project to the TIP
CHN12-106	Chandler	Lindsay Road, Spur Drive to Ocotillo	Construct Roadway widening	2012	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
CHN12-107	Chandler	Lindsay, Riggs Rd to 0.25 south	Construct Road Widening	2012	0.25	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN12-108	Chandler	Ocotillo, Cobblestone to Lindsay	Construct Roadway widening	2012	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
CHN12-109	Chandler	Ocotillo, Gilbert to Rincon Drive	Construct Road Widening	2012	0.25	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN12-110	Chandler	Ocotillo, Lindsay to 148th St	Construct Road Widening	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN12-111	Chandler	Ocotillo, Norman Way to Gilbert Rd	Construct Road Widening	2012	0.25	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN12-112	Chandler	Ocotillo, Union Pacific Railroad to Consolidated Canal	Construct Roadway widening	2012	0.50	2	4	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Add new project to the TIP
CHN12-113	Chandler	Queen Creek, Cooper Road to Eagle Drive	Construct Road Widening	2012	0.25	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
CHN12-114	Chandler	Queen Creek, Cooper Road to Emmet Drive	Construct Road Widening	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN12-115	Chandler	Queen Creek, Emmett Drive to Gilbert Rd	Construct Road Widening	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
GLB13-104	Gila Bend	Pima St (SR85) from: Gila Bend Canal to St Louis Ave; Capitol Ave to Martin Ave; and Euclid Ave to Harrington Ave	Pedestrian and Landscape Improvements	2013	1.60	n/a	n/a	Local	\$ 1,292,549			\$ 1,292,549	Amend: Add project to the TIP. Construction is related to CMAQ design assistance funds.
GLB12-101	Gila Bend	Martin Ave from Unity Park to Gila Bend Unified Campus	Pedestrian and Landscape Improvements	2012	0.51	n/a	n/a	Local	\$ 412,000			\$ 412,000	Amend: Add project to the TIP. Construction is related to CMAQ design assistance funds.
GLB10-101D	Gilbert	Queen Creek: Lindsay to Higley	Design roadway widening	2010	3.0	2.0	4.0	Local	\$ 1,838,000			\$ 1,838,000	Amend: Add new project to the TIP
GLB10-101RW	Gilbert	Queen Creek: Lindsay to Higley	Acquisition of right-of-way for roadway widening	2010	3.0	2.0	4.0	Local	\$ 1,530,000			\$ 1,530,000	Amend: Add new project to the TIP
GLB11-105	Gilbert	Queen Creek: Lindsay to Higley	Construct roadway widening	2011	3.0	2.0	4.0	Local	\$ 12,689,000			\$ 12,689,000	Amend: Add new project to the TIP
GLN13-104	Glendale	95th Ave: Between Missouri Ave. and Camelback Rd.	Construct roadway widening	2013	0.50	2	4	Private	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	Amend: Add new project to the TIP
GLN13-105	Glendale	Camelback Rd: Between 95th and 91st Aves.	Construct roadway widening and add new westbound lane	2013	0.50	4	5	Private	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	Amend: Add new project to the TIP
GDY13-913	Goodyear	McDowell: Cotton Lane to Perryville	Construct four lane arterial street	2013	2	2	6	Local	\$ 9,200,000			\$ 9,200,000	Amend: Delete TIP Line Item. Maricopa County owns the road and has different plans for the roadway.
MMA11-112	Maricopa County	McDowell Rd: Perryville Rd to 1/2 mile east	Construct roadway improvements	2011	0.50	2	4	Local			\$ 440,000	\$ 440,000	Add Project to the TIP
MMA08-605	Maricopa County	MC-85: 91st Ave to 75th Ave	Construct roadway widening from 4 to 6 lanes, plus a raised median	2012	1	4	6	Local	\$ 29,848,000			\$ 29,848,000	Admin Mod: Delete project, is being combined into MMA09-608
MMA09-608	Maricopa County	MC-85: 107th Ave to 75th Ave	Construct intersection improvement, plus dual left turn lane	2014	1.26	4	6	Local	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000	Admin Mod: Combine project MMA08-605 into MMA09-608
MES12-126	Mesa	Spine West Road (replacement for Crismon Rd), Ray Rd to 1/4 mile south	Construct new street	2012	0.25	0	2	Private	\$ 2,117,846	\$ -	\$ -	\$ 2,117,846	Amend: Add new project to the TIP
MES12-127	Mesa	Power Rd: Mesquite to 1/4 miles north	Construction of east half improvements	2012	0.25	4	5	Private & local	\$ 1,400,000			\$ 1,400,000	Amend: Add new project to the TIP
MES12-128	Mesa	Ray Road, Ellsworth Rd to Crismon Rd	Construct Southern half street (3 lanes)	2012	1.00	0	3	Private	\$ 9,764,123	\$ -	\$ -	\$ 9,764,123	Amend: Add new project to the TIP

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MES12-129	Mesa	Spine East Road (replacement for Crismon Road), Williams Field Rd to Ray Rd	Construct Western half street (2 lanes)	2012	1.00	0	2	Private	\$ 7,231,342	\$ -	\$ -	\$ 7,231,342	Amend: Add new project to the TIP
MES13-123	Mesa	Ray Road, Crismon Rd to Signal Butte Rd	Construct Northern half street (3 lanes)	2013	1.00	0	3	Private	\$ 7,488,827	\$ -	\$ -	\$ 7,488,827	Amend: Add new project to the TIP
MES13-124	Mesa	Spine East Road (replacement for Crismon Road), Ray Rd to Warner Rd	Construct East half street (2 lanes)	2013	1.00	0	2	Private	\$ 5,028,890	\$ -	\$ -	\$ 5,028,890	Amend: Add new project to the TIP
MES13-125	Mesa	Ray Rd, Via Toscano to Signal Butte	Construction of a 6 lane arterial road	2013	0.25	2	6	Private & local	\$ 2,030,132	\$ -	\$ -	\$ 2,030,132	Amend: Add new project to the TIP
MES13-126	Mesa	Signal Butte, Ray Rd to Galveston	Construction of the east half (3 lane) arterial road	2013	0.50	0	3	Private & local	\$ 2,199,309	\$ -	\$ -	\$ 2,199,309	Amend: Add new project to the TIP
PEO11-105	Peoria	Agua Fria Truck Road Reliever	Design	2011	1.60	0	2	Local	\$ 864,007	\$ -	\$ -	\$ 864,007	Amend: Add new project to the TIP
PEO11-106	Peoria	Agua Fria Truck Road Reliever	Acquire right-of-way	2011	1.60	0	2	Local	\$ 1,356,749	\$ -	\$ -	\$ 1,356,749	Amend: Add new project to the TIP
PEO11-104DZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Design intersection improvement	2011	0.25	4	6	RARF	\$ 198,096		\$ 462,225	\$ 660,321	Amend: Add new project to the TIP
PEO11-104RWZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	2011	0.25	4	6	RARF	\$ 150,000	\$ -	\$ 355,558	\$ 505,558	Admin Mod: Modify costs. Total Costs decrease from \$1,523,820 to \$505,558
PEO11-104CZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement (utility relocations)	2011	0.25	4	6	RARF	\$ 450,000	\$ -	\$ 1,066,674	\$ 1,516,674	Admin Mod: Modify costs. Total Costs change from \$507,940 to \$1,516,674
PEO11-103DZ	Peoria	83rd Avenue; Butler Rd to Mountain View	Design roadway widening	2011	1.00	2	4	RARF	\$ 313,711	\$ -	\$ 568,893	\$ 882,604	Amend: Add new project to the TIP
PEO09-718	Peoria	83rd Avenue; Butler to Mountain View Rd	Widen roadway to add 1 through lane in each direction	2011	0.50	2	4	Local	\$ 18,000,000	\$ -	\$ -	\$ 18,000,000	Admin Mod: Delete TIP Line Item. Duplicate Record
PEO11-107	Peoria	Lake Pleasant Pkwy; Dynamite Blvd to CAP	Design roadway widening	2011	2.50	2	4	STP	\$ 817,425	\$ 1,907,325	\$ -	\$ 2,724,750	Amend: Add new project to the TIP
PEO11-101RWZ	Peoria	Lake Pleasant Pkwy; Dynamite Blvd to CAP	Acquire right-of-way for roadway widening	2011	2.50	2	4	RARF	\$ 5,892,103	\$ -		\$ 5,892,103	Admin Mod: Increased costs. Project to be reimbursed at a later date.
PEO12-105	Peoria	Agua Fria Truck Road Reliever	Construct	2012	1.60	0	2	Local	\$ 7,861,198	\$ -	\$ -	\$ 7,861,198	Amend: Add new project to the TIP
PEO12-106	Peoria	Westland; Vistancia to Sunrise Point	Construct roadway	2012	1.20	0	2	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Add new project to the TIP
PEO12-107	Peoria	Vistancia; Westland to CAP	Construct roadway	2012	0.30	0	3	Private	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	Amend: Add new project to the TIP
PEO12-108	Peoria	Deer Valley Rd; 91st Ave to Lake Pleasant Pkwy	Construct roadway	2012	1.00	2	5	Private	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	Amend: Add new project to the TIP

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PEO12-109	Peoria	91st Ave; Butler Dr to Mtn View Rd	Design roadway widening	2012	1.00	2	4	Local	\$ 558,268	\$ -	\$ -	\$ 558,268	Amend: Add new project to the TIP
PEO12-104CZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	2012	0.25	4	6	Local	\$ 3,500,000	\$ -	\$ -	\$ 3,500,000	Admin Mod: Modify costs. Total Costs change from \$5,079,400 to \$3,500,000
PEO11-101	Peoria	75th Ave at Thunderbird Rd	Widen intersection to add additional through and right turn lanes and dual lefts	2012	0.30	4	6	Local	\$ 6,400,000	\$ -	\$ -	\$ 6,400,000	Admin Mod: Delete TIP Line Item. Duplicate Record
PEO11-103CZ	Peoria	83rd Avenue; Butler Rd to Mountain View	Construct roadway widening	2012	1.00	2	4	RARF	\$ 1,731,493	\$ -	\$ 3,549,349	\$ 5,280,842	Admin Mod: Deferred work phase from FY2011 to FY 2012.
PEO11-101-CZ	Peoria	Lake Pleasant Pkwy; Dynamite Blvd to CAP	Construct roadway widening	2012	2.50	2	4	Local	\$ 15,960,400	\$ -	\$ -	\$ 15,960,400	Admin Mod: Defer project from 2011 to 2012 and modify project costs. Project to be reimbursed at a later date.
PEO12-110	Peoria	Lake Pleasant Pkwy; CAP to SR-74/Carefree Hwy	Acquire right-of-way for roadway widening	2012	1.80	2	4	Local	\$ 3,557,612	\$ -	\$ -	\$ 3,557,612	Admin Mod: Defer project from FY11 to FY 12
PEO13-104	Peoria	83rd Ave; Happy Valle Rd to Jomax Rd	Construct roadway	2013	1.00	2	5	Private	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	Amend: Add new project to the TIP
PEO13-105	Peoria	91st Ave; Butler Dr to Mtn View Rd	Acquire right-of-way for roadway widening	2013	1.00	2	4	Local	\$ 703,260	\$ -	\$ -	\$ 703,260	Amend: Add new project to the TIP
PEO12-103CZ	Peoria	83rd Avenue; Butler Rd to Mountain View	Construct roadway widening	2013	1.00	2	4	RARF	\$ 577,164	\$ -	\$ -	\$ 577,164	Amend: Add new project to the TIP
PEO12-101CZ2	Peoria	Lake Pleasant Pkwy; Dynamite Blvd to CAP	Construct roadway widening	2013	2.50	2	4	Local	\$ 9,011,594	\$ -	\$ -	\$ 9,011,594	Admin Mod: Defer project from 2012 to 2013 and modify project costs. Project to be reimbursed at a later date.
PEO15-103	Peoria	91st Ave; Butler Dr to Mtn View Rd	Construct roadway widening	2015	1.00	2	4	Local	\$ 4,084,332	\$ -	\$ -	\$ 4,084,332	Amend: Add new project to the TIP
PHX11-188	Phoenix	Lower Buckeye: 43rd Ave to 35th Ave	Acquire Right-of-Way	2011	1.00	4	4	Local	\$ 800,000	\$ -	\$ -	\$ 800,000	Amend: Add new project to the TIP
PHX09-622	Phoenix	Pinnacle Peak Rd: 55th Ave to 43rd Ave	Acquire right-of-way roadway to 74ft section, adding 2 through lanes	2011	1.00	2	4	Local	\$ 411,100	\$ -	\$ -	\$ 411,100	Amend: Change Location Description from Pinnacle Peak: 51st Ave to 43rd Ave to Pinnacle Peak Rd: 55th Ave to 43rd Ave and change Project Description to include Acquire Right-of-Way
PHX11-195	Phoenix	Riverview Dr: 18th St - 22nd St	Construct bridge	2013	0.10	0	4	Local	\$ 2,823,480	\$ -	\$ -	\$ 2,823,480	Admin Mod: Change Project Description to "Construct Bridge"; Change Fiscal Year to "2013"
PHX12-194	Phoenix	32nd St: Washington to McDowell	Design roadway narrowing	2012	1.00	6	4	Local	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Add new project to the TIP

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX13-187	Phoenix	32nd St: Washington to McDowell	Construct Roadway Narrowing	2013	1.00	5	4	Local	\$ 5,140,230	\$ -	\$ -	\$ 5,140,230	Amend: Add new project to the TIP
PHX12-860	Phoenix	Pinnacle Peak Rd: 55th Ave to 43rd Ave	Reconstruct roadway to 74ft section, adding 2 though lanes	2013	1.00	2	4	Local	\$ 5,180,000	\$ -	\$ -	\$ 5,180,000	Amend: Change Location Description from Pinnacle Peak: 51st Ave to 43rd Ave to Pinnacle Peak Rd: 55th Ave to 43rd Ave and change Project Description to reconstruct
PHX13-188	Phoenix	Sonoran Desert Dr: I-17 Freeway to North Valley Pkwy	Design Roadway and Bridge	2013	0.85	0	6	Local	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	Amend: Add new project to the TIP
PHX13-189	Phoenix	Deer Valley Dr: 64th St to Scottsdale	Construct new roadway	2013	1.00	0	6	Local	\$ 8,000,000	\$ -	\$ -	\$ 8,000,000	Amend: Add new project to the TIP
PHX13-190	Phoenix	64th St: Deer Valley to Mayo Blvd	Construct new roadway	2013	1.00	0	6	Local	\$ 8,000,000	\$ -	\$ -	\$ 8,000,000	Amend: Add new project to the TIP
QNC11-182	Queen Creek	Sossaman Rd: Cloud Rd to Via Park Rd	Widen roadway	2011	0.25	2	3	Local	\$ 125,000	\$ -	\$ 125,000	\$ 250,000	Amend: Add new project to the TIP
QNC07-729	Queen Creek	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	2011	0.3	2	4	Private	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Delete project it is a duplicate of QNC07-728
QNC09-778	Queen Creek	Rittenhouse Rd: Queen Creek Wash to Cloud Rd	Widen roadway, adding 2 through lanes and add Bridge	2011	0.5	2	4	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Delete project
QNC07-713	Queen Creek	Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd	Widen roadway	2011	0.7	2	4	Private	\$ 1,750,000	\$ -	\$ -	\$ 1,750,000	Admin Mod: Revise project scope and cost to extend limits by 0.2 miles and update
QNC07-730	Queen Creek	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	2011	0.5	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Admin Mod: Revise project cost
QNC07-719	Queen Creek	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	2012	1	2	3	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Change lanes after from 4 to 3 and modify costs.
QNC09-768	Queen Creek	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway	2012	1	2	6	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Delete project
QNC07-724	Queen Creek	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	2012	0.5	2	4	Private	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Delete project
QNC07-731	Queen Creek	Ocotillo Rd: Sossaman Rd to 188th St	Reconstruct roadway	2012	0.5	2	2	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Delete project
QNC12-101	Queen Creek	Riggs Rd: Hawes Rd to Ellsworth Rd	Widen roadway + new bridge	2012	1	2	4	Local	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	Amend: Add new project to the TIP
QNC08-759	Queen Creek	Rittenhouse Rd: Germann to 203rd	Widen roadway	2012	2	2	4	Local	\$ 6,000,000	\$ -	\$ -	\$ 6,000,000	Amend: Delete project
QNC13-103	Queen Creek	Cloud Rd: 213th St to 218th St	Widen roadway	2013	0.6	2	2	Private	\$ 600,000	\$ -	\$ -	\$ 600,000	Amend: Add new project to the TIP
QNC08-748	Queen Creek	Meridian Rd: Chandler Heights Rd to Riggs Rd	Construct new 6 lane road	2013	2	0	6	Local	\$ 10,000,000	\$ -	\$ -	\$ 10,000,000	Amend: Delete project

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
QNC08-801	Queen Creek	Queen Creek Rd: Crismon Rd to Signal Butte Rd	Widen roadway	2013	1	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Delete project
QNC08-802	Queen Creek	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway	2013	1	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Delete project
QNC13-101	Queen Creek	Queen Creek Rd: 194th St to 196th St	Widen roadway	2013	0.25	3	4	Private	\$ 250,000	\$ -	\$ -	\$ 250,000	Amend: Add new project to the TIP
QNC09-775	Queen Creek	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	2013	0.5	2	4	Local	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Delete project
QNC09-781	Queen Creek	Sossaman Rd: Ocotillo Rd to Via DeJardian	Widen roadway	2013	0.5	2	4	Local	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Delete project
QNC07-722	Queen Creek	Ocotillo Rd: 209th Way to Ellsworth Loop Rd	Widen roadway	2013	0.5	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Admin Mod: Revise project cost
QNC13-102	Queen Creek	Rittenhouse Rd: Loop Rd N and Loop Rd S	Intersection Improvements	2013	0.3	2	3	Local	\$ 600,000	\$ -	\$ -	\$ 600,000	Amend: Add new project to the TIP
QNC09-779	Queen Creek	Signal Butte Rd: Ocotillo Rd to Barnes Parkway	Widen roadway, from 2 to 4 lanes	2013	0.5	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Admin Mod: Reduce project scope and update
QNC09-776	Queen Creek	Rittenhouse Rd: Octillo Rd to Queen Creek Wash	Widen roadway	2013	2	2.00	4	Local	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Delete project
SCT13-105DZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Advance Pre-Design/Design roadway widening	2011	0.35	2	4	RARF	\$ 231,863			\$ 231,863	Admin Mod: Change FY from 2013 to 2011
SCT14-105RWZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Advance Acquisition of right-of-way for roadway widening	2012	0.35	2	4	RARF	\$ 7,326,451			\$ 7,326,451	Admin Mod: Change FY from 2014 to 2012
SCT13-115	Scottsdale	Union Hills from Scottsdale to Hayden	Construct new road	2013	1	0	4	Private	\$ 18,000,000			\$ 18,000,000	Amend: Add new project to the TIP
SCT13-116	Scottsdale	Legacy from Hayden to Hualapai	Construct new road	2013	0.5	0	4	Private	\$ 13,000,000			\$ 13,000,000	Amend: Add new project to the TIP
SCT13-117	Scottsdale	Miller Road from Loop 101 to 76th St	Construct new road	2013	0.75	0	4	Private	\$ 15,000,000			\$ 15,000,000	Amend: Add new project to the TIP
SCT13-118	Scottsdale	Miller Road from Princess to Loop 101	Construct new road	2013	0.75	0	4	Private	\$ 15,000,000			\$ 15,000,000	Amend: Add new project to the TIP
SCT15-105CZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Advance Construct roadway widening	2013	0.35	2	4	RARF	\$ 3,729,570			\$ 3,729,570	Admin Mod: Change FY from 2015 to 2013
SUR11-104	Surprise	Perryville Rd between Cactus Rd. and 1/4 mile north of Peoria Ave.	Construct new 2 lanes with curb, gutter, and sidewalks	2012	0.75	0	2	Private			\$ 2,000,000	\$ 2,000,000	Amend: Reduce Scope from 1 to .75 miles and move from 2011 to FY 2012
SUR12-101	Surprise	Cactus Road between Citrus Rd and Perryville Rd	Construct new 2 lanes with curb, gutter, and sidewalks	2012	1.00	0	2	Private			\$ 2,000,000	\$ 2,000,000	Amend: Add new project to the TIP
SUR13-102	Surprise	Happy Valley Rd - between 185th Ave and 183rd Ave	Construct new 2 lanes with curb, gutter, and sidewalks	2013	0.25	0	4	Private	\$ 2,250,000			\$ 2,250,000	Amend: Add new project to the TIP
SUR13-103	Surprise	Happy Valley Rd: between the CAP Canal and 224th Ave alignment	Construct new 2 lanes with curb, gutter, and sidewalks	2013	0.5	0	2	Private	\$ 2,250,000			\$ 2,250,000	Amend: Add new project to the TIP

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SUR13-104	Surprise	Pinnacle Peak Rd: between 235th Ave and 227th Ave	Construct new 2 lanes with curb, gutter, and sidewalks	2013	1	0	2	Private	\$ 2,750,000			\$ 2,750,000	Amend: Add new project to the TIP
SUR13-105	Surprise	227th Ave: between Pinnacle Peal Rd and Happy Valley Rd	Construct new 2 lanes with curb, gutter, and sidewalks	2013	1	0	2	Private	\$ 2,750,000			\$ 2,750,000	Amend: Add new project to the TIP
SUR13-106	Surprise	187th Ave: between Happy Valley Rd and Frontier Dr alignment	Construct new 2 lanes with curb, gutter, and sidewalks	2013	0.5	0	2	Private	\$ 2,250,000			\$ 2,250,000	Amend: Add new project to the TIP
SUR13-107	Surprise	Cactus Road: 143rd Ave to Bullard Ave.	Widening of existing 2 lane roadway to new 4 lanes with new pavement, sidewalk, curb and gutter, streetlights and landscaping	2013	0.5	2	4	Private	\$ 1,900,000			\$ 1,900,000	Amend: Add new project to the TIP
MES120-07RWZ4	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Reimbursement for acquisition of Right-of-Way	2010	1.0	n/a	n/a	RARF	\$ 12,136		\$ 28,318	\$ 40,454	Admin Mod: Reduced Total Cost by \$539,368, Regional Cost by \$327,037, and Local Cost by \$212,331. Reallocated Regional funds to construction.
MES120-08CZ2	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Reimbursement for construction of roadway widening	2010	1.0	n/a	n/a	RARF	\$ 2,193,782		\$ 2,781,507	\$ 4,975,288	Admin Mod: Increased Total Cost by \$640,982.42. Increased Regional Funding by \$327,037. Increased Local Cost by \$313,945.55
MMA11-929	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of Right-of-Way	2011	4.1	n/a	n/a	STP-MAG	\$ 2,441,844	\$ 5,608,572		\$ 8,050,416	Admin Mod: Increased Federal Funds by \$94,068. Reduced Local Share by \$94,068.

TRANSIT

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	A.L.I	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN09-802T	Avondale	Regionwide	Operating:Operating Assistance - FY2009 5307 - AVN UZA Funds	2011		30.09.01		5307-AVN UZA	\$ 1,004,572	\$ 1,004,572	\$ -	\$ 2,009,144	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
AVN10-901T	Avondale	Regionwide	Operating:Operating Assistance - FY2010 5307 - AVN UZA Funds	2011		30.09.01		5307-AVN UZA	\$ 1,000,309	\$ 1,000,309		\$ 2,000,618	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN09-606T	Glendale	Glendale	Preventive Maintenance - FY2009 5307 Funds	2011		11.12.40		5307	\$ 29,438	\$ 117,752	\$ -	\$ 147,190	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GLN09-607T	Glendale	Glendale	Purchase bus: < 30 foot - 3 replace (dial-a-ride) - FY2010 5307 Funds	2011		11.12.04		5307	\$ -	\$ 205,610	\$ 51,403	\$ 257,013	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-608T	Glendale	Glendale	Preventive Maintenance - FY2010 5307 Funds	2011		11.12.40		5307	\$ 49,283	\$ 197,144		\$ 246,427	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-804T	Glendale	Bell/L101	Pre-design regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	2011		11.31.04		5309-FGM	\$ -	\$ 219,720	\$ 54,930	\$ 274,650	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-812T	Glendale	Regionwide	Operating:Operating Assistance - Taxi Voucher Program: Using \$4,564 from FY2007 5317 and \$77,523 from FY2010 5317 funds	2011		30.09.01		5317	\$ 82,087	\$ 82,087		\$ 164,174	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-813T	Glendale	Regionwide	Operating:Operating Assistance - B.A.G. - I.T. Travel Training Program - FY2009 5317 Funds	2011		30.09.01		5317	\$ 100,560	\$ 100,560		\$ 201,120	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-814T	Glendale	Regionwide	Operating:Operating Assistance - Glendale Urban Shuttle 3 - FY2009 5317 Funds	2011		30.09.01		5317	\$ 159,532	\$ 159,532		\$ 319,064	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN11-808T	Glendale	Bell/L101	Design regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	2011		11.31.04		5309-FGM	\$ -	\$ 620,646	\$ 155,162	\$ 775,808	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN11-809TA	Glendale	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	2011		None		5309-FGM	\$ -	\$ 2,287,742	\$ 571,935	\$ 2,859,677	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN11-809TC	Glendale	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101) - FY 2010 STP Flex Funds	2011				STP-Flex		\$ 448,323	\$ 37,792	\$ 486,115	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
MES08-801T	Mesa	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power) - FY2009 5309-FGM Funds	2011		11.33.04		ARRA-Transit / 5309-FGM	\$ 231,200	\$ 1,568,800	\$ -	\$ 1,800,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP. Project has \$644,000 of ARRA and \$924,800 of 5309-FGM funds.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PEO09-602T	Peoria	Peoria	Preventive Maintenance - FY2009 5307 Funds	2011		11.12.40		5307	\$ 9,933	\$ 39,732	\$ -	\$ 49,665	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PEO09-801T	Peoria	Peoria	Purchase bus: < 30 foot - 3 replace (dial-a-ride) - FY2010 5307 Funds	2011		11.12.04		5307	\$ -	\$ 205,610	\$ 51,403	\$ 257,013	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PEO10-603T	Peoria	Peoria	Preventive Maintenance - FY2010 5307 Funds	2011		11.12.40		5307	\$ 16,635	\$ 66,522		\$ 83,157	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-611T	Phoenix	Regionwide	Preventive Maintenance - FY2009 5307 Funds	2011		11.7A.00		ARRA; 5307	\$ 1,312,799	\$ 10,651,196	\$ -	\$ 11,963,995	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP. Project has \$5.4 million of ARRA and \$5,251,196 of 5307 funds.
PHX09-613T	Phoenix	Phoenix	Purchase bus: < 30 foot - 41 replace (dial-a-ride) - FY2009 5307 Funds	2011		11.12.04		5307	\$ -	\$ 2,754,905	\$ 688,726	\$ 3,443,631	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-614T	Phoenix	Phoenix	Purchase bus: standard 40 foot - 3 replace - FY2009 5307 Funds	2011		11.12.01		5307	\$ -	\$ 1,265,264	\$ 259,150	\$ 1,524,414	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-833T	Phoenix	Phoenix	Design and construct upgrades - north - FY2009 5307 Funds	2011		11.44.02		5307	\$ 593,342	\$ 2,373,367	\$ -	\$ 2,966,709	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-834T	Phoenix	Phoenix	Design and construct upgrades - south - FY2009 5307 Funds	2011		11.44.02		5307	\$ 2,258,262	\$ 9,033,049	\$ -	\$ 11,291,311	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-615T	Phoenix	Phoenix - Citywide	Preventive Maintenance - FY2010 5307 Funds	2011		11.12.40		5307	\$ 2,197,911	\$ 8,791,644		\$ 10,989,555	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-820T	Phoenix	Regionwide	MM: Boarding School 1:1 Travel Training Program - Using \$92,526 from FY2007 5317 and \$16,849 from FY2009 5317 funds	2011		11.7L.00		5317	\$ 10,383	\$ 41,533		\$ 51,916	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

