

July 17, 2012

TO: Members of the MAG Regional Council

FROM: Mayor Marie Lopez Rogers, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 11:30 a.m.  
Wednesday, July 25, 2012  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

The next MAG Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. Supporting information is enclosed for your review. The meeting will include a working lunch.

Please park in the garage underneath 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 the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation. If you have any questions, please call the MAG Office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL  
TENTATIVE AGENDA  
July 25, 2012**

**COMMITTEE ACTION REQUESTED**

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Regional Council on activities of general interest. Members will hear a report on the recent remodel of the MAG Offices, and are invited to take a tour following the meeting.

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

**MINUTES**

\*5A. Approval of the June 27, 2012, Meeting Minutes

5A. Review and approval of the June 27, 2012, meeting minutes.

**TRANSPORTATION ITEMS**

\*5B. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and 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, and have been modified seventeen times, with the latest approval on June 27, 2012. Since then, there is a need to modify projects in the programs. The requested project changes include freeway, highway, highway safety, light rail, roadway, transportation enhancements, transit, paving, pedestrian, transportation improvements, and bridge projects. Due to requested changes in the Freeway Lifecycle Program, Arterial Lifecycle Program, and Transit Lifecycle Program some included projects are dependent on a new finding of conformity. A new finding of conformity for the projects in Table A, B, C, and D, will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee. The Arterial Lifecycle Program requested changes are work year/work phase related and will be incorporated into an update of the Arterial Lifecycle Program. The Arterial Lifecycle Program will be rebalanced and is expected to be presented to committees in September. On July 11, 2012, the MAG Management Committee recommended approval of the requested changes. The Federal Highway Administration and Federal Transit Administration are currently developing the final funding amounts for federal fiscal year (FFY) 2012 due to the passage of the new transportation authorization bill. Based on the federal funding amounts directed to the MAG region, modifications to funding amounts to previously approved FFY 2012 Closeout projects will be needed. This item is on the July 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

5B. Approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update; and necessary project funding modifications related to approved federal fiscal year 2012 Closeout projects, based on the forthcoming final apportionment tables from Federal Highway Administration and Federal Transit Administration.

\*5C. MAG Federally Funded Locally Sponsored Projects Development Status Report

The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federal funded projects. This Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality (CMAQ) funds that are programmed to obligate in Federal Fiscal Year (FFY) 2012, 2013, and 2014. The Project Development Status workbook that was sent to member agencies required that a project development schedule was completed and project changes could be requested. Based on information submitted by local agencies, information was cross checked with the ADOT Local Government section for feasibility, and further inquiries were made by MAG staff. The Project Development Status Report identifies the projects programmed to obligate in FFY 2013 and 2014 that are requesting a deferral to a later year or to be deleted or have funds reprogrammed, and the projects that are projected to obligate based on the schedule submitted. The Project Development Status Report also is a final inventory for ADOT, of the projects programmed to obligate in FFY 2012. If approved, this action will allow projects to proceed, and will complete Tier 1 of the Dynamic TIP Programming process that is included in the MAG Federal Fund Programming Guidelines & Procedures. On June 28, 2012, the Transportation Review Committee recommended approval, and on July 11, 2012, the MAG Management Committee recommended approval. This item is on the July 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

5C. Approval of federal fund projects to be deferred, deleted, and changed and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

## AIR QUALITY ITEMS

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

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

\*5E. 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 project modifications resulting from the MAG Regional Freeway and Highway Life Cycle Program 2012 rebalancing, the Arterial Life Cycle Program, the advancement of the Northwest Light Rail Extension transit project, and other various projects. 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. On June 8, 2012, a 30-day public review period began on the conformity assessment and amendment. On July 11, 2012, the MAG Management Committee recommended approval. Please refer to the enclosed material.

5D. Information and discussion.

5E. Approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