Amendment to the FY 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX10-830T	Phoenix	East Baseline Rd	Pre-design/Design for park and ride lot - (2008 Earmark reallocated to FY2010)	2011	2010	11.31.04		5309-Disc	\$ 108,680	\$ 434,720	\$ -	\$ 543,400	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-841T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 15 replace - FY2010 CMAQ Flex Funds	2011		11.12.01		CMAQ-Flex	\$ -	\$ 6,250,210	\$ 924,905	\$ 7,175,115	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-842T	Phoenix	Regionwide	Design and construct upgrades - south	2010	n/a		n/a	5307	\$ 1,562,553	\$ 6,250,210		\$ 7,812,763	Amend: Delete Project
PHX10-901T	Phoenix	Phoenix	Install bus stop improvements (1% enhancement) - FY2009 5307 Funds	2011		None		5307	\$ -	\$ 485,677	\$ -	\$ 485,677	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-901TB	Phoenix	Phoenix - Citywide	Install bus stop improvements (1% enhancement) - FY2010 5307 Funds	2011		None		5307	\$ 124,593	\$ 498,371	\$ -	\$ 622,964	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-902T	Phoenix	Phoenix	Support Services for Grant Management - FY2009 5307 Funds	2011		None		5307	\$ 10,000	\$ 40,000	\$ -	\$ 50,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-902TB	Phoenix	Phoenix - Citywide	Support Services for Grant Management - FY2010 5307 Funds	2011		None		5307	\$ 10,000	\$ 40,000	\$ -	\$ 50,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-905T	Phoenix	79th Avenue/Thomas Road	Pre-design regional park-and-ride (Desert Sky) - FY2010 5309-FGM Funds	2011		11.31.04		5309-FGM	\$ -	\$ 88,741	\$ 22,185	\$ 110,926	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX11-107T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2005 Earmark reallocated to FY2010)	2011	n/a	11.32.04	n/a	5309-Disc	\$ 85,031	\$ 340,123		\$ 425,154	Amend: Add new earmark/ high priority project to the TIP
PHX11-108T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2004 Earmark reallocated to FY2010)	2011	n/a	11.32.04	n/a	5309-Disc	\$ 242,719	\$ 970,874		\$ 1,213,593	Amend: Add new earmark/ high priority project to the TIP
PHX11-109T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2008 Earmark reallocated to FY2010)	2011	n/a	11.32.04	n/a	5309-Disc	\$ 122,500	\$ 490,000		\$ 612,500	Amend: Add new earmark/ high priority project to the TIP
PHX11-186	Phoenix	Phoenix - Citywide	Vehicle Management System (VMS) Upgrade - will use FY2010 5307 funds	2011	n/a		n/a	5307	\$ 872,396	\$ 3,489,584		\$ 4,361,980	Amend: Add new project to the TIP

Amendment to the FY 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX11-187	Phoenix	Near 24th Street and Baseline	Construct park-and-ride lot - will use FY2010 5307 funds	2011	n/a		n/a	5307	\$ 690,157	\$ 2,760,626		\$ 3,450,783	Amend: Add new project to the TIP. This coincides with a federal earmark/high priority project for ROW purchase for Baseline park-and-ride
PHX11-187	Phoenix	Near 24th Street and Baseline	Construct park-and-ride lot - will use FY2010 5307 funds	2011				5307	\$ 690,157	\$ 2,760,626		\$ 3,450,783	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
SCT08-801T	Scottsdale	Loop 101/Scottsdale Rd	Acquire right of way regional park-and-ride (Loop 101/Scottsdale) - FY2009 5309-FGM Funds	2011		11.32.04		5309-FGM	\$ 307,468	\$ 1,229,874	\$ -	\$ 1,537,342	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
SUR09-604T	Surprise	Surprise	Preventive Maintenance - FY2009 5307 Funds	2011		11.12.40		5307	\$ 1,316	\$ 5,264	\$ -	\$ 6,580	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
SUR10-606T	Surprise	Surprise	Preventive Maintenance - FY2010 5307 Funds	2011		11.12.40		5307	\$ 2,203	\$ 8,810		\$ 11,013	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
SUR11-702T	Surprise	Surprise	Purchase bus: < 30 foot - 2 Replace (dial-a-ride) - FY2010 5307 Funds	2011		11.12.04		5307	\$ -	\$ 137,074	\$ 34,268	\$ 171,342	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
TMP09-602T	Tempe	Tempe	Preventive Maintenance - FY2009 5307 Funds	2011		11.12.40		5307	\$ 23,432	\$ 93,728	\$ -	\$ 117,160	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
TMP10-604T	Tempe	Tempe	Preventive Maintenance - FY2010 5307 Funds	2011		11.12.40		5307	\$ 73,661	\$ 294,645		\$ 368,306	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
TMP10-605T	Valley Metro	Regionwide	Purchase bus: Articulated - 17 replace - FY2010 5307 Funds	2011		11.12.07		5307	\$ -	\$ 14,110,000	\$ 2,890,000	\$ 17,000,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMR10-703TR2	Valley Metro Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS - FY2010 CMAQ Flex Funds	2011		13.71.01		CMAQ-Flex	\$ -	\$ 10,000,000	\$ 2,500,000	\$ 12,500,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMR10-704T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS - FY2010 CMAQ Flex Funds	2011		13.71.01		CMAQ-Flex	\$ -	\$ 2,726,000	\$ 681,500	\$ 3,407,500	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

Amendment to the FY 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMR11-708T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car final design	2011	2.6	13.71.02	n/a	CMAQ-Flex/PT F	\$ -	\$ 700,462	\$ 310,228	\$ 1,010,690	Amend: Change location and type of transit for the project.
VMR11-833T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car preliminary engineering/FEIS	2011	2.6	13.71.01	n/a	CMAQ-Flex/PT F	\$ -	\$ 5,000,000	\$ 1,250,000	\$ 6,250,000	Amend: Change location and type of transit for the project.
VMR12-847T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car final design	2012	2.6	13.71.02	n/a	CMAQ-Flex/PT F	\$ -	\$ 5,600,000	\$ 1,400,000	\$ 7,000,000	Amend: Change location and type of transit for the project.
VMR12-914T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car right of way acquisition	2013	2.6	13.75.91	n/a	5309 - Disc./PTF	\$ -	\$ 5,000,000	\$ 1,000,000	\$ 6,000,000	Amend: Change location and type of transit for the project.
VMR12-915T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (non-prior rights)	2012	2.6	13.75.95	n/a	PTF	\$ -	\$ -	\$ 3,400,000	\$ 3,400,000	Amend: Change location and type of transit for the project.
VMR12-916T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (prior rights)	2012	2.6	13.75.95	n/a	CMAQ-Flex/PT F	\$ -	\$ 1,950,000	\$ 487,500	\$ 2,437,500	Amend: Change location and type of transit for the project.
VMR13-104T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2013	2.6	13.23.01	n/a	CMAQ-Flex/PT F	\$ -	\$ 360,000	\$ 90,000	\$ 450,000	Amend: Change location and type of transit for the project.
VMR13-933T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2013	2.6	13.23.01	n/a	5309 - Disc./PTF	\$ -	\$ 8,500,000	\$ 4,600,000	\$ 13,100,000	Amend: Change location and type of transit for the project.
VMR13-934T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car right of way acquisition	2013	2.6	13.75.91	n/a	CMAQ-Flex/PT F	\$ -	\$ 6,640,000	\$ 1,660,000	\$ 8,300,000	Amend: Change location and type of transit for the project.
VMR13-935T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (non-prior rights)	2013	2.6	13.75.95	n/a	PTF	\$ -	\$ -	\$ 4,700,000	\$ 4,700,000	Amend: Change location and type of transit for the project.
VMR13-937T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (prior rights)	2013	2.6	13.75.95	n/a	CMAQ-Flex/PT F	\$ -	\$ 2,400,000	\$ 600,000	\$ 3,000,000	Amend: Change location and type of transit for the project.
VMR14-107T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (non-prior rights)	2014	2.6	13.75.95	n/a	PTF	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	Amend: Change location and type of transit for the project.

Amendment to the FY 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMR14-108T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2014	2.6	13.23.01	n/a	CMAQ-Flex/PT F	\$ -	\$ 3,750,000	\$ 937,500	\$ 4,687,500	Amend: Change location and type of transit for the project.
VMR14-109T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2014	2.6	13.23.01	n/a	5309 - Disc./P TF	\$ -	\$ 18,000,000	\$ 6,100,000	\$ 24,100,000	Amend: Change location and type of transit for the project.
VMR15-108T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2015	2.6	13.23.01	n/a	CMAQ-Flex/PT F	\$ -	\$ 3,000,000	\$ 750,000	\$ 3,750,000	Amend: Change location and type of transit for the project.
VMR15-109T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2015	2.6	13.23.01	n/a	5309 - Disc./P TF	\$ -	\$ 18,000,000	\$ 7,100,000	\$ 25,100,000	Amend: Change location and type of transit for the project.
VMT08-637T	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 7 replace - FY2009 5307 Funds	2011		11.12.01		5307	\$ -	\$ 2,924,487	\$ 598,991	\$ 3,523,478	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-642T	Valley Metro	Regionwide	Preventive Maintenance - FY2009 5307 Funds	2011		11.12.40		5307	\$ 196,248	\$ 784,993		\$ 981,241	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-648T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride) - FY2009 5307 Funds	2011		11.12.04		5307	\$ -	\$ 873,506	\$ 218,377	\$ 1,091,883	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-649T	Valley Metro	Regionwide	Purchase bus: standard - 9 expand (Arizona Ave BRT) - FY2009 5307 Funds	2011		11.13.07		5307	\$ -	\$ 3,996,450	\$ 818,550	\$ 4,815,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-904T	Valley Metro	Regionwide	Origins and Destinations Study - FY2009 5307 Funds	2011				5307	\$ 189,000	\$ 561,000		\$ 750,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-905T	Valley Metro	Regionwide	Purchase bus: intercity - 1 replace - FY2009 5309-FGM Funds	2011		11.12.07		5309-FGM	\$ -	\$ 564,300	\$ 115,580	\$ 679,880	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-655T	Valley Metro	Regionwide	Preventive Maintenance - FY2010 5307 Funds	2011		11.12.40		5307	\$ 294,130	\$ 1,176,519		\$ 1,470,649	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-659T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride) - FY2010 5307 Funds	2011		11.12.04		5307	\$ -	\$ 822,442	\$ 205,610	\$ 1,028,052	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

Amendment to the FY 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMT10-661T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 2 replace (rural) - FY2010 5307 Funds	2011		11.12.04		5307	\$ -	\$ 137,074	\$ 34,268	\$ 171,342	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-665T	Valley Metro	Regionwide	Purchase vanpools: 45 replace - FY 2010 STP Flex Funds	2011		11.12.15		STP-Flex	\$ -	\$ 1,482,750	\$ -	\$ 1,482,750	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-809T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT) - FY2010 5307 Funds	2011		11.12.04		5307	\$ -	\$ 205,610	\$ 51,403	\$ 257,013	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-830T	Valley Metro	Regionwide	Operating:Operating Assistance - NW Valley Dial-A-Ride - FY2010 5317 Funds	2011		30.09.01		5317	\$ 1,268,708	\$ 543,732		\$ 1,812,440	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-831T	Valley Metro	Regionwide	Operating:Operating Assistance - Valley Metro Alternatives - FY2009 5317 Funds	2011		30.09.01		5317	\$ 372,000	\$ 372,000		\$ 744,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-832T	Valley Metro	Regionwide	MM: Regional Mobility Management - FY2010 5317 Funds	2011		11.7L.00		5317	\$ 203,296	\$ 377,550		\$ 580,846	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-833T	Valley Metro	Regionwide	Operating:Operating Assistance - Medical Trip Service - FY2007 5317 Funds	2011		30.09.01		5317	\$ 606,525	\$ 202,175		\$ 808,700	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-901T	Valley Metro	Regionwide	Purchase 700 mhz radio system replacment (Phase I) - FY2009 5307 Funds	2011		None		5307	\$ -	\$ 2,800,000	\$ 700,000	\$ 3,500,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-901TB	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 19 replace (Tempe) - FY2010 5307 Funds	2011		11.13.07		5307		\$ 7,649,825	\$ 1,566,832	\$ 9,216,657	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-901TC	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 3 replace (Tempe) - FY 2010 STP Flex Funds	2011				STP-Flex	\$ -	\$ 1,402,460	\$ 84,773	\$ 1,487,233	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-902T	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase II) - FY2009 5307 Funds	2011		None		5307	\$ -	\$ 4,571,632	\$ 1,142,908	\$ 5,714,540	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

Amendment to the FY 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMT10-902TB	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase II) - FY2010 5307 Funds	2011		None		5307	\$ -	\$ 1,028,368	\$ 257,092	\$ 1,285,460	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-903T	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase III) - FY2010 5307 Funds	2011		None		5307	\$ -	\$ 6,800,000	\$ 1,700,000	\$ 8,500,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT11-901T	Valley Metro	Regionwide	Purchase bus: standard - 2 expand (Grand Avenue LTD) - FY2010 5307 Funds	2011		11.13.06		5307	\$ -	\$ 1,211,528	\$ 248,144	\$ 1,459,672	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT13-906T	Valley Metro	Regionwide	Purchase bus: intercity - 19 replace - FY2009 5307 Funds	2011		11.12.01		5307	\$ -	\$ 9,395,700	\$ 1,924,420	\$ 11,320,120	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

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

DATE:

January 11, 2011

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). The amendment and administrative modification involve several projects, including Highway Safety Improvement Program funded projects and PM-10 Paving Unpaved Road projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by January 10, 2011.

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, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Valley Metro Rail, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

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

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:

Management Committee: This item is on the January 12, 2011 MAG Management Committee agenda for consultation.

CONTACT PERSON:

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



January 4, 2011

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E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including Highway Safety Improvement Program funded projects and PM-10 Paving Unpaved Road projects. Comments on the conformity assessment are requested by January 10, 2011.

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 November 23, 2010 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

ATTACHMENT

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

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

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

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on November 23, 2010 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

January 4, 2011

Highway Projects

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
DOT11-829	ADOT	SR303L: I-10/303 Interchange, Phase 1	Construct traffic interchange (Phase 1, I-10 realignment	2011	n/a	n/a	n/a	RARF			\$ 230,032,000	\$ 230,032,000	Admin Mod: Decrease construction budget by \$2,168,000. Decreased amount will be used to fund utility relocation for the same project (I-10/SR303L Interchange, Phase 1).	A minor project revision is needed to decrease the funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT11-130	ADOT	SR303L: I-10/303 Interchange, Phase 1	Utility relocation	2011	n/a	n/a	n/a	RARF			\$ 4,700,000	\$ 4,700,000	Amend: Add a new "Utility relocation" project for \$4,700,000. Previously \$2,000,000 was set aside for the utility relocation from the construction budget as approved by Regional Council on 10-27-10.	A minor project revision is needed to add a new utility relocation project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT11-129	ADOT	ADOT Traffic Operation Center (TOC) Control Room	Upgrade of video wall and reconfiguration of consoles	2011	n/a	n/a	n/a	STP-AZ	\$ 57,000	\$ 943,000		\$ 1,000,000	Amend: Add a new project to upgrade ADOT TOC control room in fiscal year 2011 for \$1,000,000.	This project is considered exempt under the category "Traffic control devices and operating assistance other than signalization projects." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
BKY11-108	Buckeye	Yuma and Watson Rd and Miller and Warner intersections	Advanced Dilemma Zone Detection for high speed approaches	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 27,599		\$ 27,599	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
BKY11-109	Buckeye	Watson and Southern Ave	Painted channelization of both major and minor roads	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 21,175		\$ 21,175	Amend: Add new federal funded highway safety project; no local match is required.	This 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.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
BKY12-802	Buckeye	Downtown Buckeye	Construct sidewalks, curb and gutter	2011	n/a	n/a	9.5	CMAQ	\$ 94,950	\$ 221,550		\$ 316,500	Admin Mod: Move project as approved in the 2008-2012 MAG TIP to the 2011-2015 MAG TIP	This 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.
CHN11-107	Chandler	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 100,000		\$ 100,000	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
CHN13-102	Chandler	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Design work for Pave Dirt Alley project	2013	12.80	n/a	n/a	Local	\$ 85,000	\$ -		\$ 85,000	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
CHN14-103	Chandler	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Construct/Pave Dirt Alleys	2014	12.80	n/a	n/a	CMAQ	\$ 44,802	\$ 741,198		\$ 786,000	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
ELM09-802	El Mirage	125th Ave and 127th Ave: Varney Rd to Peoria Ave	Pave unpaved roads	2011	1			CMAQ	\$ 1,102,252	\$ 381,031		\$ 1,483,283	Admin Mod: Combine into one project: ELM09-802	This 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.
ELM13-903	El Mirage	Dysart Ranchettes area: Varney Rd, Peoria Ave, Dysart Rd, El Mirage	Paving dirt roads	2011	3.4			CMAQ	\$ 1,750,000	\$ 1,250,000		\$ 3,000,000		
ELM11-801	El Mirage	Westside of Downtown El Mirage	Paving existing unpaved alleys	2011	1.7			CMAQ	\$ 24,500	\$ 222,000		\$ 246,500	Admin Mod: Combine into one project: ELM11-801	This 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.
ELM12-801	El Mirage	Eastside of Downtown El Mirage	Paving existing unpaved alleys	2012	2.16			CMAQ	\$ 16,985	\$ 281,000		\$ 297,985		
FTH11-105	Fountain Hills	Various Locations - Townwide	Guard Rail Impact Attenuators & Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 56,800		\$ 56,800	Amend: Add new federal funded highway safety project; no local match is required.	This 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.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
FTH12-102	Fountain Hills	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Design work for Pave Dirt shoulder project	2012	2.30	n/a	n/a	Local	36,000	-		36,000	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
FTH14-102	Fountain Hills	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Construct/Pave Dirt Shoulders	2014	2.30	n/a	n/a	CMAQ	\$ 15,436	\$ 255,364		\$ 270,800	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
GLB11-106	Gilbert	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 31,600		\$ 31,600	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
GLB12-809	Gilbert	Town of Gilbert	Design and construct bicycle crossings	2012	0	n/a	n/a	CMAQ	\$ 210,000	\$ 490,000		\$ 700,000	Admin Mod: Move project as approved in the 2008-2012 MAG TIP to the 2011-2015 MAG TIP	This 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.
GLB13-902	Gilbert	Consolidated canal and Ray Rd., eastern canal & Williams Field rd, western powerline & McQueen Rd, Western Powerline & Val Vista Rd, western powerline & Greenfield rd, and western powerline & Recker Rd	Gilbert Bicycle Crossing Safety and improvement demonstration Phase II Project	2013	22.5	n/a	n/a	CMAQ	\$ 255,000	\$ 583,000		\$ 838,000	Admin Mod: Move project as approved in the 2008-2012 MAG TIP to the 2011-2015 MAG TIP	This 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.
GLN11-102	Glendale	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 62,000		\$ 62,000	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
GLN11-103	Glendale	Various Locations - Citywide	Upgrade to 12-inch Traffic Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 37,200		\$ 37,200	Amend: Add new federal funded highway safety project; no local match is required.	This 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.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
MMA11-113	Maricopa County	Riggs Rd: Ellsworth to Meridian	Environmental Clearance	2011	3	n/a	n/a	STP-MAG	\$ 2,000,000	\$ 120,895		\$ 2,120,895	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP, and change lead agency from Queen Creek to Maricopa County.	This 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.
MMA11-114	Maricopa County	Various Low Volume Roads: White Wing Rd: Cotton Ln to Sarival, 167th Ave: Dixileta to Windstone Tr, 168th Ave: Dixileta Dr to Winstone Tr, Dove Valley Rd: 171st to Sarival Ave, Montgomery Rd: 171st Ave to Sarival Ave	Design work for Pave Dirt Roads	2011	4.00	2	2	Local	\$ 300,000	\$ -		\$ 300,000	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
MMA12-103	Maricopa County	Various Low Volume Roads: White Wing Rd: Cotton Ln to Sarival, 167th Ave: Dixileta to Windstone Tr, 168th Ave: Dixileta Dr to Winstone Tr, Dove Valley Rd: 171st to Sarival Ave, Montgomery Rd: 171st Ave to Sarival Ave	Right of way acquisition	2012	4.00	2	2	Local	\$ 100,000	\$ -		\$ 100,000	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
MMA14-103	Maricopa County	Various Low Volume Roads: White Wing Rd: Cotton Ln to Sarival, 167th Ave: Dixileta to Windstone Tr, 168th Ave: Dixileta Dr to Winstone Tr, Dove Valley Rd: 171st to Sarival Ave, Montgomery Rd: 171st Ave to Sarival Ave	Construct/Pave Dirt Roads	2014	4.00	2	2	CMAQ	\$ 67,545	\$ 1,117,455		\$ 1,185,000	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
MES13-905	Mesa	Consolidated canal: Lindsay Road to Baseline	Construct of a 10-foot wide concrete pathway, including lighting, paving and traffic signals	2013	1.5	n/a	n/a	CMAQ	\$ 1,067,600	\$ 1,099,000		\$ 2,166,600	Admin Mod: Change location from 8th St. to Lindsay to Lindsay Rd to Baseline Rd	This 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.

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MES11-100	Mesa	Various Locations - Citywide	Upgrade to 12-inch Traffic Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 100,000		\$ 100,000	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
PEO11-108	Peoria	Various Locations - Citywide	Replace Yellow Incandescent with Yellow LED Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 100,000		\$ 100,000	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
PHX11-189	Phoenix	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 99,820		\$ 99,820	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
PHX12-111	Phoenix	Various Alleys located between Cholla St to Sweetwater Ave from 35th Ave to 23rd Ave, Bethany Home Rd to Maryland Ave from 35th Ave to 23rd Ave, and Camelback Rd to Maryland Ave from 7th St to 24th St.	Design work for Pave Dirt Alley project	2012	30.22	n/a	n/a	Local	\$ 60,000	\$ -		\$ 60,000	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
PHX14-104	Phoenix	Various Alleys located between Cholla St to Sweetwater Ave from 35th Ave to 23rd Ave, Bethany Home Rd to Maryland Ave from 35th Ave to 23rd Ave, and Camelback Rd to Maryland Ave from 7th St to 24th St.	Construct/Pave Dirt Alleys	2014	30.22	n/a	n/a	CMAQ	\$ 600,000	\$ 1,033,934		\$ 1,633,934	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
PHX11-190	Phoenix	Roosevelt Street: Central Ave to 4th Street	Design Roosevelt Row Pedestrian Project	2011	0.3	2	2	STP-TEA	\$ 5,700	\$ 94,300		\$ 100,000	Amend: Add new STP-TEA project to the FY2011-2015 MAG TIP	This 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.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
PHX12-112	Phoenix	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	2012	0.3	2	2	STP-TEA	\$ 188,984	\$ 655,700		\$ 844,684	Amend: Add new STP TEA project to the FY2011-2015 MAG TIP	This 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.
QNC12-100	Queen Creek	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	Construct a one mile 8' wide multi-use path	2014	0.75	n/a	n/a	STP-TEA	\$ 36,899	\$ 610,459		\$ 647,358	Amend: Add new STP TEA project to the FY2011-2015 MAG TIP	This 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.
SCT11-102	Scottsdale	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 100,000		\$ 100,000	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
SCT13-119	Scottsdale	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th St, Quail Track Dr: 60th St to 62nd St, Windmill Dr: North of Arroyo Honda to south of Stage coach pass, Peak View (Via Dona): 66th St to 69th St	Design work for Pave Dirt Roads	2013	3.74	2	2	Local	\$ 112,045	\$ -		\$ 112,045	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
SCT14-103	Scottsdale	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th St, Quail Track Dr: 60th St to 62nd St, Windmill Dr: North of Arroyo Honda to south of Stage coach pass, Peak View (Via Dona): 66th St to 69th St	Construct/Pave Dirt Roads	2014	3.74	2	2	CMAQ	\$ 76,639	\$ 1,267,904		\$ 1,344,543	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
TMP11-110	Tempe	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 30,800		\$ 30,800	Amend: Add new federal funded highway safety project; no local match is required.	This 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.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
TMP11-111	Tempe	Various Locations - Citywide	Install New Signal Pre-Emption Cards for EMS Access	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 46,000		\$ 46,000	Amend: Add new federal funded highway safety project; no local match is required.	This 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.
TMP12-104	Tempe	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	2012	0.75	n/a	n/a	STP-TEA	\$ 61,000	\$ 943,000		\$ 1,004,000	Amend: Add new STP TEA funded project.	This 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.
TMP12-103	Tempe	Evergreen - The area bounded by Broadway R, the Price Frwy, Southern Av and the eastern Tempe city limits	Design work for Pave Dirt Alley project	2012	4.54	n/a	n/a	Local	\$ 20,000	\$ -		\$ 20,000	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
TMP14-103	Tempe	Evergreen - The area bounded by Broadway R, the Price Frwy, Southern Av and the eastern Tempe city limits	Construct/Pave Dirt Alleys	2014	4.54	n/a	n/a	CMAQ	\$ 29,140	\$ 482,057		\$ 511,197	Amend: Add new project to the FY2011-2015 MAG TIP	This 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.
VMT11-107	Valley Metro	Statewide	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2011	n/a	n/a	n/a	STP-TEA	\$ 3,606	\$ 59,649		\$ 63,255	Amend: Add new STP TEA funded project.	This project is considered exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMT12-102	Valley Metro	Statewide	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2012	n/a	n/a	n/a	STP-TEA	\$ 26,596	\$ 440,000		\$ 466,596	Amend: Add new STP TEA funded project.	This project is considered exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
VMT13-104	Valley Metro	Statewide	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2013	n/a	n/a	n/a	STP-TEA	\$ 14,998	\$ 248,128		\$ 263,126	Amend: Add new STP TEA funded project.	This project is considered exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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Transit Projects

TIP #	Agency	Project Location	Project Description	Fiscal Year	Year of Funds	A.L.I	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
GDY06-204T	Goodyear	I-10 at Litchfield Rd	Construct regional park-and-ride (I-10/Litchfield) - FY2009 ARRA and STP-AZ (Flex)	2011		11.33.04	ARRA, STP-AZ (Flex)	\$ 122,986	\$ 2,034,665	\$2,036,184 - FY 2009 ARRA Funds	\$ 4,193,835	Admin Mod: Move project from 2010 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP, \$2,036,184 - ARRA and \$2,034,665 is STP-AZ (flex)	The addition of the project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX07-310T	Phoenix	Various locations	Upgrade LNG fuel station - North Division - FY2009 5307 Funds	2011	2009	11.43.20	5307	\$ 300,000	\$ 1,200,000		\$ 1,500,000	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX10-823T	Phoenix	Regionwide	Operating:Operating Assistance - Senior Cab Taxi Coupon Program - FY2010 5317 Funds	2011	2010	30.09.01	5317	\$ 109,375	\$ 109,375		\$ 218,750	Admin Mod: Move project from 2010 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This project is considered exempt under the category "Operating to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX10-824T	Phoenix	Regionwide	Trapeze PASS System Upgrade - FY2010 5317 Funds	2011	2010	11.80.00	5317	\$ 32,806	\$ 131,223		\$ 164,029	Admin Mod: Move project from 2010 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This project is considered exempt under the category "Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX08-607T	Phoenix	Phoenix	Design and construct upgrades - north and south - FY2008 5307 Funds	2011	2008	11.44.02	5307	\$ 951,000	\$ 3,804,000		\$ 4,755,000	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Year of Funds	A.L.	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
CHN08-802T	Chandler	Arizona Ave/Germann	Constuct regional park-and-ride (Loop 202/Arizona Ave.) - CMAQ-Flex funds from FY2009	2011	2009	11.33.04	CMAQ	\$ -	\$ 1,086,000	\$ 2,731,833	\$ 3,817,833	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	The addition of the project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLN09-816	Glendale	Bell/Loop 101	Pre-design regional park-and-ride - CMAQ-Flex funds from FY2009	2011	2009		CMAQ	\$ -	\$ 162,836	\$ -	\$ 162,836	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This 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.
GLN09-817	Glendale	Bell/Loop 101	Pre-design regional park-and-ride - CMAQ-Flex funds from FY2009	2011	2009		CMAQ	\$ -	\$ 473,060	\$ -	\$ 473,060	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This 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.
PHX09-836T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 29 replace - CMAQ-Flex funds from FY2009	2011	2009	11.12.01	CMAQ-Flex	\$ -	\$ 11,406,416	\$ 2,061,445	\$ 13,467,861	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This 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.
VMR09-806T	Valley Metro Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS - CMAQ-Flex funds from FY2009	2011	2009	13.71.01	CMAQ-Flex	\$ -	\$ 1,856,002	\$ 464,001	\$ 2,320,003	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This 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.
VMR09-826T	Valley Metro Rail	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Installation of additional METRO ticket vending machines and stand alone fare validation systems - CMAQ-Flex funds from FY2009	2011	2009		CMAQ-Flex	\$ 600,000	\$ -	\$ -	\$ 600,000	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This project is considered exempt under the category "Purchase of office, shop, and operating equipment for existing facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

January 4, 2011

TIP #	Agency	Project Location	Project Description	Fiscal Year	Year of Funds	A.L.I.	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Consultation
VMR09-827T	Valley Metro Rail	I-10/79th Avenue to Loop101/Glendale Avenue	Request for a Phase I Alternatives Analysis for LRT along I-10 and Loop 101 - CMAQ-Flex funds from FY2009	2011	2009		CMAQ	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This 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.
VMT09-654T	Valley Metro	Regionwide	Purchase vanpools: 30 replace - STP-Flex 2009 Funds	2011	2009	11.12.15	STP-Flex	\$ -	\$ 979,572	\$ -	\$ 979,572	Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This 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.
VMT09-650T	Valley Metro	Gilbert and Power Rd bus lines	Reimbursement of bus: standard - 8 expand (Gilbert, Power) advance purchased in 2008	2011	2009	11.13.07	5307		\$ 3,320,000	\$ (3,320,000)		Admin Mod: Move project from 2009 as approved in the 2008 2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	This 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:

January 11, 2011

SUBJECT:

Status Update on the June 30, 2010 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2010

SUMMARY:

The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2010. An unqualified audit opinion was issued on November 22, 2010 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2010 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2010 CAFR, this would be the agency's 13th consecutive award.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is required by its By-Laws and federal regulations to have an audit performed for all major federal programs on an annual basis. The audit must be performed in compliance with the provisions described in the U.S. Office of Management and Budget ("OMB") Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: LarsonAllen, LLP conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. For the year ended June 30, 2010, the audit report indicates that MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

POLICY: Pursuant to Article 12, Section 5 of the MAG By-Laws, the annual audit must be presented to the Regional Council.

ACTION NEEDED:

Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2010.

PRIOR COMMITTEE ACTIONS:

This item is on the January 12, 2011 Management Committee agenda for recommended approval.

CONTACT PERSON:

Rebecca Kimbrough, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 11, 2011

SUBJECT:

Approval to Join the Strategic-Alliance-Volume-Expenditures Cooperative Purchasing Group

SUMMARY:

The Maricopa Association of Governments is requesting a recommendation of approval to join the Strategic-Alliance-Volume-Expenditures (S.A.V.E.) cooperative purchasing group in order to take advantage of any opportunities for cost savings on purchases and sharing of information on purchases.

S.A.V.E. is an Arizona association that provides for the coordination of joint bid and piggybacking opportunities for its membership for commonly purchased items. S.A.V.E. membership also provides a forum for sharing information, networking and the development and attainment of purchasing goals. Regular membership can be in the name of the state, county, city, town, school, special district group, or political subdivision as prescribed by the by-laws of the S.A.V.E. organization. A provision is also included in the by-laws for associate membership and MAG would be considered eligible for participation in S.A.V.E. as an associate member. Associate members do not possess any rights in relation to voting and could only attend S.A.V.E. meetings by invitation of the Board of Directors.

Currently there are no annual dues for membership in S.A.V.E. and in order to join, the by-laws of S.A.V.E. require only the approval of the applicant's governing body. Upon approval, the signature page of the S.A.V.E. agreement between MAG and S.A.V.E. must be filed with the Secretary of State.

PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

PROS: Membership in the S.A.V.E. cooperative purchasing group will provide additional opportunities for MAG to achieve cost savings in making common purchases and will provide a forum for additional information when making common purchases for MAG.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Approval for MAG to join the Strategic-Alliance-Volume-Expenditures (S.A.V.E.) cooperative purchasing group.

PRIOR COMMITTEE ACTIONS:

This item is on the January 12, 2011 Management Committee agenda for recommended approval.

CONTACT PERSON:

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

January 11, 2011

TO: Members of the MAG Regional Council Executive Committee

FROM: Amy St. Peter, Human Services Manager

SUBJECT: SUN CORRIDOR CONSORTIUM UPDATE

In August 2010, MAG submitted an application on behalf of the Sun Corridor Consortium for the Sustainable Communities Regional Planning Grant Program. In September 2010, the U.S. Department of Housing and Urban Development (HUD) announced the list of funding awards which did not include the Sun Corridor Consortium. In November 2010, HUD provided feedback on the Consortium's application. The purpose of this memorandum is to provide an update on the feedback and plans to move forward with the activities proposed in the Sun Corridor Consortium's application.

The Sun Corridor Consortium comprises the Maricopa Association of Governments, the Pima Association of Governments (PAG), the Central Arizona Association of Governments (CAAG), and 117 additional partners representing the public and private sectors, as well as nonprofit agencies. The partners contributed \$21 million in leverage to support six initiatives to support the development of a regional plan for sustainability. The initiatives included a Cluster Economic Development Study, a Connected Centers Framework Study, a Native American Communities Transit Study, a Regional Housing Plan, an Arizona Health Survey, and a Canal Path Integration Study. The proposed projects and partnerships represent a significant commitment to the sustainability of the region.

Many regions throughout the country expressed a similar commitment to sustainability and submitted applications for the Sustainable Communities Regional Planning Grant Program. HUD received 300 applications and deemed 225 applications eligible. The 225 applications requested \$550 million. With only \$98 million available, this was an extremely competitive program. The Sun Corridor Consortium's application was considered eligible for review. Out of a possible 102 points, the Consortium's application received a score of 55.5 points. This did not meet the threshold of 75 points to receive the preferred sustainability status, nor the threshold of 85 points to receive funding.

Overall, HUD noted the application was a good start on a potentially strong application. They encouraged ongoing inclusive dialogue to enhance the partnerships and projects needed to be successful in the future. One of the application's strongest areas was the description of the regional sustainability plan proposed to be developed with this grant. HUD staff also praised the number of partners in the Consortium, as well as the leverage they contributed. HUD advised that more specificity in the goals, additional emphasis on marginalized populations, and greater expertise in sustainability would serve the Consortium well in the future.

On January 20, 2011, MAG will convene local stakeholders to review the feedback from HUD and to plan how to address the initiatives proposed in the application. If you have any questions regarding this item, please contact me at the MAG office at (602) 254-6300.

Notes from the Debriefing with the
U.S. Department of Housing and Urban Development about the
Sun Corridor Consortium Sustainable Communities Application
November 30, 2010

Attendance

Zuleika Morales, U.S. Department of Housing and Urban Development
Peter Russo, U.S. Department of Housing and Urban Development
Dennis Smith, Maricopa Association of Governments
Amy St. Peter, Maricopa Association of Governments
Andy Gunning, Pima Association of Governments
Cherie Campbell, Pima Association of Governments

Sustainable Communities Regional Planning Grant Program Highlights

- The U.S. Department of Housing and Urban Development (HUD) received 300 applications for this program. They determined 225 applications were eligible to apply. With \$98 million available in funding, the applications represented \$550 million in requests.
- In total, 1,000 applications were received for this program, the Challenge grant program, and TIGGER II.
- A review team of 10 federal agencies, public policy experts, foundations, and community partners reviewed the grants and gave scores of up to 102 points.
- Of the 225 eligible applications, 68 applications qualified to move on to the next round with scores of 75 or higher. These 68 applications received the preferred sustainability status.
- Of the 68 applications moving to the next round, 45 applications were awarded grants with scores of 85 or higher. No application scored a 95 or higher. Partial funding was given to spread the funding to more regions.

Sun Corridor Consortium Application Summary

- The Sun Corridor application scored a 55.5 and did not qualify for funding or the preferred sustainability status.
 - Capacity: six out of 10 points
 - Need: four out of 10 points
 - Soundness of Approach: 32 out of 55 points
 - Leverage: three out of five points
 - Results/Evaluation: 10.5 out of 20 points
- Overall, reviewers noted this was a great start to a possibly strong application. They encouraged ongoing, inclusive regional dialogue. Reviewers indicated the Consortium

needs more time to develop the plan and adequate partnerships to be successful in the future.

- HUD's recommendation: Improve scores for Rating Factors One and Three. Also, group the 120 Consortium members into three groups of equality, economic development, and the environment.
- Comments from the reviewers were provided for each of the five rating factors as follows:

Rating Factor One: Capacity

- Score: six out of possible 10 points
- Reviewers believed the application lacked depth and sufficient expertise in sustainable development.
- Reviewers noted an overemphasis on economic development.
- The application failed to concretely indicate how it would accomplish outcomes.
- They noted good collaborations but indicated more expertise was needed.
- The collaborations were superficial.
- The number of organizations was impressive but lacked expertise in working with marginalized populations.
- The application indicated an overreliance on consultants. It was confusing to the reviewers why so many consultants were needed when the expertise could be present among the Consortium members.
- The application did not address the Notice of Funding Availability (NOFA) requirements.
- HUD's recommendation: Address overreliance on consultants and lack of expertise by indicating the Consortium will learn from consultants and be able to replicate their work in the future. Also, state why awards have been won in the past and how this demonstrates capacity in new areas like sustainability.

Rating Factor Two: Need

- Score: four out of a possible 10 points
 - three out of seven points for quantitative
 - one out of three points for narrative
- The application did not link the need or problems with solutions and strategies proposed in the grant.
- The narrative was too vague and needed a more in-depth explanation.
- The economic development strategy was good.
- Health and marginalized populations are not addressed.
- Housing is affordable.
- The data does not demonstrate need.
- HUD's recommendation: Provide a better link between the need and the solutions.

Rating Factor Three: Soundness of Approach

- Score: 32 out of 55 possible points (above average)
 - Eight out of 10 for general description of the plan
 - Six out of 17 points for the process to develop the plan
 - 7 out of 15 points for governance
- The partner roles were not clear.
- Internal structure and outside engagement was lacking.
- The vision was not described fully and was too vague.
- There were few specifics. This section needed greater clarity and to be more defined.
- There was no link between the sustainability strategies and the strategies.
- Explanation is needed for the rhetoric.
- The Consortium represents a diverse mixture of underrepresented groups.
- Marginalized populations are not represented.
- The application failed to say when and how activities would be accomplished.
- The detailed schedule is good.
- It is unclear how the community engagement would impact decision making.
- The intention is to engage in cross cutting knowledge but the peer exchange needs more detail.
- HUD's recommendation: Improve the link between the activities and the outcomes.

Rating Factor Four: Leverage

- Score: Three out of five points available
 - Three out of three points for the amount leveraged
 - Zero out of two points available for leveraging with funds from the U.S. Department of Transportation and the Environmental Protection Agency

Rating Factor Five: Results and Evaluation

- Score: 10.5 out of 20 possible points
- The application does not address air or water quality.
- The livability principles are not incorporated.
- The application does address Native American Communities and homelessness but low-income populations are left out of the analysis.
- The application talks about community engagement but does not indicate how the plan will achieve this.
- There are no concrete steps identified for the additional indicators.
- The health indicators are good.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 11, 2011

SUBJECT:

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

SUMMARY:

The Fiscal Year 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010. The Arizona Department of Transportation (ADOT), Avondale, Buckeye, Chandler, Gila Bend, Gilbert, Glendale, Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, RPTA, Scottsdale, Surprise, Tempe, and Valley Metro Rail have submitted new projects and requested project modifications since the approval of the TIP.

Additionally, MAG staff has determined that it is necessary to administratively modify 62 transit projects, and modify three additional highway projects, which total an additional 65 projects to the project change sheet. All of these projects are highlighted in the new attachment. It is necessary to administratively modify the 62 transit projects to incorporate them into the FY2011-2015 MAG TIP. All 62 of these projects were approved in the previous FY2008-2012 MAG TIP. This is necessary to complete the federal transit grant process in obtaining the federal funds from FY2009 and 2010 for these projects.

Since the Transportation Review Committee met, there have been additional projects added to the table, which include the safety and pave unpaved road projects noted in separate agenda items, two Gilbert projects and a Buckeye project that were originally part of the 2008-2012 TIP and were inadvertently omitted from the current MAG TIP, three ADOT projects, a location change to a bicycle/pedestrian project in Mesa, four STP-TEA (Enhancement) projects, four El Mirage projects that are being consolidated into two, and fifteen transit projects. All of the transit projects were previously approved in the 2008-2012 MAG TIP and need to be listed in the 2011-2015 for fiscal purposes related to the federal transit fund grant process. These projects are identified in a separate table annotated as projects heard for the first time at Management Committee.

This item is dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the funding for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner.

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

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. This item is dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee.

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

ACTION NEEDED:

Approval of the amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update dependent on a new finding of conformity.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: This item is on the January 12, 2010 MAG Management Committee agenda. An update on the action will be provided to the Committee.

Transportation Review Committee: On December 9, 2010, the Transportation Review Committee recommended to approve of amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update dependent on a new finding of conformity.

MEMBERS ATTENDING

- | | |
|--|---|
| Peoria: David Moody | Litchfield Park: Paul Ward for Woody Scoutten |
| ADOT: Robert Samour for Floyd Roehrich | Maricopa County: John Hauskins |
| Avondale: David Fitzhugh | Mesa: Jeff Martin for Scott Butler |
| * Buckeye: Scott Lowe | * Paradise Valley: Bill Mead |
| Chandler: Dan Cook for Patrice Kraus | Phoenix: Rick Naimark |
| El Mirage: Lance Calvert | Queen Creek: Tom Condit |
| Fountain Hills: Randy Harrel | RPTA: Bob Antilla for Bryan Jungwirth |
| Gila Bend: Eric Fitzer | Scottsdale: Dave Meinhart |
| * Gila River: Sreedevi Samudrala for Doug Torres | Surprise: Bob Beckley |
| * Gilbert: Tami Ryall | * Tempe: Chris Salomone |
| Glendale: Terry Johnson | Valley Metro Rail: John Farry |
| Goodyear: Romina Korkes for Cato Esquivel | Wickenburg: Rick Austin |
| Guadalupe: Gino Turrubiarres | Youngtown: Grant Anderson for Lloyce Robinson |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|--|---|
| * Bicycle/Pedestrian Committee: Peggy Rubach | * Street Committee: Dan Cook |
| * ITS Committee: Nicolaas Swart | * Transportation Safety Committee: Julian Dresang |

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

+ Attended by Videoconference

CONTACT PERSON:

Eileen Yazzie or Stephen Tate, (602) 254-6300

Request for Project Change - 2011-2015 MAG Transportation Improvement Program

HIGHWAY

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT11-127	ADOT	101 (Agua Fria & Pima Fwy): 67th Ave - 51st Ave & 27th Ave - 19th Ave, EB Frontage Road	Pavement Preservation (Micro-surfacing)	2011	2.10	0	0	NH	\$ 13,110	\$ 216,890		\$ 230,000	Amend: Add a new pavement preservation project in fiscal year 2011 for \$230,000.
DOT11-128	ADOT	SR238: 91st Ave - Jct SR 347	Pavement Preservation	2011	13	0	0	STP	\$ 484,500	\$ 8,015,500		\$ 8,500,000	Amend: Add a new "Pavement Preservation" project in fiscal year 2011 for \$8,500,000.
DOT08-817	ADOT	10: TI at Desert Creek/323rd Avenue/MP 105.5	Design Traffic Interchange	2013	0.00	0	0	Private	\$ 1,900,000	\$ -	\$ -	\$ 1,900,000	Admin Mod: Defer this privately funded design project from FY2011 to FY 2013.
DOT09-903	ADOT	10: 395th Ave	Design Traffic Interchange	2013	0.00	0	0	Private	\$ 1,820,000	\$ -	\$ -	\$ 1,820,000	Admin Mod: Defer this privately funded design project from FY 2011 to FY 2013.
DOT09-826	ADOT	10: TI at Desert Creek/323rd Avenue/MP 105.5	Construct Traffic Interchange	2014	0.00	0	0	Private	\$ 18,500,000	\$ -	\$ -	\$ 18,500,000	Admin Mod: Defer this privately funded construction project from FY2012 to FY 2014
DOT09-901	ADOT	10: 395th Ave	Construct Traffic Interchange	2014	0.00	0	0	Private	\$ 18,200,000	\$ -	\$ -	\$ 18,200,000	Amend: Defer this privately funded construction project from FY 2012 to FY 2014.
AVN12-105	Avondale	Broadway Road: 107th Avenue to 1/4 mile east of Avondale Blvd.	Construct two lanes-1 eastbound, 1 westbound	2012	0.75	0	4	Private	\$ 2,100,000			\$ 2,100,000	Amend: Add new project to the TIP
AVN12-106	Avondale	Avondale Boulevard: Lower Buckeye Road to Broadway Road	Construct 1 southbound lane	2012	1.00	4	5	Private	\$ 1,400,000			\$ 1,400,000	Amend: Add new project to the TIP
AVN08-623	Avondale	99th Avenue: 1/2 Mile north of McDowell Rd to Thomas	Construct 1 southbound lane	2012	0.75	4	5	Private	\$ 2,300,000			\$ 2,300,000	Amend: Changed project limits from 99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd to 99th Avenue: 1/2 Mile north of McDowell Rd to Thomas
AVN12-107	Avondale	Lower Buckeye Road : Avondale Blvd. to 3/4 mile west of Avondale Blvd.	Construct 1 eastbound lane	2012	0.75	2	3	Private	\$ 1,100,000			\$ 1,100,000	Amend: Add new project to the TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN12-108	Avondale	Van Buren: Avondale Boulevard to 111th Avenue with Intersection Improvements	Construct 1 westbound lane	2012	0.25	2	3	Private	\$ 1,300,000			\$ 1,300,000	Amend: Add new project to the TIP
AVN12-109	Avondale	Van Buren: Avondale Blvd. to 1/2 mile west	Construct 1 westbound lane	2012	0.50	4	5	Private	\$ 1,000,000			\$ 1,000,000	Amend: Add new project to the TIP
BKY11-104	Buckeye	Verrado Way: Park Meadows Dr to I-10	Construct three lanes	2011	0.50	3	6	Private	\$ 2,600,000	\$ -	\$ -	\$ 2,600,000	Amend: Add new project to the TIP
BKY11-105	Buckeye	Beardsley Pkwy: Desert Vista Blvd (East) to Canyon Springs Blvd	Construct two through lanes	2011	0.28	2	4	Private	\$ 300,000	\$ -	\$ -	\$ 300,000	Amend: Add new project to the TIP
BKY11-106	Buckeye	Beardsley Pkwy: Canyon Springs Blvd to Desert Vista Blvd (West)	Construct new four lane roadway	2011	0.85	0	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
BKY11-107	Buckeye	Festival Pkwy: Sun Valley Pkwy to CAP Canal	Construct new six lane roadway	2011	1.15	0	6	Private	\$ 9,000,000	\$ -	\$ -	\$ 9,000,000	Amend: Add new project to the TIP
BK12-105	Buckeye	Broadway Rd: Watson Rd to 0.5 miles east	Construct two through lanes	2012	0.50	2	4	Private	\$ 1,320,000	\$ -	\$ -	\$ 1,320,000	Add the privately funded project to the TIP in FY 2012
BK12-107	Buckeye	McDowell Rd: Dean Rd (alignment) to Verrado Way	Construct new six lane roadway	2012	1.10	0	6	Private	\$ 6,400,000	\$ -	\$ -	\$ 6,400,000	Add the privately funded project to the TIP in FY 2012
BK12-108	Buckeye	Southern Ave: Watson Rd to 231st Ave (alignment)	Construct two through lanes	2012	0.50	2	4	Private	\$ 1,320,000	\$ -	\$ -	\$ 1,320,000	Amend: Add new project to the TIP
BK12-109	Buckeye	Van Buren St: 191st Ave to Perryville Rd	Construct two through lanes	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
BK12-110	Buckeye	Watson Rd Southern Ave to Broadway Rd	Construct two through lanes	2012	1.00	4	6	Private	\$ 2,640,000	\$ -	\$ -	\$ 2,640,000	Amend: Add new project to the TIP
BK12-111	Buckeye	Perryville Pkwy: Van Buren St to RID Canal	Construct two through lanes	2012	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
BK12-112	Buckeye	Jackrabbit Trl: Osborn Rd to 750 feet north of Thomas Rd	Construct two through lanes	2012	0.35	2	4	Private	\$ 200,000	\$ -	\$ -	\$ 200,000	Amend: Add new project to the TIP
BK12-113	Buckeye	Thomas Rd: Jackrabbit Trl to Tuthill Rd	Construct two through lanes	2012	1.00	2	4	Private	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Add new project to the TIP
BK12-114	Buckeye	Beardsley Pkwy: Desert Vista Blvd (West) to Desert Oasis Blvd	Construct new four lane roadway	2012	1.00	0	4	Private	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	Amend: Add new project to the TIP
BK12-115	Buckeye	Westpark Loop Rd: Rooks Rd (South) to Rooks Rd (North)	Construct new four lane roadway	2012	1.48	0	4	Private	\$ 3,122,400	\$ -	\$ -	\$ 3,122,400	Amend: Add new project to the TIP
BK12-116	Buckeye	Warner St: Turner Rd to Westpark Loop Rd	Construct new four lane roadway	2012	1.58	0	4	Private	\$ 4,171,000	\$ -	\$ -	\$ 4,171,000	Amend: Add new project to the TIP
BK12-117	Buckeye	Rooks Rd: Baseline Rd to MC-85	Construct new two lane roadway, intersection and railroad crossing improvements	2012	0.50	0	2	Private	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	Amend: Add new project to the TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
BKY13-127	Buckeye	Lower Buckeye Rd: 255th Dr to Miller Rd	New two lane roadway, plus a continuous left turn lane	2013	0.5	0	2	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Add the privately funded project to the TIP in FY 2013
BKY13-102	Buckeye	Lower Buckeye Rd: Miller Rd to 250th Ave	Construct new six lane roadway	2013	0.15	0	6	Private	\$ 3,110,000	\$ -	\$ -	\$ 3,110,000	Amend: Add new project to the TIP
BKY13-103	Buckeye	Canyon Springs Blvd (267th Ave): Deer Valley Rd (alignment) to Pinnacle Peak Rd (alignment)	Construct new four lane roadway and bridge over the CAP	2013	1.20	0	4	Private	\$ 5,200,000	\$ -	\$ -	\$ 5,200,000	Amend: Add new project to the TIP
BKY13-104	Buckeye	Miller Rd: Lower Buckeye Rd to RID Canal	Construct two through lanes	2013	0.59	2	4	Private	\$ 5,042,340	\$ -	\$ -	\$ 5,042,340	Amend: Add new project to the TIP
BKY13-105	Buckeye	Miller Rd: Lower Buckeye Rd to RID Canal	Construct two through lanes	2013	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
BKY13-106	Buckeye	Broadway Rd: Apache Rd to Watson Rd	Construct two through lanes	2013	1.00	2	4	Private	\$ 7,756,320	\$ -	\$ -	\$ 7,756,320	Amend: Add new project to the TIP
BKY13-107	Buckeye	Lower Buckeye Rd: 250th Ave (alignment) to Apache Rd	Construct new six lane roadway	2013	0.85	0	6	Private	\$ 7,230,000	\$ -	\$ -	\$ 7,230,000	Amend: Add new project to the TIP
BKY13-108	Buckeye	Rainbow Rd: RID Canal to Dunlap Rd	Construct two through lanes	2013	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
BKY13-109	Buckeye	Turner Rd: Baseline Rd to 0.5 miles north	Construct two through lanes	2013	0.50	2	4	Private	\$ 910,000	\$ -	\$ -	\$ 910,000	Amend: Add new project to the TIP
BKY13-110	Buckeye	Apache Rd: Lower Buckeye Rd to SRP/WAPA powerline(s)	Construct two through lanes	2013	0.28	2	4	Private	\$ 2,200,562	\$ -	\$ -	\$ 2,200,562	Amend: Add new project to the TIP
BKY13-111	Buckeye	Apache Rd: RID Canal to Lower Buckeye Rd	Construct two through lanes	2013	0.29	2	4	Private	\$ 2,266,667	\$ -	\$ -	\$ 2,266,667	Amend: Add new project to the TIP
BKY13-112	Buckeye	Dean Rd: Lower Buckeye Rd to Dunlap Rd	Construct two through lanes	2013	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
BKY13-113	Buckeye	Watson Rd: Lower Buckeye Rd to RID Canal	Construct two through lanes	2013	0.49	2	4	Private	\$ 4,247,730	\$ -	\$ -	\$ 4,247,730	Amend: Add new project to the TIP
BKY13-115	Buckeye	Baseline Rd: Turner Rd to 0.5 miles west	Construct two through lanes	2013	0.50	2	4	Private	\$ 910,000	\$ -	\$ -	\$ 910,000	Amend: Add new project to the TIP
BKY13-116	Buckeye	Southern Ave: Apache Rd to Miller Rd	Construct two through lanes	2013	1.00	2	4	Private	\$ 7,756,320	\$ -	\$ -	\$ 7,756,320	Amend: Add new project to the TIP
BKY13-117	Buckeye	Desert Oasis Blvd: Beardsley Pkwy to CAP Canal	Construct new four lane roadway	2013	0.25	0	4	Private	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Add new project to the TIP
BKY13-118	Buckeye	Indian School Rd: Sunrise Ln to Verrado Way	Construct new four lane roadway	2013	0.60	0	4	Private	\$ 3,500,000	\$ -	\$ -	\$ 3,500,000	Amend: Add new project to the TIP
BKY13-120	Buckeye	Pinnacle Peak Rd: 259th Ave (alignment) to 271st Ave	Construct new six lane roadway	2013	1.50	0	6	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
BKY13-121	Buckeye	Bell Rd/287th Ave (loop): Sun Valley Pkwy (west) to Sun Valley Pkwy (east)	Construct new six lane roadway	2013	2.50	0	6	Private	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	Amend: Add new project to the TIP
BKY13-122	Buckeye	Greenway Rd/271st Ave (loop): Sun Valley Pkwy (west) to Sun Valley Pkwy (east)	Construct new six lane roadway	2013	5.00	0	6	Private	\$ 12,500,000	\$ -	\$ -	\$ 12,500,000	Amend: Add new project to the TIP
BKY13-123	Buckeye	Wilson Ave: I-10 to Van Buren St	Construct new two lane roadway	2013	1.10	0	2	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
BKY13-124	Buckeye	Van Buren St: Sun Valley Pkwy to 0.25 miles east of Wilson Ave	Construct new two lane roadway	2013	1.25	0	2	Private	\$ 2,275,000	\$ -	\$ -	\$ 2,275,000	Amend: Add new project to the TIP
BKY13-125	Buckeye	Thomas Rd: Acacia Way to Tuthill Rd (alignment)	Construct new two lane roadway	2013	0.25	0	2	Private	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	Amend: Add new project to the TIP
BKY13-126	Buckeye	Jackrabbit Trl: Bethany Home Rd to Missouri Ave	Construct new two lane roadway	2013	0.50	0	2	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN08-801	Chandler	Airport Blvd at Cooper/Germann Road	Realign Airport Blvd to connect with Cooper Road at Germann	2011	0.50	0	2	Local	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	Admin Mod: Defer project from 2008 to 2011.
CHN11-105	Chandler	Alma School Road, North of Santan to south of Willis	Construct Roadway widening	2011	0.25	4	6	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN11-106	Chandler	Chandler Heights, Gilbert to Four Peaks Way	Construct Roadway widening	2011	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
CHN12-104	Chandler	Arizona, Chandler Heights Rd to 0.75 mile north	Construct Roadway widening	2012	0.75	5	6	Private	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	Amend: Add new project to the TIP
CHN12-102	Chandler	Chandler Heights, Arizona to Union Pacific Railroad	Construct Roadway widening	2012	0.25	2	4	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Add new project to the TIP
CHN12-103	Chandler	Chandler Heights, White Drive to Lindsay	Construct Road Widening	2012	0.25	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN12-104	Chandler	Cooper, Riggs Road to .5 north	Construct Road Widening	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN12-105	Chandler	Lindsay Road, Brooks Farm to South of Chandler Heights	Construct Roadway widening	2012	0.75	2	4	Private	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	Amend: Add new project to the TIP
CHN12-106	Chandler	Lindsay Road, Spur Drive to Ocotillo	Construct Roadway widening	2012	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
CHN12-107	Chandler	Lindsay, Riggs Rd to 0.25 south	Construct Road Widening	2012	0.25	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN12-108	Chandler	Ocotillo, Cobblestone to Lindsay	Construct Roadway widening	2012	0.25	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Add new project to the TIP
CHN12-109	Chandler	Ocotillo, Gilbert to Rincon Drive	Construct Road Widening	2012	0.25	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN12-110	Chandler	Ocotillo, Lindsay to 148th St	Construct Road Widening	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN12-111	Chandler	Ocotillo, Norman Way to Gilbert Rd	Construct Road Widening	2012	0.25	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN12-112	Chandler	Ocotillo, Union Pacific Railroad to Consolidated Canal	Construct Roadway widening	2012	0.50	2	4	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Add new project to the TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
CHN12-113	Chandler	Queen Creek, Cooper Road to Eagle Drive	Construct Road Widening	2012	0.25	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Add new project to the TIP
CHN12-114	Chandler	Queen Creek, Cooper Road to Emmet Drive	Construct Road Widening	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
CHN12-115	Chandler	Queen Creek, Emmett Drive to Gilbert Rd	Construct Road Widening	2012	0.50	2	4	Private	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Add new project to the TIP
GLB13-104	Gila Bend	Pima St (SR85) from: Gila Bend Canal to St Louis Ave; Capitol Ave to Martin Ave; and Euclid Ave to Harrington Ave	Pedestrian and Landscape Improvements	2013	1.60	n/a	n/a	Local	\$ 1,292,549			\$ 1,292,549	Amend: Add project to the TIP. Construction is related to CMAQ design assistance funds.
GLB12-101	Gila Bend	Martin Ave from Unity Park to Gila Bend Unified Campus	Pedestrian and Landscape Improvements	2012	0.51	n/a	n/a	Local	\$ 412,000			\$ 412,000	Amend: Add project to the TIP. Construction is related to CMAQ design assistance funds.
GLB10-101D	Gilbert	Queen Creek: Lindsay to Higley	Design roadway widening	2010	3.0	2.0	4.0	Local	\$ 1,838,000			\$ 1,838,000	Amend: Add new project to the TIP
GLB10-101RW	Gilbert	Queen Creek: Lindsay to Higley	Acquisition of right-of-way for roadway widening	2010	3.0	2.0	4.0	Local	\$ 1,530,000			\$ 1,530,000	Amend: Add new project to the TIP
GLB11-105	Gilbert	Queen Creek: Lindsay to Higley	Construct roadway widening	2011	3.0	2.0	4.0	Local	\$ 12,689,000			\$ 12,689,000	Amend: Add new project to the TIP
GLN13-104	Glendale	95th Ave: Between Missouri Ave. and Camelback Rd.	Construct roadway widening	2013	0.50	2	4	Private	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	Amend: Add new project to the TIP
GLN13-105	Glendale	Camelback Rd: Between 95th and 91st Aves.	Construct roadway widening and add new westbound lane	2013	0.50	4	5	Private	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	Amend: Add new project to the TIP
GDY13-913	Goodyear	McDowell: Cotton Lane to Perryville	Construct four lane arterial street	2013	2	2	6	Local	\$ 9,200,000			\$ 9,200,000	Amend: Delete TIP Line Item. Maricopa County owns the road and has different plans for the roadway.
MMA11-112	Maricopa County	McDowell Rd: Perryville Rd to 1/2 mile east	Construct roadway improvements	2011	0.50	2	4	Local	\$ 440,000			\$ 440,000	Add Project to the TIP
MMA08-605	Maricopa County	MC-85: 91st Ave to 75th Ave	Construct roadway widening from 4 to 6 lanes, plus a raised median	2012	1	4	6	Local	\$ 29,848,000			\$ 29,848,000	Admin Mod: Delete project, is being combined into MMA09-608
MMA09-608	Maricopa County	MC-85: 107th Ave to 75th Ave	Construct intersection improvement, plus dual left turn lane	2014	1.26	4	6	Local	\$ 4,500,000	\$ -		\$ 4,500,000	Admin Mod: Combine project MMA08-605 into MMA09-608
MES12-126	Mesa	Spine West Road (replacement for Crismon Rd), Ray Rd to 1/4 mile south	Construct new street	2012	0.25	0	2	Private	\$ 2,117,846	\$ -	\$ -	\$ 2,117,846	Amend: Add new project to the TIP
MES12-127	Mesa	Power Rd: Mesquite to 1/4 miles north	Construction of east half improvements	2012	0.25	4	5	Private & local	\$ 1,400,000			\$ 1,400,000	Amend: Add new project to the TIP
MES12-128	Mesa	Ray Road, Ellsworth Rd to Crismon Rd	Construct Southern half street (3 lanes)	2012	1.00	0	3	Private	\$ 9,764,123	\$ -	\$ -	\$ 9,764,123	Amend: Add new project to the TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MES12-129	Mesa	Spine East Road (replacement for Crismon Road), Williams Field Rd to Ray Rd	Construct Western half street (2 lanes)	2012	1.00	0	2	Private	\$ 7,231,342	\$ -	\$ -	\$ 7,231,342	Amend: Add new project to the TIP
MES13-123	Mesa	Ray Road, Crismon Rd to Signal Butte Rd	Construct Northern half street (3 lanes)	2013	1.00	0	3	Private	\$ 7,488,827	\$ -	\$ -	\$ 7,488,827	Amend: Add new project to the TIP
MES13-124	Mesa	Spine East Road (replacement for Crismon Road), Ray Rd to Warner Rd	Construct East half street (2 lanes)	2013	1.00	0	2	Private	\$ 5,028,890	\$ -	\$ -	\$ 5,028,890	Amend: Add new project to the TIP
MES13-125	Mesa	Ray Rd, Via Toscano to Signal Butte	Construction of a 6 lane arterial road	2013	0.25	2	6	Private & local	\$ 2,030,132	\$ -	\$ -	\$ 2,030,132	Amend: Add new project to the TIP
MES13-126	Mesa	Signal Butte, Ray Rd to Galveston	Construction of the east half (3 lane) arterial road	2013	0.50	0	3	Private & local	\$ 2,199,309	\$ -	\$ -	\$ 2,199,309	Amend: Add new project to the TIP
PEO11-105	Peoria	Agua Fria Truck Road Reliever	Design	2011	1.60	0	2	Local	\$ 864,007	\$ -	\$ -	\$ 864,007	Amend: Add new project to the TIP
PEO11-106	Peoria	Agua Fria Truck Road Reliever	Acquire right-of-way	2011	1.60	0	2	Local	\$ 1,356,749	\$ -	\$ -	\$ 1,356,749	Amend: Add new project to the TIP
PEO11-104DZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Design intersection improvement	2011	0.25	4	6	RARF	\$ 198,096		\$ 462,225	\$ 660,321	Amend: Add new project to the TIP
PEO11-104RWZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	2011	0.25	4	6	RARF	\$ 150,000	\$ -	\$ 355,558	\$ 505,558	Admin Mod: Modify costs. Total Costs decrease from \$1,523,820 to \$505,558
PEO11-104CZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement (utility relocations)	2011	0.25	4	6	RARF	\$ 450,000	\$ -	\$ 1,066,674	\$ 1,516,674	Admin Mod: Modify costs. Total Costs change from \$507,940 to \$1,516,674
PEO11-103DZ	Peoria	83rd Avenue; Butler Rd to Mountain View	Design roadway widening	2011	1.00	2	4	RARF	\$ 313,711	\$ -	\$ 568,893	\$ 882,604	Amend: Add new project to the TIP
PEO09-718	Peoria	83rd Avenue; Butler to Mountain View Rd	Widen roadway to add 1 through lane in each direction	2011	0.50	2	4	Local	\$ 18,000,000	\$ -	\$ -	\$ 18,000,000	Admin Mod: Delete TIP Line Item. Duplicate Record
PEO11-107	Peoria	Lake Pleasant Pkwy; Dynamite Blvd to CAP	Design roadway widening	2011	2.50	2	4	STP	\$ 817,425	\$ 1,907,325	\$ -	\$ 2,724,750	Amend: Add new project to the TIP
PEO11-101RWZ	Peoria	Lake Pleasant Pkwy; Dynamite Blvd to CAP	Acquire right-of-way for roadway widening	2011	2.50	2	4	Local	\$ 5,892,103	\$ -		\$ 5,892,103	Admin Mod: Increased costs. Project to be reimbursed at a later date.
PEO12-105	Peoria	Agua Fria Truck Road Reliever	Construct	2012	1.60	0	2	Local	\$ 7,861,198	\$ -	\$ -	\$ 7,861,198	Amend: Add new project to the TIP
PEO12-106	Peoria	Westland; Vistancia to Sunrise Point	Construct roadway	2012	1.20	0	2	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Add new project to the TIP
PEO12-107	Peoria	Vistancia; Westland to CAP	Construct roadway	2012	0.30	0	3	Private	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	Amend: Add new project to the TIP
PEO12-108	Peoria	Deer Valley Rd; 91st Ave to Lake Pleasant Pkwy	Construct roadway	2012	1.00	2	5	Private	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	Amend: Add new project to the TIP
PEO12-109	Peoria	91st Ave; Butler Dr to Mtn View Rd	Design roadway widening	2012	1.00	2	4	Local	\$ 558,268	\$ -	\$ -	\$ 558,268	Amend: Add new project to the TIP
PEO12-104CZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	2012	0.25	4	6	Local	\$ 3,500,000	\$ -	\$ -	\$ 3,500,000	Admin Mod: Modify costs. Total Costs change from \$5,079,400 to \$3,500,000

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PEO11-101	Peoria	75th Ave at Thunderbird Rd	Widen intersection to add additional through and right turn lanes and dual lefts	2012	0.30	4	6	Local	\$ 6,400,000	\$ -	\$ -	\$ 6,400,000	Admin Mod: Delete TIP Line Item. Duplicate Record
PEO11-103CZ	Peoria	83rd Avenue; Butler Rd to Mountain View	Construct roadway widening	2012	1.00	2	4	RARF	\$ 1,731,493	\$ -	\$ 3,549,349	\$ 5,280,842	Admin Mod: Deferred work phase from FY2011 to FY 2012.
PEO11-101-CZ	Peoria	Lake Pleasant Pkwy; Dynamite Blvd to CAP	Construct roadway widening	2012	2.50	2	4	Local	\$ 15,960,400	\$ -	\$ -	\$ 15,960,400	Admin Mod: Defer project from 2011 to 2012 and modify project costs. Project to be reimbursed at a later date.
PEO12-110	Peoria	Lake Pleasant Pkwy; CAP to SR-74/Carefree Hwy	Acquire right-of-way for roadway widening	2012	1.80	2	4	Local	\$ 3,557,612	\$ -		\$ 3,557,612	Admin Mod: Defer project from FY11 to FY 12
PEO13-104	Peoria	83rd Ave; Happy Valle Rd to Jomax Rd	Construct roadway	2013	1.00	2	5	Private	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	Amend: Add new project to the TIP
PEO13-105	Peoria	91st Ave; Butler Dr to Mtn View Rd	Acquire right-of-way for roadway widening	2013	1.00	2	4	Local	\$ 703,260	\$ -	\$ -	\$ 703,260	Amend: Add new project to the TIP
PEO12-103CZ	Peoria	83rd Avenue; Butler Rd to Mountain View	Construct roadway widening	2013	1.00	2	4	Local	\$ 577,164	\$ -	\$ -	\$ 577,164	Amend: Add new project to the TIP
PEO12-101CZ2	Peoria	Lake Pleasant Pkwy; Dynamite Blvd to CAP	Construct roadway widening	2013	2.50	2	4	Local	\$ 9,011,594	\$ -	\$ -	\$ 9,011,594	Admin Mod: Defer project from 2012 to 2013 and modify project costs. Project to be reimbursed at a later date.
PEO15-103	Peoria	91st Ave; Butler Dr to Mtn View Rd	Construct roadway widening	2015	1.00	2	4	Local	\$ 4,084,332	\$ -	\$ -	\$ 4,084,332	Amend: Add new project to the TIP
PHX11-188	Phoenix	Lower Buckeye: 43rd Ave to 35th Ave	Acquire Right-of-Way	2011	1.00	4	4	Local	\$ 800,000	\$ -	\$ -	\$ 800,000	Amend: Add new project to the TIP
PHX09-622	Phoenix	Pinnacle Peak Rd: 55th Ave to 43rd Ave	Acquire right-of-way roadway to 74ft section, adding 2 though lanes	2011	1.00	2	4	Local	\$ 411,100	\$ -	\$ -	\$ 411,100	Amend: Change Location Description from Pinnacle Peak: 51st Ave to 43rd Ave to Pinnacle Peak Rd: 55th Ave to 43rd Ave and change Project Description to include Acquire Right-of-Way
PHX11-195	Phoenix	Riverview Dr: 18th St - 22nd St	Construct bridge	2013	0.10	0	4	Local	\$ 2,823,480	\$ -	\$ -	\$ 2,823,480	Admin Mod: Change Project Description to "Construct Bridge"; Change Fiscal Year to "2013"
PHX12-194	Phoenix	32nd St: Washington to McDowell	Design roadway narrowing	2012	1.00	6	4	Local	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Add new project to the TIP
PHX13-187	Phoenix	32nd St: Washington to McDowell	Construct Roadway Narrowing	2013	1.00	5	4	Local	\$ 5,140,230	\$ -	\$ -	\$ 5,140,230	Amend: Add new project to the TIP
PHX12-860	Phoenix	Pinnacle Peak Rd: 55th Ave to 43rd Ave	Reconstruct roadway to 74ft section, adding 2 though lanes	2013	1.00	2	4	Local	\$ 5,180,000	\$ -	\$ -	\$ 5,180,000	Amend: Change Location Description from Pinnacle Peak: 51st Ave to 43rd Ave to Pinnacle Peak Rd: 55th Ave to 43rd Ave and change Project Description to reconstruct
PHX13-188	Phoenix	Sonoran Desert Dr: I-17 Freeway to North Valley Pkwy	Design Roadway and Bridge	2013	0.85	0	6	Local	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	Amend: Add new project to the TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX13-189	Phoenix	Deer Valley Dr: 64th St to Scottsdale	Construct new roadway	2013	1.00	0	6	Local	\$ 8,000,000	\$ -	\$ -	\$ 8,000,000	Amend: Add new project to the TIP
PHX13-190	Phoenix	64th St: Deer Valley to Mayo Blvd	Construct new roadway	2013	1.00	0	6	Local	\$ 8,000,000	\$ -	\$ -	\$ 8,000,000	Amend: Add new project to the TIP
QNC11-182	Queen Creek	Sossaman Rd: Cloud Rd to Via Park Rd	Widen roadway	2011	0.25	2	3	Local	\$ 125,000	\$ -	\$ 125,000	\$ 250,000	Amend: Add new project to the TIP
QNC07-729	Queen Creek	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	2011	0.3	2	4	Private	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Delete project it is a duplicate of QNC07-728
QNC09-778	Queen Creek	Rittenhouse Rd: Queen Creek Wash to Cloud Rd	Widen roadway, adding 2 through lanes and add Bridge	2011	0.5	2	4	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Delete project
QNC07-713	Queen Creek	Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd	Widen roadway	2011	0.7	2	4	Private	\$ 1,750,000	\$ -	\$ -	\$ 1,750,000	Admin Mod: Revise project scope and cost to extend limits by 0.2 miles and update
QNC07-730	Queen Creek	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	2011	0.5	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Admin Mod: Revise project cost
QNC07-719	Queen Creek	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	2012	1	2	3	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Change lanes after from 4 to 3 and modify costs.
QNC09-768	Queen Creek	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway	2012	1	2	6	Private	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Delete project
QNC07-724	Queen Creek	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	2012	0.5	2	4	Private	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Delete project
QNC07-731	Queen Creek	Ocotillo Rd: Sossaman Rd to 188th St	Reconstruct roadway	2012	0.5	2	2	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Delete project
QNC12-101	Queen Creek	Riggs Rd: Hawes Rd to Ellsworth Rd	Widen roadway + new bridge	2012	1	2	4	Local	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	Amend: Add new project to the TIP
QNC08-759	Queen Creek	Rittenhouse Rd: Germann to 203rd	Widen roadway	2012	2	2	4	Local	\$ 6,000,000	\$ -	\$ -	\$ 6,000,000	Amend: Delete project
QNC13-103	Queen Creek	Cloud Rd: 213th St to 218th St	Widen roadway	2013	0.6	2	2	Private	\$ 600,000	\$ -	\$ -	\$ 600,000	Amend: Add new project to the TIP
QNC08-748	Queen Creek	Meridian Rd: Chandler Heights Rd to Riggs Rd	Construct new 6 lane road	2013	2	0	6	Local	\$ 10,000,000	\$ -	\$ -	\$ 10,000,000	Amend: Delete project
QNC08-801	Queen Creek	Queen Creek Rd: Crismon Rd to Signal Butte Rd	Widen roadway	2013	1	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Delete project
QNC08-802	Queen Creek	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway	2013	1	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Amend: Delete project
QNC13-101	Queen Creek	Queen Creek Rd: 194th St to 196th St	Widen roadway	2013	0.25	3	4	Private	\$ 250,000	\$ -	\$ -	\$ 250,000	Amend: Add new project to the TIP
QNC09-775	Queen Creek	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	2013	0.5	2	4	Local	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	Amend: Delete project
QNC09-781	Queen Creek	Sossaman Rd: Ocotillo Rd to Via DeJardian	Widen roadway	2013	0.5	2	4	Local	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Amend: Delete project
QNC07-722	Queen Creek	Ocotillo Rd: 209th Way to Ellsworth Loop Rd	Widen roadway	2013	0.5	2	4	Private	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	Admin Mod: Revise project cost

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
QNC13-102	Queen Creek	Rittenhouse Rd: Loop Rd N and Loop Rd S	Intersection Improvements	2013	0.3	2	3	Local	\$ 600,000	\$ -	\$ -	\$ 600,000	Amend: Add new project to the TIP
QNC09-779	Queen Creek	Signal Butte Rd: Ocotillo Rd to Barnes Parkway	Widen roadway, from 2 to 4 lanes	2013	0.5	2	4	Private	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Admin Mod: Reduce project scope and update
QNC09-776	Queen Creek	Rittenhouse Rd: Octillo Rd to Queen Creek Wash	Widen roadway	2013	2	2.00	4	Local	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	Amend: Delete project
SCT13-105DZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Advance Pre-Design/Design roadway widening	2011	0.35	2	4	Local	\$ 231,863			\$ 231,863	Admin Mod: Change FY from 2013 to 2011
SCT14-105RWZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Advance Acquisition of right-of-way for roadway widening	2012	0.35	2	4	Local	\$ 7,326,451			\$ 7,326,451	Admin Mod: Change FY from 2014 to 2012
SCT13-115	Scottsdale	Union Hills from Scottsdale to Hayden	Construct new road	2013	1	0	4	Private	\$ 18,000,000			\$ 18,000,000	Amend: Add new project to the TIP
SCT13-116	Scottsdale	Legacy from Hayden to Hualapai	Construct new road	2013	0.5	0	4	Private	\$ 13,000,000			\$ 13,000,000	Amend: Add new project to the TIP
SCT13-117	Scottsdale	Miller Road from Loop 101 to 76th St	Construct new road	2013	0.75	0	4	Private	\$ 15,000,000			\$ 15,000,000	Amend: Add new project to the TIP
SCT13-118	Scottsdale	Miller Road from Princess to Loop 101	Construct new road	2013	0.75	0	4	Private	\$ 15,000,000			\$ 15,000,000	Amend: Add new project to the TIP
SCT15-105CZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Advance Construct roadway widening	2013	0.35	2	4	Local	\$ 3,729,570			\$ 3,729,570	Admin Mod: Change FY from 2015 to 2013
SUR11-104	Surprise	Perryville Rd between Cactus Rd. and 1/4 mile north of Peoria Ave.	Construct new 2 lanes with curb, gutter, and sidewalks	2012	0.75	0	2	Private	\$ 2,000,000			\$ 2,000,000	Amend: Reduce Scope from 1 to .75 miles and move from 2011 to FY 2012
SUR12-101	Surprise	Cactus Road between Citrus Rd and Perryville Rd	Construct new 2 lanes with curb, gutter, and sidewalks	2012	1.00	0	2	Private	\$ 2,000,000			\$ 2,000,000	Amend: Add new project to the TIP
SUR13-102	Surprise	Happy Valley Rd - between 185th Ave and 183rd Ave	Construct new 2 lanes with curb, gutter, and sidewalks - SEE UPDATE NEXT COLUMN	2013	0.25	0	4	Private	\$ 2,250,000			\$ 2,250,000	Amend: Add new project to the TIP
SUR13-103	Surprise	Happy Valley Rd: between the CAP Canal and 224th Ave alignment	Construct new 2 lanes with curb, gutter, and sidewalks	2013	0.5	0	2	Private	\$ 2,250,000			\$ 2,250,000	Amend: Add new project to the TIP
SUR13-104	Surprise	Pinnacle Peak Rd: between 235th Ave and 227th Ave	Construct new 2 lanes with curb, gutter, and sidewalks	2013	1	0	2	Private	\$ 2,750,000			\$ 2,750,000	Amend: Add new project to the TIP
SUR13-105	Surprise	Pinnacle Peal Rd and Happy Valley Rd	Construct new 2 lanes with curb, gutter, and sidewalks	2013	1	0	2	Private	\$ 2,750,000			\$ 2,750,000	Amend: Add new project to the TIP
SUR13-106	Surprise	187th Ave: between Happy Valley Rd and Frontier Dr alignment	Construct new 2 lanes with curb, gutter, and sidewalks	2013	0.5	0	2	Private	\$ 2,250,000			\$ 2,250,000	Amend: Add new project to the TIP
SUR13-107	Surprise	Cactus Road: 143rd Ave to Bullard Ave.	Widening of existing 2 lane roadway to new 4 lanes with new pavement, sidewalk, curb and gutter, streetlights and landscaping	2013	0.5	2	4	Private	\$ 1,900,000			\$ 1,900,000	Amend: Add new project to the TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MES120-07RWZ4	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Reimbursement for acquisition of Right-of-Way	2010	1.0			RARF	\$ 12,136		\$ 28,318	\$ 40,454	Admin Mod: Reduced Total Cost by \$539,368, Regional Cost by \$327,037, and Local Cost by \$212,331. Reallocated Regional funds to construction.
MES120-08CZ2	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Reimbursement for construction of roadway widening	2010	1.0			RARF	\$ 2,193,782		\$ 2,781,507	\$ 4,975,288	Admin Mod: Increased Total Cost by \$640,982.42. Increased Regional Funding by \$327,037. Increased Local Cost by \$313,945.55
MMA11-929	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of Right-of-Way	2011	4.1			STP-MAG	\$ 40,315	\$ 94,068		\$ 134,383	Admin Mod: Reduced total cost and increased federal share by \$94,068.

TRANSIT

TIP #	Agency	Project Location	Project Description	Fiscal Year	Year of Funds	A.L.I	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN09-802T	Avondale	Regionwide	Operating:Operating Assistance - FY2009 5307 - AVN UZA Funds	2011	2009	30.09.01	5307-AVN UZA	\$ 1,004,572	\$ 1,004,572	\$ -	\$ 2,009,144	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
AVN10-901T	Avondale	Regionwide	Operating:Operating Assistance - FY2010 5307 - AVN UZA Funds	2011	2010	30.09.01	5307-AVN UZA	\$ 1,000,309	\$ 1,000,309		\$ 2,000,618	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN09-606T	Glendale	Glendale	Preventive Maintenance - FY2009 5307 Funds	2011	2009	11.12.40	5307	\$ 29,438	\$ 117,752	\$ -	\$ 147,190	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN09-607T	Glendale	Glendale	Purchase bus: < 30 foot - 3 replace (dial-a-ride) - FY2010 5307 Funds	2011	2010	11.12.04	5307	\$ -	\$ 205,610	\$ 51,403	\$ 257,013	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-608T	Glendale	Glendale	Preventive Maintenance - FY2010 5307 Funds	2011	2010	11.12.40	5307	\$ 49,283	\$ 197,144		\$ 246,427	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-804T	Glendale	Bell/L101	Pre-design regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	2011	2010	11.31.04	5309-FGM	\$ -	\$ 219,720	\$ 54,930	\$ 274,650	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN11-808T	Glendale	Bell/L101	Design regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	2011	2010	11.31.04	5309-FGM	\$ -	\$ 620,646	\$ 155,162	\$ 775,808	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GLN11-809TA	Glendale	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	2011	2010	11.32.0 4		5309-FGM	\$ -	\$ 2,287,742	\$ 571,935	\$ 2,859,677	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN11-809TC	Glendale	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101) - FY 2010 STP Flex Funds	2011	2010	11.32.0 4		STP-Flex		\$ 448,323	\$ 37,792	\$ 486,115	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-812T	Glendale	Regionwide	Operating:Operating Assistance - Taxi Voucher Program: Using \$4,564 from FY2007 5317 and \$77,523 from FY2010 5317 funds	2011	2007 & 2010	30.09.0 1		5317	\$ 82,087	\$ 82,087		\$ 164,174	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-813T	Glendale	Regionwide	Operating:Operating Assistance - B.A.G. - I.T. Travel Training Program - FY2009 5317 Funds	2011	2009	30.09.0 1		5317	\$ 100,560	\$ 100,560		\$ 201,120	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN10-814T	Glendale	Regionwide	Operating:Operating Assistance - Glendale Urban Shuttle 3 - FY2009 5317 Funds	2011	2009	30.09.0 1		5317	\$ 159,532	\$ 159,532		\$ 319,064	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
MES08-801T	Mesa	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power) - FY2009 5309-FGM Funds	2011	2009	11.33.0 4		ARRA-Transit/ 5309-FGM	\$ 231,200	\$ 1,568,800	\$ -	\$ 1,800,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP. Project has \$644,000 of ARRA and \$924,800 of 5309-FGM funds.
PEO09-602T	Peoria	Peoria	Preventive Maintenance - FY2009 5307 Funds	2011	2009	11.12.4 0		5307	\$ 9,933	\$ 39,732	\$ -	\$ 49,665	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PEO09-801T	Peoria	Peoria	Purchase bus: < 30 foot - 3 replace (dial-a-ride) - FY2010 5307 Funds	2011	2010	11.12.0 4		5307	\$ -	\$ 205,610	\$ 51,403	\$ 257,013	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PEO10-603T	Peoria	Peoria	Preventive Maintenance - FY2010 5307 Funds	2011	2010	11.12.4 0		5307	\$ 16,635	\$ 66,522		\$ 83,157	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX11-107T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2005 Earmark reallocated to FY2010)	2011	2010	11.32.0 4	n/a	5309-Disc	\$ 85,031	\$ 340,123		\$ 425,154	Amend: Add new earmark/ high priority project to the TIP
PHX11-108T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2004 Earmark reallocated to FY2010)	2011	2010	11.32.0 4	n/a	5309-Disc	\$ 242,719	\$ 970,874		\$ 1,213,593	Amend: Add new earmark/ high priority project to the TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX11-109T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2008 Earmark reallocated to FY2010)	2011	2010	11.32.0 4	n/a	5309-Disc	\$ 122,500	\$ 490,000		\$ 612,500	Amend: Add new earmark/high priority project to the TIP
PHX11-186	Phoenix	Phoenix - Citywide	Vehicle Management System (VMS) Upgrade - will use FY2010 5307 funds	2011	2010		n/a	5307	\$ 872,396	\$ 3,489,584		\$ 4,361,980	Amend: Add new project to the TIP
PHX11-187	Phoenix	Near 24th Street and Baseline	Construct park-and-ride lot - will use FY2010 5307 funds	2011	2010		n/a	5307	\$ 690,157	\$ 2,760,626		\$ 3,450,783	Amend: Add new project to the TIP. This coincides with a federal earmark/high priority project for ROW purchase for Baseline park-and-ride
PHX09-613T	Phoenix	Phoenix	Purchase bus: < 30 foot - 41 replace (dial-a-ride) - FY2009 5307 Funds	2011	2009	11.12.0 4		5307	\$ -	\$ 2,754,905	\$ 688,726	\$ 3,443,631	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-614T	Phoenix	Phoenix	Purchase bus: standard 40 foot - 3 replace - FY2009 5307 Funds	2011	2009	11.12.0 1		5307	\$ -	\$ 1,265,264	\$ 259,150	\$ 1,524,414	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-833T	Phoenix	Phoenix	Design and construct upgrades - north - FY2009 5307 Funds	2011	2009	11.44.0 2		5307	\$ 593,342	\$ 2,373,367	\$ -	\$ 2,966,709	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-834T	Phoenix	Phoenix	Design and construct upgrades - south - FY2009 5307 Funds	2011	2009	11.44.0 2		5307	\$ 2,258,262	\$ 9,033,049	\$ -	\$ 11,291,311	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-901T	Phoenix	Phoenix	Install bus stop improvements (1% enhancement) - FY2009 5307 Funds	2011	2009	None		5307	\$ -	\$ 485,677	\$ -	\$ 485,677	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-902T	Phoenix	Phoenix	Support Services for Grant Management - FY2009 5307 Funds	2011	2009	None		5307	\$ 10,000	\$ 40,000	\$ -	\$ 50,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-902T	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase II) - FY2009 5307 Funds	2011	2009	None		5307	\$ -	\$ 4,571,632	\$ 1,142,908	\$ 5,714,540	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-611T	Phoenix	Regionwide	Preventive Maintenance - FY2009 5307 Funds	2011	2009	11.7A.0 0		ARRA; 5307	\$ 1,312,799	\$ 10,651,196	\$ -	\$ 11,963,995	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP. Project has \$5.4 million of ARRA and \$5,251,196 of 5307 funds.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX10-615T	Phoenix	Phoenix - Citywide	Preventive Maintenance - FY2010 5307 Funds	2011	2010	11.12.4 0		5307	\$ 2,197,911	\$ 8,791,644		\$ 10,989,555	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-901TB	Phoenix	Phoenix - Citywide	Install bus stop improvements (1% enhancement) - FY2010 5307 Funds	2011	2010	None		5307	\$ 124,593	\$ 498,371	\$ -	\$ 622,964	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-902TB	Phoenix	Phoenix - Citywide	Support Services for Grant Management - FY2010 5307 Funds	2011	2010	None		5307	\$ 10,000	\$ 40,000	\$ -	\$ 50,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-902TB	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase II) - FY2010 5307 Funds	2011	2010	None		5307	\$ -	\$ 1,028,368	\$ 257,092	\$ 1,285,460	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-903T	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase III) - FY2010 5307 Funds	2011	2010	None		5307	\$ -	\$ 6,800,000	\$ 1,700,000	\$ 8,500,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-905T	Phoenix	79th Avenue/Thomas Road	Pre-design regional park-and-ride (Desert Sky) - FY2010 5309-FGM Funds	2011	2010	11.31.0 4		5309-FGM	\$ -	\$ 88,741	\$ 22,185	\$ 110,926	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-841T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 15 replace - FY2010 CMAQ Flex Funds	2011	2010	11.12.0 1		CMAQ-Flex	\$ -	\$ 6,250,210	\$ 924,905	\$ 7,175,115	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-820T	Phoenix	Regionwide	MM: Boarding School 1:1 Travel Training Program - Using \$92,526 from FY2007 5317 and \$16,849 from FY2009 5317 funds	2011	2007 & 2009	11.7L.0 0		5317	\$ 10,383	\$ 41,533		\$ 51,916	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-830T	Phoenix	East Baseline Rd	Pre-design/Design for park and ride lot -(2008 Earmark reallocated to FY2010)	2011	2010	11.31.0 4		5309-Disc	\$ 108,680	\$ 434,720	\$ -	\$ 543,400	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-842T	Phoenix	Regionwide	Design and construct upgrades - south				n/a	5307	\$ 1,562,553	\$ 6,250,210		\$ 7,812,763	Amend: Delete Project
SCT08-801T	Scottsdale	Loop 101/Scottsdale Rd	Acquire right of way regional park-and-ride (Loop 101/Scottsdale) - FY2009 5309-FGM Funds	2011	2009	11.32.0 4		5309-FGM	\$ 307,468	\$ 1,229,874	\$ -	\$ 1,537,342	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SUR09-604T	Surprise	Surprise	Preventive Maintenance - FY2009 5307 Funds	2011	2009	11.12.4 0		5307	\$ 1,316	\$ 5,264	\$ -	\$ 6,580	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
SUR10-606T	Surprise	Surprise	Preventive Maintenance - FY2010 5307 Funds	2011	2010	11.12.4 0		5307	\$ 2,203	\$ 8,810		\$ 11,013	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
SUR11-702T	Surprise	Surprise	Purchase bus: < 30 foot - 2 Replace (dial-a-ride) - FY2010 5307 Funds	2011	2010	11.12.0 4		5307	\$ -	\$ 137,074	\$ 34,268	\$ 171,342	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
TMP09-602T	Tempe	Tempe	Preventive Maintenance - FY2009 5307 Funds	2011	2009	11.12.4 0		5307	\$ 23,432	\$ 93,728	\$ -	\$ 117,160	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
TMP10-604T	Tempe	Tempe	Preventive Maintenance - FY2010 5307 Funds	2011	2010	11.12.4 0		5307	\$ 73,661	\$ 294,645		\$ 368,306	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT08-637T	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 7 replace - FY2009 5307 Funds	2011	2009	11.12.0 1		5307	\$ -	\$ 2,924,487	\$ 598,991	\$ 3,523,478	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-642T	Valley Metro	Regionwide	Preventive Maintenance - FY2009 5307 Funds	2011	2009	11.12.4 0		5307	\$ 196,248	\$ 784,993		\$ 981,241	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-648T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride) - FY2009 5307 Funds	2011	2009	11.12.0 4		5307	\$ -	\$ 873,506	\$ 218,377	\$ 1,091,883	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-904T	Valley Metro	Regionwide	Origins and Destinations Study - FY2009 5307 Funds	2011	2009			5307	\$ 189,000	\$ 561,000		\$ 750,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-901T	Valley Metro	Regionwide	Purchase 700 mhz radio system replacment (Phase I) - FY2009 5307 Funds	2011	2009	None		5307	\$ -	\$ 2,800,000	\$ 700,000	\$ 3,500,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT13-906T	Valley Metro	Regionwide	Purchase bus: intercity - 19 replace - FY2009 5307 Funds	2011	2009	11.12.0 1		5307	\$ -	\$ 9,395,700	\$ 1,924,420	\$ 11,320,120	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMT09-649T	Valley Metro	Regionwide	Purchase bus: standard - 9 expand (Arizona Ave BRT) - FY2009 5307 Funds	2011	2009	7		5307	\$ -	\$ 3,996,450	\$ 818,550	\$ 4,815,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-905T	Valley Metro	Regionwide	Purchase bus: intercity - 1 replace - FY2009 5309-FGM Funds	2011	2009	7		5309-FGM	\$ -	\$ 564,300	\$ 115,580	\$ 679,880	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
TMP10-605T	Valley Metro	Regionwide	Purchase bus: Articulated - 17 replace - FY2010 5307 Funds	2011	2010	7		5307	\$ -	\$ 14,110,000	\$ 2,890,000	\$ 17,000,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-655T	Valley Metro	Regionwide	Preventive Maintenance - FY2010 5307 Funds	2011	2010	0		5307	\$ 294,130	\$ 1,176,519		\$ 1,470,649	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-659T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride) - FY2010 5307 Funds	2011	2010	4		5307	\$ -	\$ 822,442	\$ 205,610	\$ 1,028,052	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-661T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 2 replace (rural) - FY2010 5307 Funds	2011	2010	4		5307	\$ -	\$ 137,074	\$ 34,268	\$ 171,342	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-809T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT) - FY2010 5307 Funds	2011	2010	4		5307	\$ -	\$ 205,610	\$ 51,403	\$ 257,013	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-901TB	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 19 replace (Tempe) - FY2010 5307 Funds	2011	2010	7		5307		\$ 7,649,825	\$ 1,566,832	\$ 9,216,657	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT11-901T	Valley Metro	Regionwide	Purchase bus: standard - 2 expand (Grand Avenue LTD) - FY2010 5307 Funds	2011	2010	6		5307	\$ -	\$ 1,211,528	\$ 248,144	\$ 1,459,672	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-665T	Valley Metro	Regionwide	Purchase vanpools: 45 replace - FY 2010 STP Flex Funds	2011	2010	5		STP-Flex	\$ -	\$ 1,482,750	\$ -	\$ 1,482,750	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT10-901TC	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 3 replace (Tempe) - FY 2010 STP Flex Funds	2011	2010			STP-Flex	\$ -	\$ 1,402,460	\$ 84,773	\$ 1,487,233	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	
VMT10-832T	Valley Metro	Regionwide	MM: Regional Mobility Management - FY2010 5317 Funds	2011	2010	11.7L.0		5317	\$ 203,296	\$ 377,550		\$ 580,846	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	
VMT10-830T	Valley Metro	Regionwide	Operating:Operating Assistance - NW Valley Dial-A-Ride - FY2010 5317 Funds	2011	2010	30.09.0		5317	\$ 1,268,708	\$ 543,732		\$ 1,812,440	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	
VMT10-831T	Valley Metro	Regionwide	Operating:Operating Assistance - Valley Metro Alternatives - FY2009 5317 Funds	2011	2009	30.09.0		5317	\$ 372,000	\$ 372,000		\$ 744,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	
VMT10-833T	Valley Metro	Regionwide	Operating:Operating Assistance - Medical Trip Service - FY2007 5317 Funds	2011	2007	30.09.0		5317	\$ 606,525	\$ 202,175		\$ 808,700	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP	
VMR11-708T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car final design - 2011 CMAQ funds	2011	2.6	13.71.0	2	n/a	CMAQ-Flex/PT F	\$ -	\$ 700,462	\$ 310,228	\$ 1,010,690	Amend: Change location and type of transit for the project.
VMR11-833T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car preliminary engineering/FEIS - 2011 CMAQ funds	2011	2.6	13.71.0	1	n/a	CMAQ-Flex/PT F	\$ -	\$ 5,000,000	\$ 1,250,000	\$ 6,250,000	Amend: Change location and type of transit for the project.
VMR10-703TR2	Valley Metro Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS - FY2010 CMAQ Flex Funds	2011	2010	13.71.0	1		CMAQ-Flex	\$ -	\$ 10,000,000	\$ 2,500,000	\$ 12,500,000	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMR10-704T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS - FY2010 CMAQ Flex Funds	2011	2010	13.71.0	1		CMAQ-Flex	\$ -	\$ 2,726,000	\$ 681,500	\$ 3,407,500	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMR12-847T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car final design	2012	2.6	13.71.0	2	n/a	CMAQ-Flex/PT F	\$ -	\$ 5,600,000	\$ 1,400,000	\$ 7,000,000	Amend: Change location and type of transit for the project.
VMR12-915T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (non-prior rights)	2012	2.6	13.75.9	5	n/a	PTF	\$ -	\$ -	\$ 3,400,000	\$ 3,400,000	Amend: Change location and type of transit for the project.
VMR12-916T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (prior rights)	2012	2.6	13.75.9	5	n/a	CMAQ-Flex/PT F	\$ -	\$ 1,950,000	\$ 487,500	\$ 2,437,500	Amend: Change location and type of transit for the project.
VMR13-934T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car right of way acquisition	2013	2.6	13.75.9	1	n/a	CMAQ-Flex/PT F	\$ -	\$ 6,640,000	\$ 1,660,000	\$ 8,300,000	Amend: Change location and type of transit for the project.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	
VMR13-935T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (non-prior rights)	2013	2.6	13.75.9	5	n/a	PTF	\$ -	\$ -	\$ 4,700,000	\$ 4,700,000	Amend: Change location and type of transit for the project.
VMR13-937T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (prior rights)	2013	2.6	13.75.9	5	n/a	CMAQ-Flex/PT F	\$ -	\$ 2,400,000	\$ 600,000	\$ 3,000,000	Amend: Change location and type of transit for the project.
VMR12-914T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car right of way acquisition	2013	2.6	13.75.9	1	n/a	5309 - Disc./P TF	\$ -	\$ 5,000,000	\$ 1,000,000	\$ 6,000,000	Amend: Change location and type of transit for the project.
VMR13-104T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2013	2.6	13.23.0	1	n/a	CMAQ-Flex/PT F	\$ -	\$ 360,000	\$ 90,000	\$ 450,000	Amend: Change location and type of transit for the project.
VMR13-933T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2013	2.6	13.23.0	1	n/a	5309 - Disc./P TF	\$ -	\$ 8,500,000	\$ 4,600,000	\$ 13,100,000	Amend: Change location and type of transit for the project.
VMR14-107T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Tempe Street Car utility relocation (non-prior rights)	2014	2.6	13.75.9	5	n/a	PTF	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	Amend: Change location and type of transit for the project.
VMR14-108T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2014	2.6	13.23.0	1	n/a	CMAQ-Flex/PT F	\$ -	\$ 3,750,000	\$ 937,500	\$ 4,687,500	Amend: Change location and type of transit for the project.
VMR14-109T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2014	2.6	13.23.0	1	n/a	5309 - Disc./P TF	\$ -	\$ 18,000,000	\$ 6,100,000	\$ 24,100,000	Amend: Change location and type of transit for the project.
VMR15-109T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2015	2.6	13.23.0	1	n/a	5309 - Disc./P TF	\$ -	\$ 18,000,000	\$ 7,100,000	\$ 25,100,000	Amend: Change location and type of transit for the project.
VMR15-108T	Valley Metro Rail	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Construct Tempe Street Car transitway	2015	2.6	13.23.0	1	n/a	CMAQ-Flex/PT F	\$ -	\$ 3,000,000	\$ 750,000	\$ 3,750,000	Amend: Change location and type of transit for the project.

Projects Heard for the First Time at Management Committee

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT11-829	ADOT	SR303L: I-10/303 Interchange, Phase 1	Construct traffic interchange (Phase 1, I-10 realignment)	2011	n/a	n/a	n/a	RARF			\$ 230,032,000	\$ 230,032,000	Admin Mod: Decrease construction budget by \$2,168,000. Decreased amount will be used to fund utility relocation for the same project (I-10/SR303L Interchange, Phase 1).

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT11-130	ADOT	SR303L: I-10/303 Interchange, Phase 1	Utility relocation	2011	n/a	n/a	n/a	RARF			\$ 4,700,000	\$ 4,700,000	Amend: Add a new "Utility relocation" project for \$4,700,000. Previously \$2,000,000 was set aside for the utility relocation from the construction budget as approved by Regional Council on 10-27-10.
DOT11-129	ADOT	ADOT Traffic Operation Center (TOC) Control Room	Upgrade of video wall and reconfiguration of consoles	2011	n/a	n/a	n/a	STP-AZ	\$ 57,000	\$ 943,000		\$ 1,000,000	Amend: Add a new project to upgrade ADOT TOC control room in fiscal year 2011 for \$1,000,000.
BKY11-108	Buckeye	Yuma and Watson Rd and Miller and Warner intersections	Advanced Dilemma Zone Detection for high speed approaches	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 27,599		\$ 27,599	Amend: Add new federal funded highway safety project; no local match is required.
BKY11-109	Buckeye	Watson and Southern Ave	Painted channelization of both major and minor roads	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 21,175		\$ 21,175	Amend: Add new federal funded highway safety project; no local match is required.
BKY12-802	Buckeye	Downtown Buckeye	Construct sidewalks, curb and gutter	2011	n/a	n/a	9.5	CMAQ	\$ 94,950	\$ 221,550		\$ 316,500	Admin Mod: Move project as approved in the 2008-2012 MAG TIP to the 2011-2015 MAG TIP
CHN11-107	Chandler	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 100,000		\$ 100,000	Amend: Add new federal funded highway safety project; no local match is required.
CHN13-102	Chandler	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Design work for Pave Dirt Alley project	2013	12.80	n/a	n/a	Local	\$ 85,000	\$ -		\$ 85,000	Amend: Add new project to the FY2011-2015 MAG TIP
CHN14-103	Chandler	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Construct/Pave Dirt Alleys	2014	12.80	n/a	n/a	CMAQ	\$ 44,802	\$ 741,198		\$ 786,000	Amend: Add new project to the FY2011-2015 MAG TIP
ELM09-802	El Mirage	125th Ave and 127th Ave: Varney Rd to Peoria Ave	Pave unpaved roads	2011	1			CMAQ	\$ 1,102,252	\$ 381,031		\$ 1,483,283	Admin Mod: Combine into one project: ELM09-802
ELM13-903	El Mirage	Dysart Ranchettes area: Varney Rd, Peoria Ave, Westside of Downtown El Mirage	Paving dirt roads	2011	3.4			CMAQ	\$ 1,750,000	\$ 1,250,000		\$ 3,000,000	
ELM11-801	El Mirage	Westside of Downtown El Mirage	Paving existing unpaved alleys	2011	1.7			CMAQ	\$ 24,500	\$ 222,000		\$ 246,500	Admin Mod: Combine into one project: ELM11-801
ELM12-801	El Mirage	Eastside of Downtown El Mirage	Paving existing unpaved alleys	2012	2.16			CMAQ	\$ 16,985	\$ 281,000		\$ 297,985	
FTH11-105	Fountain Hills	Various Locations - Townwide	Guard Rail Impact Attenuators & Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 56,800		\$ 56,800	Amend: Add new federal funded highway safety project; no local match is required.
FTH12-102	Fountain Hills	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Design work for Pave Dirt shoulder project	2012	2.30	n/a	n/a	Local	\$ 36,000	\$ -		\$ 36,000	Amend: Add new project to the FY2011-2015 MAG TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
FTH14-102	Fountain Hills	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Construct/Pave Dirt Shoulders	2014	2.30	n/a	n/a	CMAQ	\$ 15,436	\$ 255,364		\$ 270,800	Amend: Add new project to the FY2011-2015 MAG TIP
GLB11-106	Gilbert	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 31,600		\$ 31,600	Amend: Add new federal funded highway safety project; no local match is required.
GLB12-809	Gilbert	Town of Gilbert	Design and construct bicycle crossings	2012	0	n/a	n/a	CMAQ	\$ 210,000	\$ 490,000		\$ 700,000	Admin Mod: Move project as approved in the 2008-2012 MAG TIP to the 2011-2015 MAG TIP
GLB13-902	Gilbert	Consolidated canal and Ray Rd., eastern canal & Williams Field rd, western powerline & McQueen Rd, Western Powerline & Val Vista Rd, western powerline & Greenfield rd, and western powerline & Recker Rd	Gilbert Bicycle Crossing Safety and improvement demonstration Phase II Project	2013	22.5	n/a	n/a	CMAQ	\$ 255,000	\$ 583,000		\$ 838,000	Admin Mod: Move project as approved in the 2008-2012 MAG TIP to the 2011-2015 MAG TIP
GLN11-102	Glendale	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 62,000		\$ 62,000	Amend: Add new federal funded highway safety project; no local match is required.
GLN11-103	Glendale	Various Locations - Citywide	Upgrade to 12-inch Traffic Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 37,200		\$ 37,200	Amend: Add new federal funded highway safety project; no local match is required.
MMA11-113	Maricopa County	Riggs Rd: Ellsworth to Meridian	Environmental Clearance	2011	3	n/a	n/a	STP-MAG	\$ 2,000,000	\$ 120,895		\$ 2,120,895	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP, and change lead agency from Queen Creek to Maricopa County.
MMA11-114	Maricopa County	Various Low Volume Roads: White Wing Rd: Cotton Ln to Sarival, 167th Ave: Dixileta to Windstone Tr, 168th Ave: Dixileta Dr to Winstone Tr, Dove Valley Rd: 171st to Sarival Ave, Montgomery Rd: 171st Ave to Sarival Ave	Design work for Pave Dirt Roads	2011	4.00	2	2	Local	\$ 300,000	\$ -		\$ 300,000	Amend: Add new project to the FY2011-2015 MAG TIP
MMA12-103	Maricopa County	Various Low Volume Roads: White Wing Rd: Cotton Ln to Sarival, 167th Ave: Dixileta to Windstone Tr, 168th Ave: Dixileta Dr to Winstone Tr, Dove Valley Rd: 171st to Sarival Ave, Montgomery Rd: 171st Ave to Sarival Ave	Right of way acquisition	2012	4.00	2	2	Local	\$ 100,000	\$ -		\$ 100,000	Amend: Add new project to the FY2011-2015 MAG TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MMA14-103	Maricopa County	Various Low Volume Roads: White Wing Rd: Cotton Ln to Sarival, 167th Ave: Dixileta to Windstone Tr, 168th Ave: Dixileta Dr to Winstone Tr, Dove Valley Rd: 171st to Sarival Ave, Montgomery Rd: 171st Ave to Sarival Ave	Construct/Pave Dirt Roads	2014	4.00	2	2	CMAQ	\$ 67,545	\$ 1,117,455		\$ 1,185,000	Amend: Add new project to the FY2011-2015 MAG TIP
MES13-905	Mesa	Consolidated canal: Lindsay Road to Baseline	Construct of a 10-foot wide concrete pathway, including lighting, paving and traffic signals	2013	1.5	n/a	n/a	CMAQ	\$ 1,067,600	\$ 1,099,000		\$ 2,166,600	Admin Mod: Change location from 8th St. to Lindsay to Lindsay Rd to Baseline Rd
MES11-100	Mesa	Various Locations - Citywide	Upgrade to 12-inch Traffic Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 100,000		\$ 100,000	Amend: Add new federal funded highway safety project; no local match is required.
PEO11-108	Peoria	Various Locations - Citywide	Replace Yellow Incandescent with Yellow LED Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 100,000		\$ 100,000	Amend: Add new federal funded highway safety project; no local match is required.
PHX11-189	Phoenix	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 99,820		\$ 99,820	Amend: Add new federal funded highway safety project; no local match is required.
PHX12-111	Phoenix	Various Alleys located between Cholla St to Sweetwater Ave from 35th Ave to 23rd Ave, Bethany Home Rd to Maryland Ave from 35th Ave to 23rd Ave, and Camelback Rd to Maryland Ave from 7th St to 24th St.	Design work for Pave Dirt Alley project	2012	30.22	n/a	n/a	Local	\$ 60,000	\$ -		\$ 60,000	Amend: Add new project to the FY2011-2015 MAG TIP
PHX14-104	Phoenix	Various Alleys located between Cholla St to Sweetwater Ave from 35th Ave to 23rd Ave, Bethany Home Rd to Maryland Ave from 35th Ave to 23rd Ave, and Camelback Rd to Maryland Ave from 7th St to 24th St.	Construct/Pave Dirt Alleys	2014	30.22	n/a	n/a	CMAQ	\$ 600,000	\$ 1,033,934		\$ 1,633,934	Amend: Add new project to the FY2011-2015 MAG TIP
PHX11-190	Phoenix	Roosevelt Street: Central Ave to 4th Street	Design Roosevelt Row Pedestrian Project	2011	0.3	2	2	STP-TEA	\$ 5,700	\$ 94,300		\$ 100,000	Amend: Add new STP-TEA project to the FY2011-2015 MAG TIP
PHX12-112	Phoenix	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	2012	0.3	2	2	STP-TEA	\$ 188,984	\$ 655,700		\$ 844,684	Amend: Add new STP-TEA project to the FY2011-2015 MAG TIP
QNC12-100	Queen Creek	Wash: Hawes Rd and Ellsworth	Construct a one mile 8' wide multi-use path	2014	0.75	n/a	n/a	STP-TEA	\$ 36,899	\$ 610,459		\$ 647,358	Amend: Add new STP-TEA project to the FY2011-2015 MAG TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SCT11-102	Scottsdale	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 100,000		\$ 100,000	Amend: Add new federal funded highway safety project; no local match is required.
SCT13-119	Scottsdale	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th St, Quail Track Dr: 60th St to 62nd St, Windmill Dr: North of Arroyo Honda to south of Stage coach pass, Peak View (Via Dona): 66th St to 69th St	Design work for Pave Dirt Roads	2013	3.74	2	2	Local	\$ 112,045	\$ -		\$ 112,045	Amend: Add new project to the FY2011-2015 MAG TIP
SCT14-103	Scottsdale	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th St, Quail Track Dr: 60th St to 62nd St, Windmill Dr: North of Arroyo Honda to south of Stage coach pass, Peak View (Via Dona): 66th St to 69th St	Construct/Pave Dirt Roads	2014	3.74	2	2	CMAQ	\$ 76,639	\$ 1,267,904		\$ 1,344,543	Amend: Add new project to the FY2011-2015 MAG TIP
TMP11-110	Tempe	Various Locations - Citywide	Pedestrian Countdown Signals	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 30,800		\$ 30,800	Amend: Add new federal funded highway safety project; no local match is required.
TMP11-111	Tempe	Various Locations - Citywide	Install New Signal Pre-emption Cards for EMS Access	2011	n/a	n/a	n/a	HSIP	\$ -	\$ 46,000		\$ 46,000	Amend: Add new federal funded highway safety project; no local match is required.
TMP12-104	Tempe	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	2012	0.75	n/a	n/a	STP-TEA	\$ 61,000	\$ 943,000		\$ 1,004,000	Amend: Add new STP-TEA funded project.
TMP12-103	Tempe	Evergreen - The area bounded by Broadway R, the Price Frwy, Southern Av and the eastern Tempe city limits	Design work for Pave Dirt Alley project	2012	4.54	n/a	n/a	Local	\$ 20,000	\$ -		\$ 20,000	Amend: Add new project to the FY2011-2015 MAG TIP
TMP14-103	Tempe	Evergreen - The area bounded by Broadway R, the Price Frwy, Southern Av and the eastern Tempe city limits	Construct/Pave Dirt Alleys	2014	4.54	n/a	n/a	CMAQ	\$ 29,140	\$ 482,057		\$ 511,197	Amend: Add new project to the FY2011-2015 MAG TIP
VMT11-107	Valley Metro	Statewide	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2011	n/a	n/a	n/a	STP-TEA	\$ 3,606	\$ 59,649		\$ 63,255	Amend: Add new STP-TEA funded project.

TIP#	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMT12-102	Valley Metro	Statewide	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2012	n/a	n/a	n/a	STP-TEA	\$ 26,596	\$ 440,000		\$ 466,596	Amend: Add new STP-TEA funded project.
VMT13-104	Valley Metro	Statewide	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2013	n/a	n/a	n/a	STP-TEA	\$ 14,998	\$ 248,128		\$ 263,126	Amend: Add new STP-TEA funded project.

TRANSIT

TIP #	Agency	Project Location	Project Description	Fiscal Year	FY of Funds	A.L.I.	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GDY06-204T	Goodyear	I-10 at Litchfield Rd	Construct regional park-and-ride (I-10/Litchfield) - FY2009 ARRA and STP-AZ (Flex)	2011	2009	11.33.04	ARRA, STP-AZ (Flex)	\$ 122,986	\$ 2,034,665	\$2,036,184 - FY 2009 ARRA Funds	\$ 4,193,835	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP, \$2,036,184 - ARRA and \$2,034,665 is STP-AZ (flex)
PHX07-310T	Phoenix	Various locations	Upgrade LNG fuel station - North Division - FY2009 5307 Funds	2011	2009	11.43.20	5307	\$ 300,000	\$ 1,200,000		\$ 1,500,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-823T	Phoenix	Phoenix	Operating:Operating Assistance - Senior Cab Taxi Coupon Program - FY2010 5317 Funds	2011	2010	30.09.01	5317	\$ 109,375	\$ 109,375		\$ 218,750	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-824T	Phoenix	Regionwide	Trapeze PASS System Upgrade - FY2010 5317 Funds	2011	2010	11.80.00	5317	\$ 32,806	\$ 131,223		\$ 164,029	Admin Mod: Move project from 2010 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX08-607T	Phoenix	Phoenix	Design and construct upgrades - north and south - FY2008 5307 Funds	2011	2008	11.44.02	5307	\$ 951,000	\$ 3,804,000		\$ 4,755,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX10-821T	Phoenix	Various locations	Preventive maintenance - FY2008 5307 Funds	2011	2008	11.12.40	5307	\$1,696,808	\$6,787,232		\$8,484,040	Admin Mod: Move project from 2008 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
CHN08-802T	Chandler	Arizona Ave/Germann	Constuct regional park-and-ride (Loop 202/Arizona Ave.) - CMAQ-Flex funds from FY2009	2011	2009	11.33.04	CMAQ	\$ -	\$ 1,086,000	\$ 2,731,833	\$ 3,817,833	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
GLN09-816	Glendale	Bell/Loop 101	Pre-design regional park-and-ride - CMAQ-Flex funds from FY2009	2011	2009		CMAQ	\$ -	\$ 162,836	\$ -	\$ 162,836	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GLN09-817	Glendale	Bell/Loop 101	Pre-design regional park-and-ride - CMAQ-Flex funds from FY2009	2011	2009			CMAQ	\$ -	\$ 473,060	\$ -	\$ 473,060	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
PHX09-836T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 29 replace - CMAQ-Flex funds from FY2009	2011	2009	1		CMAQ-Flex	\$ -	\$ 11,406,416	\$ 2,061,445	\$ 13,467,861	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMR09-806T	Valley Metro Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS - CMAQ-Flex funds from FY2009	2011	2009	1		CMAQ-Flex	\$ -	\$ 1,856,002	\$ 464,001	\$ 2,320,003	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMR09-826T	Valley Metro Rail	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Installation of additional METRO ticket vending machines and stand alone fare validation systems - CMAQ-Flex funds from FY2009	2011	2009			CMAQ-Flex		\$ 600,000	\$ -	\$ 600,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMR09-827T	Valley Metro Rail	I-10/79th Avenue to Loop101/Glendale Avenue	request for a Phase I Alternatives Analysis for LRT along I-10 and Loop 101 - CMAQ-Flex funds from FY2009	2011	2009			CMAQ	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-654T	Valley Metro	Regionwide	Purchase vanpools: 30 replace - STP-Flex 2009 Funds	2011	2009	5		STP-Flex	\$ -	\$ 979,572	\$ -	\$ 979,572	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP
VMT09-650T	Valley Metro	Gilbert and Power Rd bus lines	reimbursement of bus: standard - 8 expand (Gilbert, Power) advance purchased in 2008 - FY 2008 5307 Funds	2011	2008	7		5307		\$ 3,320,000	\$ (3,320,000)	0	Admin Mod: Move project from 2009 as approved in the 2008-2012 MAG TIP to 2011 in the 2011-2015 MAG TIP

Phoenix PM₁₀ Plan: Transportation Conformity Implications and Timelines

Issue:

Due to continuing violations of the standard and other issues, the EPA intends to propose disapproval of the submitted PM₁₀ 5% plan for Phoenix. Any path forward will have implications for transportation conformity.

Background:

EPA found the Motor Vehicle Emissions Budget (MVEB) in the 5% plan to be adequate in May 2008. The MVEB for PM₁₀ under the previous approved plan was 59.7 metric tons per day (mtpd); the new budget is 103.3 mtpd. The most recent Transportation Improvement Plan shows 101.8 mtpd of PM₁₀ emissions from on-road sources in 2028. The Metropolitan Planning Organization, Maricopa Association of Governments (MAG) would not be able to show conformity to the old 59.7 mtpd budget.

On Dec. 2, 2009, EPA was sued for failing to act on the plan within the timelines specified in the Clean Air Act. We are currently in settlement negotiations with the litigant. The negotiations will result in a consent decree that sets the latest date by which EPA can act on the plan.

Plan Disapproval Implications:

Timeframe	Milestone
Date set in consent decree	Regional Administrator (RA) signs final disapproval of plan
30-90 days after final disapproval in Federal Register ¹	Disapproval action becomes final, conformity process freezes ²
18 months after disapproval in the Federal Register	Emission offset sanctions: The state must ensure that each ton of emissions created by a new stationary source of PM-10 in the nonattainment area is offset by a two ton reduction in existing stationary sources in the area.
24 months after final disapproval in Federal Register	Highway funding sanctions; conformity lapse; FIP imposed

A conformity freeze means that only projects in the first four years of the most recent conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) can proceed³. During a freeze, no new RTPs, TIPs or RTP/TIP amendments can be found to conform until a new 5% plan is submitted, and EPA finds the budget in that SIP adequate for conformity purposes. If adequate budgets are not in place in time, the freeze will turn into a lapse in conjunction with the imposition of highway sanctions which normally occurs two years after the SIP disapproval without a protective finding, or by the next required conformity determination as required by the frequency requirements of 40 CFR §93.104, whichever occurs first.

If the EPA were disapproving the plan for administrative reasons unrelated to the attainment demonstration, the 5% requirement and reasonable further progress (RFP) demonstration, then EPA could issue the disapproval with a protective finding. This would avoid the conformity freeze. This is not the case and therefore EPA does not believe that a protective finding is applicable to the current situation with the Phoenix PM₁₀ plan.

¹ EPA has the administrative flexibility to set an effective date as much as 90 days after publication of the final disapproval of the plan (See 68 FR 38974, at 38986 June 30, 2003).

² See 40 CFR §93.120(a)

³ This does not include exempt projects such as transportation control measures, safety projects and non-regionally significant state and locally funded projects.

The MVEB submitted in the new 5% plan should be consistent with both the RFP and the attainment demonstrations. Note that EPA can act on the RFP budgets separately from the attainment budgets if the attainment target set in the plan is deemed adequate. If the State can develop an RFP plan that meets EPA requirements, this approach allows for transportation planning to continue while EPA and the State work to resolve concerns about the attainment demonstration.

In the unlikely event of a conformity lapse, DOT can only make approvals or grants for projects that are exempt from the conformity process and transportation control measures (TCMs) that are included in approved SIPs. Therefore only the following six types of transportation projects may proceed for purposes of funding and implementation:

1. TCMs in Approved SIPs;
2. Non-Regionally Significant Non-federal Projects;
3. Regionally Significant Non-federal Projects - only if the project was approved by all necessary non-federal entities before the lapse⁴
4. Project phases that received funding commitments or an equivalent approval or authorization prior to the conformity lapse.
5. Exempt Projects - identified under 40 CFR §93.126 and 40 CFR §93.127; and,
6. Traffic Synchronization Projects

Note that the conformity lapse would be imposed at the same time as federal highway funding sanctions.

Plan Withdrawal Implications:

If Arizona were to withdraw the current Phoenix PM₁₀ 5% plan, they would have to also withdraw the MVEB. This means that the area would revert to its previous approved MVEB of 59.7 mtpd. Since the current transportation plans show emissions exceeding that level, MAG would in effect be in a conformity freeze since no new conformity determinations could be made.

Also, upon withdrawal of the plan, EPA would immediately issue a finding of failure to submit, which would start the clock on highway sanctions and conformity lapse⁵.

Timeframe	Milestone
Date determined by ADEQ	Current plan withdrawn: Approved MVEB drops to 59.7 mtpd, conformity freezes; RA signs finding of failure to submit starts clock on lapse and highway sanctions;
18 months after Finding of Failure to Submit is published in the Federal Register	Emission offset sanctions: The state must ensure that each ton of emissions created by a new stationary source of PM-10 in the nonattainment area is offset by a two ton reduction in existing stationary sources in the area.
24 months after Finding of Failure to Submit is published in published in the Federal Register	Highway funding sanctions; conformity lapse; FIP imposed

⁴ See Transportation Conformity Reference Guide, Section C:, Chapter 4 (http://www.fhwa.dot.gov/environment/conformity/ref_guid/chap4.htm#nonfed) for more details.

⁵ see 40 CFR 93.120(b)

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 11, 2011

SUBJECT:

Discussion of the Development of the FY 2012 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May.

Because of the continuing uncertainty of economic conditions, MAG staff is recommending that the calculation of draft Dues and Assessments for FY 2012 be maintained at the same level approved for fiscal years 2010 and 2011. A fifty-percent reduction to the dues and assessment total was first approved in the FY 2010 budget. The reductions in the Dues and Assessments for fiscal year 2012 costs would continue to be covered by MAG reserve funds. In the January 10 and February 14, 2005 MAG Regional Council Executive Committee meetings, the committee discussed that a minimum dues and assessments amount be set to cover some administrative costs of MAG committee meetings. The minimum amount of \$350 for MAG Dues and Assessments was recommended in the February 14th meeting to cover administrative costs associated with MAG membership. This minimum amount was adopted beginning with the FY 2006 MAG Unified Planning Work Program and Annual Budget. The MAG draft Dues and Assessments for FY 2012 are presented with the minimum dues and assessments applied in Attachment A.

This overview of MAG's draft Dues and Assessments for FY 2012 (Attachment A) provides an opportunity for early input into the development of the FY 2012 Work Program and Budget. The draft Dues and Assessments documents are footnoted for your information.

- ◆ The population numbers used in the draft Dues and Assessments calculation are updated using the most recently approved population estimates for 2010 as indicated on the draft Dues and Assessments for FY 2012 in Attachment A. The Decennial Census population totals are expected no later than March 2011 and, upon approval, the Decennial Census population numbers will be used to calculate the FY 2012 draft Dues and Assessments.
- ◆ The information in the footnotes to the draft Dues and Assessments, (b), ©, (d), (e), (f), (g) and (h) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the county portion of the population calculation, respectively.
- ◆ The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the continuing uncertainty of economic conditions, MAG staff is proposing no overall increase in draft Dues and Assessments for FY

2012. The recommended overall total for the draft Dues and Assessments remains the same as fiscal years 2010 and 2011, with changes for individual members because of population shifts and, the application of minimum dues and assessments. The application of a minimum dues and assessments amount of \$350 affects four members and is discussed in footnote (d).

- ◆ The Homeless Prevention Assessment is only charged to those cities that are CDBG recipients with populations over 50,000 and to Maricopa County. For FY 2012, two additional city members, the City of Avondale and the City of Surprise, have been added to the allocation for this assessment.

A draft budget timeline is included for your review as Attachment B. The Webinar presentation of the draft budget is tentatively scheduled for Thursday, February 17, 2011 at 1:30 p.m. in the MAG Palo Verde Room. An invitation to the MAG fiscal year (FY) 2012 Budget Webinar will be included in the February Executive Committee material.

PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

PROS: MAG is providing the draft budget timeline and information on draft estimates for Fiscal Year 2012 Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information and input on the development of the fiscal year (FY) 2012 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

This item is on the January 12, 2011 Management Committee agenda for information and input.

CONTACT PERSON:

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

DRAFT
MAJOR REGIONAL GOALS/WORK EMPHASIS AREAS
RESULTS FISCAL YEAR 2011

I. Continue to Implement Proposition 400

Goal: MAG will continue to provide guidance and policy direction for the implementation of Proposition 400. This effort will involve continued coordination with the RTP Partners, which is comprised of the directors of MAG, ADOT, Valley Metro, and Valley Metro Rail. Planning and project implementation will be discussed on a regular basis through the RTP partners, as well as monthly Regional Freeway Issues meetings and MAG/Valley Metro/Valley Metro Rail meetings.

Result: *During FY 2011, MAG has provided guidance and policy direction for the implementation of Proposition 400 through a variety of planning and program management activities. Among the more notable activities during FY 2011 are: (1) addressing the fiscal balance in the Freeway/Highway Life Cycle Program, (2) conducting the Central Phoenix Transportation Framework Study, (3) assisting in the development of the South Mountain EIS, (4) coordinating regional transit planning and programming through the MAG Transit Committee, (5) managing and re-balancing the Arterial Street Life Cycle Program, and (6) maintaining close interagency coordination among the Proposition 400 implementing agencies.*

(1) Fiscal Balance in the Freeway/Highway Life Cycle Program - An imbalance between estimated costs and projected revenues for the Freeway/Highway Life Cycle Program is again being addressed through the MAG planning process during FY 2011. An updated revenue forecast prepared by ADOT in early FY 2011 projected that long range transportation revenues would be even lower than previously forecasted in FY 2010. As a result, a gap between costs and revenues, which was corrected through the MAG planning process during FY 2010, has re-opened in the Freeway/Highway Life Cycle Program. This issue is being addressed through the MAG planning process during FY 2011, including the consideration of various program management strategies and development of a re-balanced program scenario.

(2) Central Phoenix Transportation Framework Study - Proposition 400 allocates significant funding for investments in the central area of the region. During FY 2011, work has been proceeding on the Central Phoenix Transportation Framework Study, which will identify facility options and recommend investment strategies for transportation facilities in the area approximately bounded by Northern Avenue on the north, the SR-143/Hohokam Expressway (projected northward) on the east, the South Mountain Freeway on the south, and 75th Avenue on the west. This will include key Proposition 400 corridors such as I-10, I-17, SR-51, SR-101, and SR-202. A concurrent project for establishing a regional micro-simulation model for assessing travel operations within in the Central Phoenix Framework area is under development, and will

be operational by the conclusion of FY 2011. This model will significantly enhance MAG's modeling capabilities for effective study of Proposition 400 corridors.

(3) South Mountain EIS- The SR-202/South Mountain Freeway corridor is one of the major new facilities that was included in Proposition 400, and is planned as a freeway loop facility south of the central area of the region, connecting the western terminus of the Santan Freeway in the East Valley with I-10 at 59th Avenue in the West Valley. The critical first step in the implementation of this corridor is the completion and approval of a final EIS, as well as a U.S. Department of Transportation "Record-of-Decision" on the recommended alternative for the corridor. During FY 2011, MAG staff has been working closely with ADOT, FHWA and MAG members to assist in the development of the required EIS technical documents and to facilitate the interagency decision-making process. During FY 2011, MAG collaborated with the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) to provide direction on the project by bringing together the key stakeholders along the corridor, including the City of Phoenix and the Gila River Indian Community, into a dialogue about potentially locating the freeway on Community land. As part of that leadership role, MAG staff provided cooperative project management to the EIS team, including assistance on the corridor's engineering, planning, and stakeholder outreach. In addition, MAG staff also provided support data for the EIS documentation in the traffic and environmental engineering analysis sections, and also expedited delivery of key traffic modeling data to the South Mountain study team.

(4) MAG Transit Committee- Monthly meetings of the MAG Transit Committee have been held during FY 2011, addressing a number of issues related to the implementation of the transit element of Proposition 400. The formation of the MAG Transit Committee was approved by the MAG Regional Council in FY 2010, as one of the key steps in consolidating regional transit planning and programming activities at MAG. The Committee makes recommendations affecting decisions on choosing and ranking transit projects as part of the overall TIP process at MAG, as well as longer range planning issues affecting the regional transit system.

(5) Fiscal Balance in the Arterial Street Life Cycle Program - The Arterial Street Life Cycle Program is one of the major modal components of Proposition 400 and is maintained by MAG to implement arterial street projects identified in the MAG Regional Transportation Plan. The updated revenue forecast prepared by ADOT in early FY 2011, which projected lower long range revenues, created a significant gap between program costs and revenues. This issue is being addressed through the MAG planning process during FY 2011, and may result in the deferral of certain projects.

(6) Interagency Coordination- During FY 2011, close interagency coordination on planning and project implementation was maintained through frequent staff meetings with ADOT, RPTA and Valley Metro Rail. Through these sessions, effective coordination of long-range planning studies and identification of future implementation issues is achieved, as well as more immediate problem solving, addressing individual project development and implementation issues. Both short-term programming topics and long-term planning issues were addressed as part of these discussions.

MAG also participates in the Risk Analysis Process, which is conducted by ADOT to develop revenue forecasts for major funding sources contributing to the implementation of Proposition 400 projects. In addition, interagency coordination was achieved through preparation of the 2010 Annual Report on the Status of the Implementation of Proposition 400. This report is developed by MAG staff in cooperation with ADOT, RPTA, and Valley Metro Rail, and summarizes progress on implementing Proposition 400 projects.

2. Continue to Measure the Performance of the Regional Transportation Plan (RTP)

Goal: MAG has developed a set of measures that are used to communicate how the regional transportation system is performing. These measures and others will be incorporated in the revision of the Congestion Management Process that is required by SAFETEA-LU, the Regional Transportation Plan, and the Annual Report on the Implementation of Proposition 400.

Result: *During FY 2011, the Baseline Congestion Management Process Report was completed, providing a mechanism that can be utilized in the development of the Transportation Improvement Program to assess the congestion management impacts of projects. Recognizing the close relationship between congestion and performance, and in an effort to align key performance measurement indicators with the congestion management process, the congestion management update effort was closely coordinated with the development of the performance monitoring system. As new funding sources become available, the updated congestion management process will play a greater role in the planning and programming of future transportation investments in the MAG Region.*

During FY 2011, the performance measurement framework was applied to report on performance in the 2010 Annual Report on Proposition 400 and the Regional Transportation Plan - 2010 Update, and will be used for periodic reporting as the implementation of the Proposition 400 moves forward. A Performance Measurement Report was completed in FY 2010, establishing a framework for reporting performance at the system and corridor levels, serving as a repository of historical, simulated and observed data for the transportation system, and providing input to the congestion management process.

3. Commuter Rail Corridor Development Planning

Goal: The Regional Transportation Plan that was presented to the voters in Proposition 400 included \$5 million to develop commuter rail options and implementation strategies. In April 2008, the Regional Council accepted the MAG Commuter Rail Strategic Plan and recommended that MAG proceed with the first four implementation steps: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. In July 2008, the Regional Council Executive Committee approved the selection of URS Corporation to develop the Grand Avenue Commuter Rail Corridor Development Plan for an amount not to exceed \$600,000. In December 2008, the MAG Commuter Rail Stakeholders Group met to explore additional commuter rail development

throughout the region. It is anticipated that a Commuter Rail System Study will be initiated in the coming year and further rail corridor development studies initiated. MAG will also coordinate with the Arizona Department of Transportation on the Statewide Rail Framework Study.

Result: During FY 2011, follow-up coordination activities have been pursued related to a series of commuter rail studies that were completed late in FY 2010. The purpose of these studies was to prepare corridor development plans that include a review of existing documentation, ongoing public involvement, an inventory of the existing rail facilities, development of a conceptual commuter rail operating plan, identification of infrastructure improvements necessary for the implementation of commuter rail service, development of capital cost estimates, and the development of annual operating cost estimates for commuter rail service. The studies included:

(1) Grand Avenue Commuter Rail Corridor Development Plan, (2) Union Pacific/Yuma West Commuter Rail Corridor Development Plan, and (3) MAG Commuter Rail System Plan. On May 26, 2010, the MAG Regional Council accepted the studies and agreed to allow revisions of the corridor ranking included in the Commuter Rail System Study upon completion of updated regional socio-economic forecasts or relevant rail passenger studies. The System Study recommends that the Southeast Corridor from Central Phoenix to Queen Creek be implemented as the initial starter segment, followed by the Grand Avenue Corridor from Phoenix northwest to Whitmann.

4. Define Transit Roles and Responsibilities and Implement Necessary Organizational Changes

Goal: MAG, the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (Metro) have been discussing the roles and responsibilities related to transit planning and project implementation. In September 2009, the MAG Executive Committee and the Regional Council approved MAG assuming the transit programming function, which includes the programming of transit federal funds and the development of the transit projects to be included in the Transportation Improvement Program. Discussions concerning the balance of the transit functions are continuing with action expected in January 2010. Actions necessary to assume any additional transit planning functions will be needed to fully implement the changes.

Result: During FY 2011, regional transit planning and programming responsibilities, which were consolidated at MAG in FY 2010, are being integrated into the MAG transportation planning and committee process. The full range of MAG transit roles and responsibilities include: developing the regional transit plan; programming regional transit funds; conducting transit corridor, subregional and system studies; reviewing and approving recommendations of Alternatives Analyses, Design Concept Reports and other project scoping documents; coordinating sustainability and transit oriented development issues; and maintaining the MAG Transit Committee. These roles and responsibilities are identified in a Memorandum of Agreement executed in April 2010 by MAG, the Regional Public Transportation Authority, Valley Metro Rail, and the City of Phoenix, as well as State legislation in the form of Senate Bill 1063 passed in the spring of 2010.

5. Development of Policies Related to Public Private Partnerships

Goal: The Arizona Legislature passed new legislation in the FY 2009 session that substantially changes and improves the provisions in state law that allows for public - private partnerships (PPP) to build and / or operate transportation projects. The Arizona Department of Transportation (ADOT) is presently organizing and procuring the necessary legal, financial and technical support needed to support this new program. It is anticipated that one or more projects may be proposed for the MAG region. MAG, therefore, needs to develop policies on how these proposed projects might be reviewed and evaluated for possible implementation within the region.

Result: *During FY 2011, a number of briefings regarding Public Private Partnerships (P3) have been provided through the MAG committee process by both MAG staff and external expert sources. These presentations covered P3 financial and implementation concepts, as well as specific applications such as managed lanes and tolls to allow single occupant vehicles in HOV lanes as a way to manage congestion. Out of these discussions, several policies issues emerged, including: (1) Does MAG want to explore the use of P3s, and tolls specifically, in the context of the overall transportation system? (2) What is the potential pool of projects that the region might consider for P3s and should they include Proposition 400 projects? and (3) How should net revenues, if any, from P3s be used in the region? As a means of proceeding further with the investigation of the P3 concept for the MAG region, during FY 2011 a Managed Lane Feasibility Study, accompanied by a public opinion survey on attitudes toward P3s, tollroads and managed lanes, will be initiated.*

6. Livability, Community Development and Transportation

Goal: There are various versions of draft federal bills that all contain provisions that require new aspects to be included in the development of regional transportation plans by metropolitan planning organizations. These include the requirement to conduct scenario planning that tests alternative urban forms with respect to the performance of the regional transportation system. Other provisions require the establishment of community livability goals and objectives and then sets forth a periodic reporting on how the region is progressing toward achieving these goals. In addition, the U.S. Departments of Transportation, Housing and the Environmental Protection Agency are coordinating their agencies' policies to promote livability concepts including more reliance on public transport. Given the nature of these discussions and the likelihood that such provisions will be included in some form on the new federal transportation authorization or in related bills or new regulations, it is important that MAG begin to plan how these new requirements will impact and change the MAG transportation planning processes.

Result: *During FY 2011, a study to develop sustainable transportation and land use strategies for transit corridors identified in the Commuter Rail System Study and the Regional Transit Framework Study was initiated. The study will provide "best practice" recommendations in the*

following areas: (1) overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection; (2) development patterns and densities necessary to support high capacity transit service options; and (3) economic viability of implementing alternative land use scenarios along the targeted transit corridors. The study will provide a coordinated, comprehensive approach for promoting sustainable transportation and transit supportive land use patterns. Study recommendations will identify strategies to improve transportation mobility through increased transit ridership, and to enhance economic opportunities through public and private investments around transit station areas.

7. High Speed Rail Development Planning in the Intermountain and Sun Corridor Regions

Goal: Through its membership on the Western High Speed Rail Alliance, MAG will continue to participate in high speed rail development planning in the Intermountain and Sun Corridor regions. The Western High Speed Rail Alliance was established in November 2009 and includes the following founding members: Denver Regional Council of Governments, Maricopa Association of Governments, Regional Transportation Commission of Southern Nevada, Regional Transportation Commission of Washoe County, and the Utah Transit Authority. MAG will work cooperatively and act as a liaison on discussions with the Central Arizona Association of Governments (CAAG), Pima Association of Governments (PAG) and Arizona Department of Transportation (ADOT) in regards to activities associated with possible high speed rail impacting the Sun Corridor region.

Result: *During FY 2011, MAG has continued to participate in the Western High Speed Rail Alliance. The first Western High Speed Rail Conference was held by the Alliance in Las Vegas during October 13-15 and drew more than 150 public officials, industry experts and advocates for high speed rail. Conference speakers included Secretary of Transportation Ray LaHood, Utah Senator Robert Bennett, Nevada Congresswoman Dina Titus and Las Vegas Mayor Oscar Goodman. On October 26, 2010, it was announced by the office of Senator Harry Reid that the Alliance will receive a grant of \$1 million from the Federal Railroad Administration to study high speed rail in the inter-mountain West. The high speed rail links covered by the Alliance include Denver to Salt Lake City, to Reno, to Las Vegas to Phoenix and Southern California.*

Another effort during FY 2011 related to the Sun Corridor involved the initiation of the Freight Transportation Framework Study. The study will examine freight and multimodal opportunities in the Sun Corridor. The study area for the project includes Maricopa, Pinal, and Pima Counties. A consultant is under contract to conduct the study and data collection efforts are underway. This project will be managed by MAG with input from the Joint Planning Advisory Council (JPAC), which consists of the Maricopa Association of Governments, the Central Arizona Association of Governments, and the Pima Association of Governments. In addition the MAG Economic Development Committee will provide guidance for the study effort.

8. Continue to Ensure that the MAG Region Grows Clean Through Environmental Planning

Goal: Five Percent Plan for PM-10: The MAG 2007 Five Percent Plan for PM-10 was submitted to the Environmental Protection Agency (EPA) by the federal deadline of December 31, 2007 and deemed to be complete by June 30, 2008. The region needs three years of clean data at the monitors in order for EPA to determine that the standard has been met. On December 2, 2009, the Arizona Center for Law in the Public Interest filed a lawsuit against EPA for failure to take action on the plan by June 30, 2009 in accordance with the Clean Air Act. The Environmental Protection Agency began to review the plan which was submitted two years ago and issues began to emerge. The plan was based upon a 2005 emissions inventory which is now outdated with the downward turn in the economy; the mix of sources has changed. The EPA did not agree with the Arizona Department of Environmental Quality exceptional/natural events documentation for four of the exceedances that occurred at the West 43rd Avenue monitor in 2008. Consequently, this counts as a violation at the West 43rd Avenue monitor and the region does not have its first year of clean data at the monitors. It is anticipated that the Five Percent Plan for PM-10 will need to be revised to include a new updated emissions inventory, additional years of five percent reductions in emissions, a new modeling attainment demonstration, and additional measures. In order to accomplish this work, MAG will also be preparing supplemental analyses and information. As directed by the MAG Regional Council, the annual tracking of the implementation of committed measures in the Five Percent Plan for PM-10 will continue in 2011 and a report will be prepared. Efforts will continue to track the progress made to pave dirt roads in the PM-10 nonattainment area in 2011. The 2009 inventory of unpaved roads identified a total of 1,884 miles of unpaved roads in the PM-10 nonattainment area. Of the total, 1,271 miles are private unpaved roads and 613 are public unpaved roads.

Result: *On September 9, 2010, the Environmental Protection Agency published a notice to propose partial approval and disapproval of the MAG 2007 Five Percent Plan for PM-10 based on the timetable in the consent decree with the Arizona Center for Law in the Public Interest. The two major reasons for the proposed partial disapproval were that the 2005 baseline emissions inventory was inaccurate since it overestimated construction emissions and other emissions, and the EPA nonconcurrence with four high wind exceptional events at the West 43rd Avenue monitor in 2008 that resulted in a violation, which negated the attainment demonstration. During FY 2011, MAG submitted several comments into the record on the notice of proposed partial approval and disapproval of the plan. MAG staff and Sierra Research, MAG consultant, prepared extensive scientific information on the four high wind exceptional events in 2008 to assist the Arizona Department of Environmental Quality with the submission of additional documentation. Recommended clarifications for the flawed EPA Exceptional Events Rule were prepared and submitted to EPA. Correcting the rule is critical to ensure that areas do not face continual, reoccurring nonattainment due to exceptional events beyond their control. The planning effort was initiated to address the technical approvability issues with the Five Percent Plan for PM-10, which include a new updated emissions inventory, possible additional years of five percent reductions in emissions, a new modeling attainment demonstration, and possible additional measures. In 2010, there were no violations of the PM-10 standard at the monitors.*

The 2009 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan report was completed and presented to the MAG Air Quality Technical Advisory Committee. Collectively, the implementation results for 2008 and 2009 meet or exceed the commitments made to implement a majority of the measures in the Five Percent Plan. A comparison of the 2009 Inventory of Unpaved Roads against the paved road projects in the Congestion Mitigation and Air Quality Improvement Program Annual Report was conducted to ensure that the inventory remained current. Traffic counts on public and private unpaved roads were also conducted.

Goal: New Eight-Hour Ozone Plan: The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the standard of 0.08 parts per million was submitted to the Environmental Protection Agency in February 2009. There have been no violations at the monitors for this standard since 2004. In March 2008, EPA lowered the standard to 0.075 parts per million. In September 2009, EPA indicated that the 0.075 parts per million standard was being reconsidered and the reconsidered standard would be announced in December 2009. It is anticipated that EPA will be issuing new planning guidance for the reconsidered standard. The planning effort will be initiated to prepare an Eight-Hour Ozone Plan designed to meet the reconsidered standard. This will involve the preparation of the modeling protocol, updating the mobile source portion of the emissions inventory if appropriate, conducting technical analyses, and conducting complex air quality modeling designed to demonstrate attainment of the reconsidered standard. It will also involve determining if additional measures are necessary. In 2009, there were 18 monitors with no violations and one monitor with a violation of the 0.075 parts per million standard in the nonattainment area.

Result: *In January 2010, EPA proposed the new reconsidered ozone standards and final action was scheduled for October 2010. The planning effort was initiated to prepare an Eight-Hour Ozone Plan designed to meet the proposed reconsidered standard. This involves the preparation of the modeling protocol, updating the mobile source portion of the emissions inventory if appropriate, conducting technical analyses, and conducting complex air quality modeling designed to demonstrate attainment of the reconsidered standard. It also involves determining if additional measures are necessary. However, in December 2010, EPA postponed the issuance of the new final ozone standard until July 31, 2011. It is anticipated that EPA will be issuing new planning guidance for the new final ozone standard. In 2010, there were 18 monitors with no violations and one monitor with a violation of the 0.075 parts per million standard in the nonattainment area.*

Goal: Conformity: A conformity analysis for the Transportation Improvement Program and Regional Transportation Plan Update will be prepared to ensure that transportation activities do not cause violations of the air quality standards. A conformity finding by the U.S. Department of Transportation is necessary for transportation projects to be built. The Five Percent Plan for PM-10 and the Eight-Hour Ozone Redesignation Request and Maintenance Plan have established new mobile source emissions budgets for conformity purposes.

Result: *The conformity analysis on the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update was completed and approved by the U.S. Department of Transportation (DOT) on August 25, 2010. Another conformity analysis on the Amended FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update was completed and approved by the U.S. DOT on November 23, 2010. Two other conformity analyses on TIP and RTP amendments were completed and are anticipated to be approved. Conformity consultation on various projects was also conducted throughout the year.*

Goal: Greenhouse Gas Emissions: The National Association of Regional Councils and Association of Metropolitan Planning Organizations have indicated that greenhouse gas requirements for metropolitan planning organizations may be mandated in the Climate Change legislation and upcoming transportation reauthorization legislation being considered by Congress. These efforts will be closely monitored to determine the implications for the MAG region. It may become necessary to conduct an analysis of greenhouse gas requirements and emissions.

Result: *In FY 2011, MAG staff continued to monitor the Climate Change legislation under consideration by Congress. To date, the level of activity on Climate Change by Congress has slowed dramatically. However, the Environmental Protection Agency issued National Greenhouse Gas and Fuel Economy Standards for Vehicles in 2010. The greenhouse gas regulatory activities by EPA were also monitored.*

Goal: Water Quality: Technical assistance will continue to be provided to the MAG member agencies for 208 Water Quality Management Plan amendments and small plant reviews and approvals in order to accommodate wastewater treatment needs in a growing region. Also, MAG staff will maintain the integrity of the MAG 208 Water Quality Management Plan which preserves local government authority. If feasible, MAG staff will begin preparing a revision to the MAG 208 Plan to incorporate the thirty-five wastewater treatment plants that have been approved by the MAG Regional Council since the October 2002 Update of the MAG 208 Water Quality Management Plan. In addition, there may be follow-up activities resultant from the MAG Workshop on Greening Water and Wastewater Infrastructure scheduled for January 12, 2010.

Result: *The integrity of the MAG 208 Water Quality Management Plan was maintained. Due to the downturn in the economy, no new wastewater treatment plants were proposed. As a follow-up activity resultant from the MAG Workshop on Greening Water and Wastewater Infrastructure, MAG developed the Roadmap for Greening Water Infrastructure to assist utilities with assessing opportunities for reducing energy consumption and chemical use, conserving water, and saving financial resources. The road map includes a wide array of opportunities as well as some sustainability aspects that are already being implemented. In FY 2011, MAG staff began preparing a revision to the MAG 208 Plan to incorporate the thirty-five wastewater treatment plants that have been approved by the MAG Regional Council since the October 2002 Update of the MAG 208 Water Quality Management Plan.*

Goal: Solid Waste: The integrity of the MAG Regional Solid Waste Management Plan will be maintained which preserves local government authority. The plan includes 11 landfills, 21 transfer stations and combined materials recovery/transfer facilities, and seven material recovery facilities in the MAG region.

Result: *The integrity of the MAG Regional Solid Waste Management Plan was maintained. During FY 2011, no additional facilities were proposed.*

9. Continue Implementation/Enhancement of Public Participation Plan in Accord with SAFETEA-LU

Goal: MAG will continue to implement strategies outlined in its Public Participation Plan to provide Valley residents increased opportunities for involvement and comment in regard to the implementation of the Regional Transportation Plan and other programs. In addition, MAG will address any recommendations to enhance the public input process that may result from the 2009 Federal Certification Review. MAG will also continue to work with its partner agencies, including the Arizona Department of Transportation (ADOT), Regional Public Transportation Authority (Valley Metro), City of Phoenix Public Transit Department, and Valley Metro Rail, Inc. (METRO) in a cooperative, coordinated public participation process. MAG's public participation process seeks to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and provides targeted outreach to Title VI communities.

Result: *MAG continued its proactive public involvement efforts, including delivering presentations to large and small groups, providing formal input opportunities at public hearings and meetings, and hosting information booths at numerous special events throughout the region, such as ADA Justice Equality Conference, Latino Institute's Back to School Fair at ASU West, Tempe Tardeada, Fiesta Phoenix Downtown, Public Safety Days at the Arizona State Fair, Hispanic Women's Conference, La Gran Fiesta Scottsdale, Martin Luther King Day Festival, Northwest Black History Festival, Business Entrepreneur Association 10th Annual Peace Fest, and Juneteenth, as well as individualized transit-oriented presentations to numerous disability support groups. When feasible, MAG coordinated efforts with the Arizona Department of Transportation (ADOT), Regional Public Transportation Authority, Valley Metro Rail (METRO), and with the largest transit provider in the Valley, the city of Phoenix Public Transit Department. In SAFETEA-LU, visualization techniques in public involvement planning are considered essential to assisting public understanding of transportation plans and programs. Consequently, MAG utilized videos, maps, graphics, printed, web and other forms of visual aides to help event attendees better understand the transportation network of the future. Participation in the above events also enabled MAG staff to better inform the public on implementation and process planning of the Regional Transportation Plan.*

In addition to the above, activities to support Title VI planning are underway. Expanded outreach has been provided to Environmental Justice protected populations through the MAG Transportation Ambassador Program. This has resulted in 39 nonprofit agencies dedicated to

servicing Title VI populations participating in TAP during FY 2011 to date. Potential data sources and community partners are being identified to provide information about the transportation needs of these populations. Additional information is being collected and will be analyzed on a regional level. This will provide the foundation for updating the Environmental Justice Title VI plan and the related implementation plan. The plan is currently being drafted. Approval for these activities will be sought in the fourth quarter of FY 2011.

10. Enhance Regional Communication and Outreach Efforts

Goal: As traditional communication avenues become eclipsed by evolving technologies, it becomes increasingly important to develop innovative methods for communicating with Valley residents to ensure the greatest participation possible in MAG plans and programs. In order to increase awareness and understanding of MAG within the region, MAG has embarked upon a number of innovative communication strategies, including implementation of a Video Outreach Program and a Social Media Program to reach out to groups, such as younger demographics, that would otherwise not be engaged by MAG. In addition to these evolving technologies, which are based on more informal methods of engagement, MAG will elicit input through public participation surveys that will capture the priorities and preferences of Arizona residents.

Result: MAG continued implementation of innovative communication methods to provide regional outreach, including the production of new videos and implementation of social media techniques. Videos in 2010 included a program on PM-10 pollution efforts, bicycling in the MAG region, overview of pedestrian projects, Desert Peaks Awards Program, and Domestic Violence. MAG continued to communicate to residents utilizing social media tools such as Twitter, Facebook and YouTube.

In calendar year 2010, MAG staff distributed more than 400 surveys at special events. Respondents were asked to prioritize among five categories denoting where they would spend most of their transportation tax dollars: Freeway, Street, Bus, Light Rail, and Bike/Pedestrian services. Survey results showed that the largest percentage of respondents indicated their top transportation funding priority preference was for street improvements and maintenance (23%), followed by a tie in priority for light rail and bus (22%), freeways (18%) and bicycle/pedestrian (15%). It is important to note that in October 2010, MAG staff presented respondents with a revised survey that simplified responses to transportation priorities by requesting respondents to indicate their top three preferences. Overall, responses in the revised survey highlighted the importance of transit services, including local and express bus services, light rail, commuter rail and park and ride facilities. These categories accounted for 49 percent of respondents' top funding priority.

11. Extend Implementation of Litter Prevention and Education Program

Goal: Roadway litter is ugly, unhealthy, and, when it comes to dangerous roadway debris, unsafe. The Regional Transportation Plan (RTP) includes \$279 million for the freeway

maintenance program, including litter control. In November 2003, MAG and the Arizona Department of Transportation signed a joint resolution that included a commitment to develop a long-term litter prevention program to help reduce freeway litter and defray pickup costs. In 2006, MAG, in cooperation with ADOT, began the implementation of *Don't Trash Arizona!*, a litter prevention and education program designed to change the behavior of offenders, improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance. In October 2009, the MAG Regional Council Executive Committee extended funding for the program through November 2010. An evaluation survey conducted in August 2009 found the *Don't Trash Arizona* program has resulted in significant increase in awareness about litter issues and some changes in behavior among the most common offenders. With budget cuts expected to make landscape maintenance and litter pickup additionally challenging, ongoing education is critical for maintaining the momentum of the program in changing littering behavior.

***Result:** The Maricopa Association of Governments (MAG) continued to implement the Litter Prevention and Education Program utilizing a variety of strategies and tactics, including public relations, media relations, paid advertising, school outreach, dedicated website, and development of partnerships. A target audience of males aged 18 to 34 was determined to be most relevant for the campaign. Key outreach efforts included radio advertising designed to increase awareness of fines associated with littering, resulting in 4.7 million audience impressions. Information booths, including those held as part of a dozen live radio broadcasts, were hosted around the Valley. These booths resulted in the distribution of thousands of car trash bags and 120 branded tarps that were given away through the "Safe Loads = Safe Roads" component of the campaign, which requires individuals to sign an anti-litter pledge to be eligible for entry. MAG also disseminated information through the Don't Trash Arizona Web site, which includes news and information, a form for reporting litter violations, educational materials and project ideas, and an interactive component that promotes anti-littering behavior and safety messages targeting teens. In calendar year 2010, the DontTrashAZ.com site received 17,432 visits (compared to 16,364 in 2009), 15,642 unique visits, (compared to 13,925 in 2009) and 32,549 page views (a desired decrease from 34,161 in 2009, a result of improvements to better direct visitors to the appropriate page). Other efforts included the continued dissemination of monthly e-blasts with tips and information. An analysis of the e-mail outreach found an unusually high open rate for emails (more than 40 percent amid an industry average of 25 percent).*

A telephone survey of 601 Maricopa County residents conducted in August 2010 found that more than half (51%) of Arizonans have heard the slogan "Don't Trash Arizona." Another significant finding was that almost three-fourths of Maricopa county residents (74 percent) reported they had not littered at all during the past year, which, for the first time, represents an increase from previous years (69% in 2009). In addition, the percentage of residents classified as "Admitted Litterers" declined to 23 percent, the lowest recorded in the history of the annual tracking study.

Since 2006, combined with public relations efforts, the program has achieved more than 30 million audience impressions.

12. Assist Member Agencies in Review and Analysis of the 2010 Decennial Census

Goal: The 2010 Decennial Census will take place on April 1, 2010. The U.S. Constitution mandates a count of every person living in the United States every 10 years. Approximately \$400 billion in federal funding is distributed annually to states based on population. In addition, more than one billion dollars in state-shared revenue is distributed to Arizona communities each year based on population. Since census numbers stand for 10 years, communities with undercounted populations risk losing millions of dollars in federal funding. MAG worked with its member agencies to help ensure an accurate count by serving as a liaison between the Census Bureau and the jurisdictions; providing a regional forum for discussion, coordination, and development of outreach strategies; and assisting with technical geography programs. Preliminary numbers are due to the President by the end of 2010 and final numbers are due to the public by early 2011. MAG will assist member agencies in their review of the preliminary numbers and provide research, analysis and community profiles for member agencies based on the final results of the 2010 Census.

***Result:** The 2010 Decennial Census was conducted by the U.S. Census Bureau on April 1, 2010. MAG assisted member agencies and the Census Bureau staff during the door-to-door follow-up phase by continuing to make area residents aware of the Census activities through the MAG "Count To '10" Outreach Group, a group of communication representatives from jurisdictions across the Valley, the MAG POPTAC, and the MAG Census website at www.magcensus.com. According to the Census Bureau, the MAG region had a 72 percent mail participation rate, equal to what it had in the 2000 Census. MAG staff assisted the member agencies with the technical geography programs including: new construction, participant statistical areas, boundary annexation survey, and boundary validation program. Member agencies also received regular updates from local census office staff at monthly POPTAC meetings. A census technical activities debriefing, discussing lessons learned and suggestions for the future, was provided to the Census Bureau. A census data update was provided to the MAG POPTAC to help members understand the various Census data products and programs available, such as the Census population estimates, American Community Survey, Economic Census and the Count Question Resolution program. A full-day Census Data Workshop, attended by staff from jurisdictions, was also held at MAG.*

Once the detailed Census results are available, MAG staff will work with the Member Agencies to assist in the review of Census results. To support this effort, MAG staff has been developing and updating housing databases like residential completions, apartments, mobile homes, and major group quarter facilities.

13. Create Partnerships With Others to Enhance the Quality of Planning for MAG, MAG Member Agencies and Other Regions to Ensure Efficient and Effective Responses to Future Growth Challenges

The success of many plans and programs is dependent on the partnerships of data providers, peer and expert support for reviewing and improving the methodologies employed, and the comment and feedback from data users and decision makers in the public and private sector. To that end, MAG will continue to encourage the following partnerships:

Goal: AZ-SMART: MAG will continue to work with Arizona Councils of Governments, (COGs) Metropolitan Planning Organizations (MPOs), the Arizona Department of Transportation, the Arizona State Land Department and other Arizona state agencies to create a common socioeconomic modeling suite, AZ-SMART (Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox.) This socioeconomic modeling suite will not only support socioeconomic activities at the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG) and the Central Arizona Association of Governments (CAAG), but also within the Northern Arizona Council of Governments (NACOG) region and elsewhere throughout the State. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models and will seamlessly incorporate local and national models at different levels of geography with expanded model boundaries in order to adequately support the transportation and regional planning activities at MAG and elsewhere. AZ-SMART will be used by MAG for the next set of socioeconomic projections, due in 2012. After that, MAG will specifically work with the COGs and MPOs to help them gather the data necessary for AZ-SMART to be used in their regions.

Result: MAG collaborated with the six Arizona Council of Governments, three Metropolitan Planning Organizations, the Arizona Department of Transportation, the Arizona State Land Department and the Arizona Department of Commerce to create Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). AZ-SMART will update and refine the MAG socioeconomic models, creating a suite of tools that can be used for socioeconomic modeling and assessment of policy scenarios over a wider geography and by other stakeholders in the State of Arizona. MAG staff has implemented three test model systems in AZ-SMART for Maricopa County. Numerous system enhancements contributed by MAG staff are now part of the Urbansim/OPUS modeling tool being used nationally. MAG staff is now working with Consultants to enhance the model systems and to fully test the model under various scenarios. Presentations on AZ-SMART were made at national conferences, the State's Council for Technical Solutions, and to peer MPOs and COGs including Central Arizona Association of Governments (CAAG), Pima Association of Governments (PAG), and Mid-Region Council of Governments, Albuquerque. CAAG contracted with MAG to assist the agency in developing a socioeconomic process and had asked MAG to provide socioeconomic modeling services for them. Modeling of the projections by Traffic Analysis Zone was completed in 2010.

Goal: COG/MPO Socioeconomic Modeling Group: MAG will continue to organize an annual day and a half seminar on all socioeconomic modeling methods of importance to COGs and MPOs. This seminar has discussed the pros and cons of numerous socioeconomic models, data collection techniques and geographic analysis. In previous years, this seminar has attracted as many as thirty people representing twenty different COGs and MPOs. In addition, UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COGs and MPOs and AZ-SMART is building on the UrbanSim/OPUS framework. COGs and MPOs have specific needs of their socioeconomic models to produce official projections for the area. These needs may be quite different from the needs of universities, consultants or the general public. Therefore MAG will also sponsor a COG/MPO UrbanSim/OPUS Users Group to meet annually to identify what we as COGs and MPOs think the future directions of this suite of socioeconomic models should be. The goal of this meeting would be to discuss our issues/needs/funding with the creator of UrbanSim/OPUS and to set a timetable for action.

Result: MAG staff organized its annual day and a half seminar on all socioeconomic modeling methods of importance to COGs and MPOs. This year the seminar was attended by 52 people representing 25 different COGs, MPOs and other interested agencies. Topics included discussions of integrated model implementation and micro/macro simulation modeling techniques for demographic characteristics used by COGs and MPOs throughout the nation; the American Community Survey and what it will and will not provide for modelers in the future; support applications for socioeconomic modeling, such as creating synthetic populations and identifying land use capacities; and other discussions of user experiences. In addition, MAG staff co-sponsored a multi-day UrbanSim/OPUS Users Group conference at the University of California, Berkeley in order to get more COGs and MPOs actively involved in the process. UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COGs and MPOs and AZ-SMART has built on the UrbanSim/OPUS framework. The conference attendees discussed current projects, recent enhancements, and the future directions of this suite of socioeconomic models. MAG staff also has started organizing quarterly webinars attended by socioeconomic modeling staff from COGs and MPOs. These online meetings provide an opportunity for information sharing, discussion on current projects and recent advances.

Goal: Sun Corridor General Plans and Future Land Use: Working with other Arizona COGs and MPOs, MAG staff has created a General Plan/Future Land Use Plan for Maricopa, Pima, Pinal, Cochise, Santa Cruz, and Yavapai Counties. This area is known as the "Sun Corridor". MAG will continue to maintain this data to enable MAG and others to model the interrelationships of the larger area. MAG is also working with Arizona State University to identify procedures for providing similar information for the remainder of the State.

Result: Working with COGs and MPOs, MAG staff has digitized the General Plan/Future Land Use Plan where necessary for Cochise, Santa Cruz, and Yavapai Counties and added this to the General Plan/Future Land Use Plan information for Maricopa, Pima and Pinal Counties. MAG staff has also contacted each of the COGs or MPOs represented by these counties to offer MAG assistance in updating the information for their part of the Sun Corridor. This data is now available

for the six county "Sun Corridor Region" and will enable MAG and others to model the interrelationships of the larger area.

14. Provide Technology Support to MAG Divisions, the Director and the Member Agencies

Providing appropriate and timely technology support will enable the agency to meet scheduled planning and modeling commitments. Through continuing provision of computing resources, database design and support, programming, application support and telecommunication services, Information Technology will ensure that modeling and planning activities are supported; ensure that member agencies have a forum for the exchange of technological information; and facilitate collaborative policy and technical meetings. The major processes in Information Technology that are targeted for FY 2011 include the following:

Goal: Promote participation in and communication about the MAG process through technology: Information Technology will continue to support the use of GovDelivery as a communication tool. Information Technology will support the continued expansion of the MAG web site and the possible additional venues for accepting public comment on documents. Additionally, Information Technology will continue to support the technology needs of MAG.

***Result:** GovDelivery subscribership continues to grow at a steady pace. In 2010, 598 new subscribers were added to the system for a total enrollment of 3802 subscribers. This is over two and a half times the original system enrollment of 1425. MAG continues to support and promote the use of GovDelivery as a communication tool. Additionally, Information Technology supported the successful web site redesign through the provision of database work, custom programming and migration assistance. This work will be complemented by the introduction of a pilot external collaboration site in the fourth quarter of FY 2011. This site will allow increased collaboration among MAG, its members and possibly even the public. As part of the web expansion, Information Technology completed a migration and upgrade of the MAG server infrastructure. This included the introduction of WiFi access for the public, increased Internet bandwidth, separation from the County, and the establishment of a unique domain name presence in azmag.gov. Finally, Information Technology continued to meet the technology requirements of the other divisions through custom programming, database design and development, software and hardware deployment, meeting support and end-user training and support.*

Goal: Support the enhancement of interagency communications and technological cooperation: Information Technology will work with the Transportation division and ADOT to ensure the successful implementation of the RCN. This will include the successful integration of the new audio and videoconferencing bridge. Information Technology also will focus on establishing a transition plan for moving responsibility for maintaining the network from ADOT to the MAG process. Information Technology also will continue to promote agency involvement in the Technology Advisory Group.

Result: The initial RCN deployment is complete and member agencies have been able to exchange video images from traffic cameras and participate in videoconferences using the network. MAG established a contract to oversee the first year of network management and worked with the relevant committees to establish usage guidelines. ADOT has yet to transition network control to MAG, but has agreed to do so once additional system configurations are in place. Additionally, the RCN was able to add connectivity to the City of Scottsdale using agency-owned fiber laid after the commencement of the original project. The current focus is on establishing regular system usage and evaluating future direction. The Technology Advisory Group continues to support the RCN and is also evaluating opportunities for shared resources and collaboration. Most members submitted completed surveys on IT infrastructure that will be used to evaluate areas of common interest and potential cost-saving collaborative efforts.

15. Improve Criminal Justice Response to Domestic Violence:

Goal: Throughout FY 2011, the MAG Regional Domestic Violence Council will convene law enforcement, prosecutors, and victim advocates to coordinate data collection and training regarding domestic violence. The result will be enhanced collaboration, better services delivery, and improved utilization of available resources. Strategies to achieve these goals will be presented for approval by the fourth quarter of FY 2011.

Result: The MAG Protocol Evaluation Project launched with support from the Governor's office through a STOP grant and the expertise of 13 formal partners, including law enforcement, prosecutors, victim advocates, and domestic violence shelters. A community meeting and a one-day conference have brought together nearly 200 dedicated stakeholders. An inventory of the protocols used to arrests and prosecutes domestic violence misdemeanor offenders has been completed. Key informant interviews have been completed with leadership throughout the region. Areas of focus identified during the interviews, inventory, and special events will form the foundation for the strategies to be approved by the fourth quarter of FY 2011.

16. Increase the Region's Supply of Permanent Supportive Housing

Goal: The MAG Continuum of Care Regional Committee on Homelessness will prioritize the development of permanent supportive housing as a way to end homelessness in the region. This will be achieved in collaboration with community stakeholders such as Valley of the Sun United Way, the Common Ground Project sponsored by the Arizona Coalition to End Homelessness, and new U.S. Department of Housing and Urban Development (HUD) McKinney-Vento funding. By the end of FY 2011, up to 150 new units of permanent supportive housing will be added in the region as a result of these collaborative efforts.

Result: Through collaboration between the Valley of the Sun United Way, the Common Ground Project, and the U.S. Department of Housing and Urban Development, 189 new units of permanent supportive housing have been created throughout the region. The new housing units will provide an end to homelessness for chronically homeless people with a disability. In addition,

152 units of permanent supportive housing are in development and will be housing people by the end of 2011.

17. Improve Coordination of Mobility Options for Transportation Disadvantaged People

Goal: Update the MAG Human Services Coordination Transportation Plan. The purpose of updating this plan will be to reflect emerging needs and new opportunities to benefit older adults, people with disabilities and people with low incomes. The plan will offer an inventory of available services, an assessment of the gaps and resources, and prioritized strategies to best meet these needs. The plan will be presented to the MAG Regional Council for approval in the third quarter. The impact of the plan will be better utilization of available resources and better service delivery to the target populations.

Result: The MAG Human Services Coordination Transportation Plan has been updated to reflect changes in demand, services and demographics of older adults, people with disabilities, and people with low incomes. The update includes strategies to enhance mobility and resources, an inventory of service providers, an assessment of the gaps, and a new tool to encourage collaboration. A map of the service delivery areas for the agencies providing human services transportation programs has been created to indicate where the service delivery areas overlap. Overlapping service delivery areas may be the foundation for coordination. An accompanying chart reflects the number of miles that overlap from one service delivery area to another. The plan update has been updated and will be offered for public comment and Committee approval in the third quarter of FY 2011.

18. Maximize Human Services Funding Available to the Region

Goal: Research the effectiveness and need for services funded with locally planned Social Services Block Grant (SSBG) dollars. This will include public comment and engagement. The MAG Human Services Coordinating Committee will take into account funding reductions that have been made to other sources and the impact of cost shifting to the municipalities. The SSBG allocation recommendations and corresponding analysis will be presented in the Regional Human Services Plan in the third quarter.

Result: Three activities support this goal. These include the development of allocation recommendations for the Social Services Block Grant, a statement regarding human services funding reductions, and a study about the impact of these funding reductions. Allocation recommendations are being developed on the basis of research, a service ranking exercise, and public comment. The recommendations will be presented in the third quarter of FY 2011 for approval.

The statement regarding human services funding reductions was accepted by the MAG Regional Council and distributed to the public in December 2010. The statement reflects concern about the impact of these funding reductions on the ability of the region to thrive. The study about the

impact of funding reductions to the region and human services programs is in process. A survey of the municipal budgets and interviews with key informants has been completed and the report has been drafted. The report will be offered for approval in the third quarter of FY 2011.

19. Continue to Improve Understanding of and Relationship with Native American Government Members of MAG

Goal: The people of the Fort McDowell Yavapai Nation, Gila River Indian Community, and the Salt River Pima-Maricopa Indian Community have a special relationship with the landscape of central Arizona as this is their historical homeland. In addition, their respective governments have a unique government-to-government relationship with local, state, and federal governments due to their sovereign status.

To acknowledge the important relationship with the MAG Native American government members and to emphasize the spirit of cooperation, MAG will work with the three member tribes to present a one-day seminar to the MAG membership and MAG staff. The seminar will provide both historical and contemporary information on each tribal community and will also provide research-based information on how tribal and non-tribal governments can improve relationships. It is the goal of the seminar to improve communication and understanding in support of strengthened relationships between MAG and the member jurisdictions.

Result: *MAG staff has been in discussion with the staff of a MAG member Native American government that has expressed some interest in hosting this event. The discussion is current and ongoing. An update as to whether this event can occur in the current FY may known within the next 30-45 days.*

20. Support Environmental Justice Activities

Goal: Support activities to assess the benefits and potential burden of transportation projects on populations covered by Title VI, Environmental Justice. The intent of environmental justice (EJ) is to ensure that communities of concern, defined as minority populations, low income populations, aged populations, mobility disabled populations, and female head of household populations, are included in the transportation planning process, and to ensure that they may benefit equally from the transportation system without shouldering a disproportionate share of its burdens. Activities include analyzing regional data to identify EJ protected populations, assessing and updating the Title VI plan, developing an implementation plan, monitoring implementation of the plan, and tracking performance measures by the fourth quarter of FY 2011. The impact of these activities will be that the needs of Title VI populations are fully considered in transportation planning.

Result: *Activities to support Title VI planning are underway. Expanded outreach has been provided to Environmental Justice protected populations through the MAG Transportation Ambassador Program. This has resulted in 39 nonprofit agencies dedicated to serving EJ*

populations participating in TAP during FY 2011 to date. Potential data sources and community partners are being identified to provide information about the transportation needs of these populations. Additional information is being collected and will be analyzed on a regional level. This will provide the foundation for updating the Environmental Justice Title VI plan and the related implementation plan. The plan is currently being drafted. Approval for these activities will be sought in the fourth quarter of FY 2011.

21. Provide Fiscal Support to All MAG Divisions, the Director and the Members

Providing appropriate and timely fiscal support will enable the agency to make well-informed fiscal decisions and meet scheduled commitments. Through continuing implementation of the accounting policies and standards of MAG, fiscal services will ensure material compliance with governmental accounting standards; provide a fiscal program within the context of MAG's short- and long-range planning utilizing approved management techniques; and, provide fiscal information in a timely and accurate manner. The major processes in Fiscal Services that are targeted for FY 2011 include the following:

Goal: Accounting, Auditing and Financial Reporting: Continue staff training and review of accounting procedures in order to meet the requirements of relevant standards including but not limited to federal, local, and governmental accounting.

Result: *The Fiscal Services staff is committed to providing accurate and timely fiscal support and meeting scheduled commitments. The Fiscal Services goal includes administering MAG's accounting and internal control functions in an accurate and timely manner (in accordance with generally accepted accounting principles, contracts, regulatory and grantor requirements) and maintaining accounting records that reflect accurate information on MAG's financial statements. The Fiscal Services Division maintains complete and accurate accounting records; reviews and complies with federal, state, and local laws, statutes, and regulations of a financial nature; oversees the annual and single audits of MAG's financial and grants records; prepares the Comprehensive Annual Financial Report (CAFR) and Single Audit Reports; tests and implements the ongoing, periodic updates to the financial management system (AXIUM).*

Goal: Budgetary and Financial Management: Examine the annual budgeting process and determine methods of streamlining the budget preparation process. There should be no loss in quality of the budget project or adverse financial impacts as a result of changing procedures.

Result: *The MAG Unified Planning Work Program and Annual Budget (UPWP) provides an accurate annual budget which provides direction through the MAG policies in fiscal and operational terms, and provides a practical framework for implementing the policies needed in order to carry out the responsibilities at MAG throughout the year. The budget is balanced, whereby all expenditures are supported by revenues. Each year the federal and state agencies review the UPWP to ensure compliance with federal and state laws and provide other relevant comments on the UPWP.*

Goal: Adhere to Recommended Practices for State and Local Government as approved by the Government Finance Officers Association (GFOA) where applicable.

Result: MAG Fiscal Services responds to accounting- and finance-related inquiries and requests from MAG divisions, members, outside agencies, and individual citizens; attends training sessions to ensure staff are competent to maintain accurate financial records, to improve efficiency, and to stay current with all legislative and financial actions affecting MAG. The Government Finance Officers Association of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to MAG for its comprehensive annual financial report for the year ended June 30, 2009. This was the twelfth consecutive year that MAG has been awarded this prestigious award.

The MAG Unified Planning Work Program and Annual Budget provides an accurate annual budget which provides direction through the MAG policies in fiscal and operational terms, and provides a practical framework for implementing the policies needed in order to carry out the responsibilities at MAG throughout the year. The budget is balanced, whereby all expenditures are supported by revenues. The MAG Fiscal Services Division received the Government Finance Officer's Association of the United States and Canada Distinguished Budget Presentation Award for the tenth consecutive year for the FY 2011 Unified Planning Work Program and Annual Budget.

Goal: Procurement: Minimize program costs by adhering to the MAG Procurement Policy and ensuring sound purchasing practices.

Result: The MAG Procurement Policy provides overall direction in shaping the practices MAG uses to acquire goods and services needed to carry out our responsibilities for procurement. The Procurement Policy was established to promote economy, efficiency, and effectiveness in the acquisition process. The policy is written to facilitate procurement practices that provide for public confidence in the MAG procurement process. During FY 2011, the on-call processes that were put into place in the previous year were implemented and used extensively. Other internal standard procedures were implemented in FY 2011 to ensure the accuracy and timeliness of vendor insurance data and risk management procedures.

Goal: Cash Management and Fiscal Responsibility: Continue to ensure that the processes impacting cash management are timely and thorough in order to ensure the highest level of fiscal responsibility. This would include review and processing of accounts receivables; timely cash deposits; thorough review of all expenditures; timely and accurate billings; processing and verification of payables, and, review of other potential cash savings processes for MAG.

Result: Monitoring cash flow for ongoing operations at MAG have been timely and accurate and the Fiscal Services Division maintains a process for continuing review of cash flow to ensure that daily operations are maintained and for efficiency gains each year. The continuing processes most

impacting cash flow management include accounts receivable, cash deposits, billings, accounts payable and capital expenditures.

Goal: Employee Compensation and Benefits: The biggest factors forcing the increase in the MAG operating budget are increases in employee compensation and increased benefits costs. Fiscal services will continue to ensure that the compensation and benefit expenses are accurate. The division will continue to support the effort of the MAG Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and © do not exceed authorized spending. The division will continue training and research to keep current on information regarding employee compensation and benefits.

Result: *The Fiscal Services Division supports the effort of the MAG Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and © do not exceed authorized spending.*

22. Continue to Improve Relationships in the Arizona Megapolitan Corridor

Goal: The megapolitan region of Arizona will contain 82 percent of the state's population by 2050. MAG will continue to work with the Central Arizona Association of Governments (CAAG), the Pima Association of Governments (PAG) to build stronger relationships among the key elected officials in the three regions to empower a spirit of cooperation and collaboration with each other and important stakeholders such as the Arizona Department of Transportation, State Land Department, Arizona State University's Morrison Institute of Public Policy, and economic development organizations on key projects in the agencies' work programs that will help to establish the building blocks for developing an economic strategic plan for Arizona.

Result: *(1) MAG worked cooperatively with the Central Arizona Association of Governments (CAAG), and Pima Association of Governments (PAG) to continue to address shared future planning issues in the Sun Corridor. MAG, PAG, and CAAG held a joint regional meeting to identify key economic drivers for the megaregion known as the "Sun Corridor." Governor Jan Brewer lead the meeting with a focus on building Arizona's economy through job creation and economic development in the corridor. In addition, AECOM provided a report on the Global Cities Initiative including recommendations for achieving the Sun Corridor's economic potential.*

(2) MAG, PAG and CAAG individually entered into agreements with Brookings Institution to work with the region's metropolitan planning organizations, leading business and civic leaders, and state and local government officials to identify and sharpen shared priorities, requests, and recommendations on the federal transportation reauthorization bill on behalf of the Intermountain region. During this past year, Brookings provided updates to the MAG Regional Council and intergovernmental representatives, produced policy memorandums conveying policy priorities,

linked the Mountain Mega agenda to other relevant national transportation agendas, and held Capital Hill briefings with relevant Hill staff on the Mountain Megas' shared priorities.

23. Provide Adequate Office Space , Meeting Space and Parking for MAG Staff, Member Agencies and Visitors

Goal: MAG identified the growing need to provide additional office space for staff and meeting space for MAG beginning in FY 2005 through the current time. MAG has considered many options during this time including staying in our current building and either, purchasing a building, or building an office building, in order to meet the growing needs of space for staff and meeting space.

In the 2011 UPWP, which was approved on May 26, 2010 by the Regional Council, the MAG budget included amounts for potential lease of an additional floor in the current building and renovation of the second floor of the current leased space to provide additional meeting rooms. When the decision was made at RPTA in July 2010 to move out of the current building, this provided the opportunity for MAG to lease additional space in the current building.

Result: *During September and October of FY 2011, a new lease with the City of Phoenix was negotiated and beginning November 15, 2010, the new office lease and parking agreement was executed. The terms of the lease include MAG adding the fourth floor of the current building and additional parking spaces to accommodate staff parking needs as well as providing adequate parking space for MAG meetings.*

The terms of the lease negotiated with the City of Phoenix include favorable terms for 10 years with options to renew for both the additional and existing office space and parking.

DRAFT
 MAJOR REGIONAL GOALS/WORK EMPHASIS AREAS
 FOR FISCAL YEAR 2011-2012

Transportation:

A-1. Continue to Implement Proposition 400

MAG will continue to provide guidance and policy direction for the implementation of Proposition 400. During FY 2012, an increased emphasis will be placed on providing direct input regarding the management of the modal life cycle programs, including facility designs, program financing, and long-range facility development strategies. This effort will involve continued coordination with the RTP Partners, which is comprised of the directors of MAG, ADOT, Valley Metro, and Valley Metro Rail. In addition, system planning, life cycle program management, facility design, and project implementation will be discussed on a regular basis with the staff of the implementing agencies.

A-2. Continue to Measure the Performance of the Regional Transportation Plan (RTP)

MAG has developed a set of measures that are used to communicate how the regional transportation system is performing. A Performance Measurement Report has been completed and a web-based, performance measurement tool has been established, providing a framework for reporting performance at the system and corridor levels, serving as a repository of historical, simulated and observed data for the transportation system, and providing input to the congestion management process. During FY 2012, an emphasis will be placed on issuing an updated Performance Measurement Report, enhancing the web-based performance tool, and integrating performance concepts into transportation framework studies, the long-range plan, and transportation improvement program.

A-3. High Speed Rail Development Planning

Through its membership on the Western High Speed Rail Alliance, MAG will continue to participate in high speed rail development planning in the Intermountain and Sun Corridor regions. The first Western High Speed Rail Conference was held by the Alliance in Las Vegas during October 13-15 and drew more than 150 public officials, industry experts and advocates for high speed rail. On October 26, 2010, it was announced that the Alliance will receive a grant of \$1 million from the Federal Railroad Administration to study high speed rail in the intermountain West. During FY 2012, MAG will continue to participate in the Western High Speed Rail Alliance and act as a liaison on discussions with the Central Arizona Association of Governments (CAAG), Pima Association of Governments (PAG) and Arizona Department of Transportation (ADOT) in regards to activities associated with possible high speed rail impacting the Sun Corridor region.

A-4. Define Transit Roles and Responsibilities and Implement Organizational Changes

Regional transit planning and programming responsibilities, which have been consolidated at MAG, are being integrated into the MAG transportation planning and committee process. The full range of MAG transit roles and responsibilities include: developing the regional transit plan; programming regional transit funds; conducting transit corridor, subregional and system studies; reviewing and approving recommendations of Alternatives Analyses, Design Concept Reports and other project scoping documents; coordinating sustainability and transit oriented development issues; and maintaining the MAG Transit Committee. During FY 2012, an emphasis will be placed on detailing transit programming procedures followed by the MAG Transit Committee, and receiving Committee input on regional transit planning and operating issues. In addition, MAG will incorporate the long-range transit planning processes into a modally integrated approach to development of the next long-range transportation plan update.

A-5. Development of Policies Related to Public Private Partnerships

The Arizona Legislature passed new legislation session that substantially changes and improves the provisions in state law that allows for public - private partnerships (P3s) to build and / or operate transportation projects. It is anticipated that the MAG region has the potential for one or more 3P projects. A number of briefings regarding Public Private Partnerships have been provided through the MAG committee process by both MAG staff and external expert sources, identifying a range of possible issues. A Managed Lane Feasibility Study, accompanied by a public opinion survey on attitudes toward P3s, tollroads and managed lanes, is being initiated, as a means of proceeding further with the investigation of the P3 concept for the MAG region. During FY 2012, efforts will focus on completion of the study, and MAG committees will be briefed on study progress and results, providing a basis for further 3P policy discussions.

A-6. Livability, Community Development and Transportation

A study to develop sustainable transportation and land use strategies for transit corridors identified in the Commuter Rail System Study and the Regional Transit Framework Study is underway. The study will provide "best practice" recommendations in the following areas: (1) overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection; (2) development patterns and densities necessary to support high capacity transit service options; and (3) economic viability of implementing alternative land use scenarios along the targeted transit corridors. During FY 2012, efforts will focus on completion of the study, providing viable strategies to MAG member agencies to improve transportation mobility through increased transit ridership, and to enhance economic opportunities through public and private investments around transit station areas. In addition, options for incorporating sustainable transportation and land use concepts into the long-range transportation planning process will be explored.

A-7. Revised Federal Fund Programming Policies and Procedures

Federal programs provide significant funding for highway and transit projects in the MAG region. MAG policies and procedures for programming of these funds have been developed previously, but certain aspects of the programming process need reaffirmation and/or clarification. To address these issues, test programming concepts were developed and discussed, focusing on the principle that federal funding is attached to the project and not the jurisdiction. Federal funding not used on originally approved projects reverts to the region and not the jurisdictions in which the projects are located. Also, MAG needs to develop regional programming guidelines/priorities/evaluation criteria for federal transit funds. During FY 2012, these issues and others related to the programming of federal funds will be discussed in detail through the MAG committee process, and updated policies approved.

A-8. Central Phoenix Framework and Inner-Loop Simulation Model

The Central Phoenix Transportation Framework Study aims to developed a multi-modal, transportation framework for the area approximately encompassing the core of the Phoenix metropolitan area that is bounded by Loop 101 on the North, East, and West, and the Gila River Indian Community on the South. This is a multi-year/multi-phase/multi-modal project examining buildout of the study area, and will establish a blueprint for future transportation investment decisions to improve mobility along Interstate 10, Interstate 17, SR-51, Loop 202, key arterials streets and proposed corridors in the RTP. In conjunction with this study, an Inner Loop Traffic Operations Model is being developed to establish a simulation model representative of key corridors in Central Phoenix and is expected to be completed in FY 2011. During FY 2012, efforts will focus on completing the Central Phoenix Transportation Framework Study, and identifying options for incorporating study results into the next long-range transportation plan update. In addition, an emphasis will be placed on identifying procedures for maintaining the Inner Loop Traffic Operations Model, conducting simulations as may be requested by other agencies, and exploring options for MAG member access to the model.

A-9. Freight Transportation Framework Study

The Freight Transportation Framework Study will examine freight and multimodal opportunities in the Sun Corridor. The study area for the project includes Maricopa, Pinal, and Pima Counties. This project will be managed by MAG with input from the Joint Planning Advisory Council (JPAC), which consists of the Maricopa Association of Governments, the Central Arizona Association of Governments, and the Pima Association of Governments. In addition the MAG Economic Development Committee will provide guidance for the study effort. The study effort was initiated in FY 2011, will continue through FY 2012, and is anticipated to be completed in early FY 2013.

The Freight Framework Study will develop a multimodal freight framework that will describe the movement of goods (truck, rail, air, and pipeline) through the study area, identify possible network deficiencies to the safe and efficient flow of goods in, out, through and within the region and propose strategies to improve the transportation network that will enhance regional mobility for freight. The study will also prepare a commodity flow summary and develop an inland port

market assessment that will identify freight related economic development opportunities in the study area. Specific study objectives are to: (1) develop a commodity flow summary, (2) identify freight railroad border crossing opportunities that will accommodate anticipated freight flows from the proposed Punta Colonet Port and or other Mexican freight interests to the Sun Corridor, (3) develop an Inland Port market assessment addressing the economic impact and benefits an inland port would have on economic clusters in the Sun Corridor, (4) identify improvements to the existing and future freight infrastructure (road, rail, air, and pipeline) that will provide regional connections to promote and support economic development throughout the region, and (5) describe the range of funding sources and opportunities that may be available, both today and in the future, to help implement the recommended framework.

Environment:

B-1. Continue to Ensure that the MAG Region Grows Clean Through Environmental Planning

- a. **Five Percent Plan for PM-10:** The MAG 2007 Five Percent Plan for PM-10 was submitted to the Environmental Protection Agency (EPA) by the federal deadline of December 31, 2007 and deemed to be complete by June 30, 2008. The region needed three years of clean data at the monitors in order for EPA to determine that the standard has been met. On September 9, 2010, the Environmental Protection Agency published a notice to propose partial approval and disapproval of the MAG 2007 Five Percent Plan for PM-10 based on the timetable in the consent decree with the Arizona Center for Law in the Public Interest. The two major reasons for the proposed partial disapproval were that the 2005 baseline emissions inventory was inaccurate since it overestimated construction emissions and other emissions, and the EPA nonconcurrence with four high wind exceptional events at the West 43rd Avenue monitor in 2008 that resulted in a violation, which negated the attainment demonstration. The planning effort will be continued to address the technical approvability issues with the Five Percent Plan for PM-10, which include a new updated emissions inventory, possible additional years of five percent reductions in emissions, a new modeling attainment demonstration, and possible additional measures. In 2010, there were no violations of the PM-10 standard at the monitors. In addition, MAG will continue to coordinate with the Arizona Department of Environmental Quality to pursue the recommended clarifications to the flawed EPA Exceptional Events Rule. Correcting the rule is critical to ensure that areas do not face continual, reoccurring nonattainment due to exceptional events beyond their control. As directed by the MAG Regional Council, the annual tracking of the implementation of committed measures in the Five Percent Plan for PM-10 will continue in 2012 and a report will be prepared. Efforts will continue to track the progress made to pave dirt roads in the PM-10 nonattainment area in 2012.
- b. **New Eight-Hour Ozone Plan:** In September 2009, EPA indicated that the 0.075 parts per million standard was being reconsidered and the reconsidered standard would be announced in December 2009. In January 2010, EPA proposed the new reconsidered ozone standards and final action was scheduled for October 2010. However, in December 2010, EPA postponed the issuance of the new final ozone standard until July

31, 2011. It is anticipated that EPA will be issuing new planning guidance for the new final ozone standard. The planning effort will be continued to prepare an Eight-Hour Ozone Plan designed to meet the new reconsidered standard. This involves the preparation of the modeling protocol, updating the mobile source portion of the emissions inventory if appropriate, conducting technical analyses, and conducting complex air quality modeling designed to demonstrate attainment of the reconsidered standard. It will also involve determining if additional measures are necessary. In 2010, there were 18 monitors with no violations and one monitor with a violation of the 0.075 parts per million standard in the nonattainment area.

- c. **Conformity:** A conformity analysis for the Transportation Improvement Program and Regional Transportation Plan Update will be prepared to ensure that transportation activities do not cause violations of the air quality standards. A conformity finding by the U.S. Department of Transportation is necessary for transportation projects to be built. Aggressive efforts will continue to minimize the effects of a conformity freeze, should a freeze occur due to the EPA proposed partial disapproval of the MAG 2007 Five Percent Plan for PM-10.
- d. **Greenhouse Gas Emissions:** The National Association of Regional Councils and Association of Metropolitan Planning Organizations have indicated that greenhouse gas requirements for metropolitan planning organizations may be mandated in the upcoming transportation reauthorization legislation being considered by Congress. These efforts along with the activities of the Environmental Protection Agency will be closely monitored to determine the implications for the MAG region. It may become necessary to conduct an analysis of greenhouse gas requirements and emissions.
- e. **Water Quality:** Technical assistance will continue to be provided to the MAG member agencies for 208 Water Quality Management Plan amendments and small plant reviews and approvals in order to accommodate wastewater treatment needs in a growing region. Also, MAG staff will maintain the integrity of the MAG 208 Water Quality Management Plan which preserves local government authority. MAG staff will continue the preparation of a revision to the MAG 208 Plan to incorporate the thirty-five wastewater treatment plants that have been approved by the MAG Regional Council since the October 2002 Update of the MAG 208 Water Quality Management Plan.
- f. **Solid Waste:** The integrity of the MAG Regional Solid Waste Management Plan will be maintained which preserves local government authority. The plan includes 11 landfills, 21 transfer stations and combined materials recovery/transfer facilities, and seven material recovery facilities in the MAG region.

Communications:

- C-1. Continue Implementation/Enhancement of Public Participation Plan and Title VI Outreach
MAG will continue to implement strategies outlined in its Public Participation Plan to provide Valley residents increased opportunities for involvement and comment in regard to the implementation

of the Regional Transportation Plan and other programs. In addition, MAG will continue to refine and implement the Environmental Justice Title VI Plan following public feedback, staff, and member agency recommendations. MAG will also continue to work with its partner agencies, including the Arizona Department of Transportation (ADOT), Regional Public Transportation Authority (Valley Metro), City of Phoenix Public Transit Department, and Valley Metro Rail, Inc. (METRO) in a cooperative, coordinated public participation process. MAG's public participation process seeks to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and provides targeted outreach to Title VI communities.

C-2. Enhance Regional Communication and Outreach Efforts

As technology evolves, it becomes increasingly important to develop innovative methods for communicating with Valley residents to ensure the greatest participation possible in MAG plans and programs. In order to increase awareness and understanding of MAG within the region, MAG has embarked upon a number of innovative communication strategies, including implementation of a Video Outreach Program and a Social Media Program to reach new groups, such as younger demographics, that would otherwise not be engaged by MAG. In addition to these evolving technologies, which are based on more informal methods of engagement, MAG will elicit input through more formal public participation surveys and focus groups that will capture the priorities and preferences of Arizona residents.

C-3. Continue Implementation of Litter Prevention and Education Program

Implement an integrated prevention and education campaign that combines elements of advertising, public relations, Web outreach, and special events, resulting in broad awareness by the public about the Don't Trash Arizona program, as measured by media coverage, Web analytics, surveys, and/or audience impressions. Roadway litter is ugly, unhealthy, and, when it comes to dangerous roadway debris, unsafe. The Regional Transportation Plan (RTP) includes funding for the freeway maintenance program, including litter control. In November 2003, MAG and the Arizona Department of Transportation signed a joint resolution that included a commitment to develop a long-term litter prevention program to help reduce freeway litter and defray pickup costs. In 2006, MAG, in cooperation with ADOT, began the implementation of *Don't Trash Arizona!*, a litter prevention and education program designed to change the behavior of offenders, improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance. An evaluation survey conducted in August 2010 found the *Don't Trash Arizona* program has resulted in significant increase in awareness about litter issues and some changes in behavior among the most common offenders. With budget cuts expected to make landscape maintenance and litter pickup additionally challenging, ongoing education is critical for maintaining the momentum of the program in changing littering behavior.

Information Services:

- D-1. Support MAG member agencies and the general public with information on Census 2010, the American Community Survey (ACS), and other Census products and surveys to ensure that member agencies have the information needed to make informed decisions.

The 2010 Decennial Census took place on April 1, 2010. The U.S. Constitution mandates a count of every person living in the United States every 10 years. Approximately \$400 billion in federal funding is distributed annually to states based on population. In addition, more than one billion dollars in state-shared revenue is distributed to Arizona communities each year based on population. Since census numbers stand for 10 years, communities with undercounted populations risk losing millions of dollars in federal funding.

- a. MAG will assist member agencies in their review of the preliminary numbers and provide research as for the *Census Count Question Resolution program*. analysis and
- b. Reports and analysis, including community profiles and maps based on the final results of the 2010 Census will be developed to assist member agencies.
- c. The U.S. Census Bureau conducts ongoing surveys, such as the American Community Survey (ACS), which provide additional information to complement the Decennial Census. MAG will continue to inform member agencies of data available from the Census Bureau as well as assist with data analysis needs as they arise.

- D-2. Create Partnerships With Others to Enhance the Quality of Planning for MAG, MAG Member Agencies and Other Regions to Ensure Efficient and Effective Responses to Future Growth Challenges

The success of many plans and programs is dependent on the partnerships of data providers, peer and expert support for reviewing and improving the methodologies employed, and the comment and feedback from data users and decision makers in the public and private sector. To that end, MAG will continue to encourage the following partnerships:

- a. **AZ-SMART:** MAG will continue to work with Arizona Councils of Governments, (COGs) Metropolitan Planning Organizations (MPOs), the Arizona Department of Transportation, the Arizona State Land Department and other Arizona state agencies to create a common socioeconomic modeling suite, AZ-SMART (Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox.) This socioeconomic modeling suite will not only support socioeconomic activities at the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG) and the Central Arizona Association of Governments (CAAG), but also elsewhere throughout the State. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models. It will also seamlessly incorporate local and national models at different levels of geography, with expanded model boundaries, in order to adequately support the transportation and regional planning activities at MAG and elsewhere. AZ-SMART will be used by MAG for the next set of socioeconomic projections, due in 2012. After that, MAG will specifically work with the COGs and MPOs to help them gather the data necessary for AZ-SMART to be used in their regions.

- b. **COG/MPO Socioeconomic Modeling Group:** MAG will continue to organize an annual day and a half seminar on all socioeconomic modeling methods of importance to COGs and MPOs. Discussions at this seminar have focused on the pros and cons of numerous socioeconomic models, data collection techniques and geographic analysis. In previous years, this seminar has attracted as many as fifty people representing greater than twenty different COGs and MPOs. In addition, UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COGs and MPOs and AZ-SMART is building on the UrbanSim/OPUS framework. COGs and MPOs have specific needs of their socioeconomic models to produce official projections for the area. These needs may be quite different from the needs of universities, consultants or the general public. Therefore MAG will also sponsor an annual meeting of a COG/MPO UrbanSim/OPUS Users Group to identify what we as COGs and MPOs think the future directions of this suite of socioeconomic models should be. The goal of this meeting will be to discuss our issues/needs/funding with the creator of UrbanSim/OPUS and to set a timetable for action.
- c. **Data dissemination and mapping:** MAG staff will implement an enhanced online mapping and reporting tool. This tool will provide easy access to demographic, economic, and regional land use data and analysis for planners, decision makers, and the general public. This tool will enhance the current MAG Interactive Mapping service. After the development of the application for Maricopa County, MAG staff will also implement an enhanced state-wide data viewer. This will enable MAG and others to easily access regional data and study interrelationships of the larger area.

Technology:

E-1. Provide Technology Support to MAG Divisions, the Director and the Member Agencies

Providing appropriate and timely technology support will enable the agency to meet scheduled planning and modeling commitments. Through continuing provision of computing resources, database design and support, programming, application support and telecommunication services, Information Technology will ensure that modeling and planning activities are supported; ensure that member agencies have a forum for the exchange of technological information; and facilitate collaborative policy and technical meetings. The major processes in Information Technology that are targeted for FY 2012 include the following:

- a. **Promote participation in and communication about the MAG process through technology:** Information Technology will continue to support the use of GovDelivery as a communication tool. Information Technology will support the continued expansion of the MAG web site and the possible expansion of the pilot collaboration site. Additionally, Information Technology will continue to support the technology needs of MAG.
- b. **Support the enhancement of interagency communications and technological cooperation:** Information Technology will work with the Transportation division and to ensure the successful support of the RCN and to evaluate opportunities for expansion.

Information Technology also will continue to promote agency involvement in the Technology Advisory Group as a venue for regional education and collaboration.

Human Services/Environmental Justice:

F-1. Improve Coordination of Mobility Options for Transportation Disadvantaged People

Update the MAG Human Services Coordination Transportation Plan to reflect emerging needs and new opportunities to benefit older adults, people with disabilities, and people with low incomes. The plan will offer an inventory of available services, an assessment of the gaps and resources, and prioritized strategies to best meet these needs. The plan will be presented to the MAG Regional Council for approval in the third quarter of FY 2012.

F-2. Improve Criminal Justice Response to Domestic Violence

Implement the next phase of the MAG Protocol Evaluation Project with support from the Governor's Office and the 13 project partners. This will include delivery of a training in person and through a Webinar, a public awareness video, and a training video. The result will be that victims are safer and abusers are held accountable through the criminal justice system. This will be documented by a formal evaluation of the project and a survey of the stakeholders supporting the work by the second quarter of FY 2012.

F-3. Increase the Region's Supply of Permanent Supportive Housing

Increase the HUD award by \$1 million for permanent supportive housing by facilitating activities to submit a consolidated Stuart B. McKinney application to the U.S. Department of Housing and Urban Development (HUD) for homeless assistance funding through the fourth quarter of FY 2011. This includes conducting an annual Homeless Street Count, a gaps analysis, application training and review process for agencies, and completion of HUD Exhibit One materials. The impact will be that homeless people have consistent access to transitional housing, permanent supportive housing, and supportive services.

F-4. Insure Equitable Treatment of Disadvantaged Populations

Monitor implementation of the Environmental Justice Title VI Plan and make refinements as indicated by public feedback and staff recommendation. Formally update the Plan with feedback from the public, MAG Human Services Technical and Coordinating Committees, MAG Transportation review Committee, and relevant community partners. Achievement of these activities will be demonstrated by aforementioned Committee approval by the fourth quarter of FY 2012.

F-5. Monitor Impact of Human Services Funding Reductions

Monitor funding reductions made to human services programs and continue to research existing data sources about the impact of these reductions to individuals and municipalities. Update MAG

Human Services Committee members about this research and relevant legislative activity on a quarterly basis. The impact will be that MAG member agencies are well-informed about reductions made to human services programs and the impact of these reductions. This will be demonstrated through the Committee meeting minutes.

Fiscal Services:

G-1. Provide Fiscal Support to All MAG Divisions, the Director and the Members

Providing appropriate and timely fiscal support will enable the agency to make well-informed fiscal decisions and meet scheduled commitments. Through continuing implementation of the accounting policies and standards of MAG, fiscal services will ensure material compliance with governmental accounting standards; provide a fiscal program within the context of MAG's short- and long-range planning utilizing approved management techniques; and, provide fiscal information in a timely and accurate manner. The major processes in Fiscal Services that are targeted for FY 2012 include the following:

- a. **Accounting, Auditing and Financial Reporting**
Continue staff training and review of accounting procedures in order to meet the requirements of relevant standards including but not limited to federal, local, and governmental accounting. Finalize search for new accounting software to replace current accounting software which will not be supported beyond 2013.

Adhere to Recommended Practices for State and Local Government as approved by the Government Finance Officers Association (GFOA) where applicable.
- b. **Budgetary and Financial Management**
Examine the annual budgeting process and determine methods of streamlining the budget preparation process. There should be no loss in quality of the budget project or adverse financial impacts as a result of changing procedures. Adhere to the standards for FHWA and FTA in the budget process.
- c. **Adhere to Recommended Practices for State and Local Government as approved by the Government Finance Officers Association (GFOA) where applicable.**
- d. **Procurement**
Minimize program costs by adhering to the MAG Procurement Policy and ensuring sound purchasing practices.
- e. **Cash Management and Fiscal Responsibility**
Continue to ensure that the processes impacting cash management are timely and thorough in order to ensure the highest level of fiscal responsibility. This would include review and processing of accounts receivables; timely cash deposits; thorough review of all expenditures; timely and accurate billings; processing and verification of payables, and, review of other potential cash savings processes for MAG.

f. **Employee Compensation and Benefits**

The biggest factors forcing the increase in the MAG operating budget are increases in employee compensation and increased benefits costs. Fiscal services will continue to ensure that the compensation and benefit expenses are accurate. The division will continue to support the effort of the MAG Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and © do not exceed authorized spending. The division will continue training and research to keep current on information regarding employee compensation and benefits.

Administration:

H-1. Continue to Improve Relationships in the Arizona Megapolitan Corridor

The megapolitan region of Arizona will contain 82 percent of the state's population by 2050. MAG will continue to work with the Central Arizona Association of Governments (CAAG), the Pima Association of Governments (PAG) to build stronger relationships among the key elected officials in the three regions to empower a spirit of cooperation and collaboration with each other and important stakeholders such as the Arizona Department of Transportation, State Land Department, Arizona State University's Morrison Institute of Public Policy, and economic development organizations on key projects in the agencies' work programs that will help to establish the building blocks for developing an economic strategic plan for Arizona.

H-2. Foster Transportation-Related Regional Economic Development

MAG will work to foster enhanced communication, coordination and consistency between the goals and policies of transportation plans and economic development strategies among economic development and planning agency leaders. This would target transportation related efforts to grow businesses, jobs and incomes by focusing on the state's major metropolitan areas. It is important to note the strong link between economic development and infrastructure in this region. Housing, transportation, and education are key components to a successful economic development plan. Transportation especially must be coordinated across municipal boundaries in order to be effective.

H-3. Develop Relationships with the Federal Government to Communicate Regional Objectives and Concerns

A number of recent and ongoing activities concerning federal legislation and proposed administrative actions have facilitated the need to consider utilizing regular consulting to represent MAG's interests. The pending transportation reauthorization is an opportunity to increase and/or streamline the responsibilities of metropolitan planning organizations in large urbanized areas in light of flat or decreasing federal funding. Other federal initiatives include designation of I-11, reactivation of the Wellton Branch railroad line, and input into redefining the exceptional events rules as it relates to air quality. Recent proposed actions by a federal administrative agency highlights the need to promote awareness of MAG's role in complex technical and regulatory matters. Continuing the consultant assistance for federal affairs will assist in communicating MAG's perspective in important matters that impact the region.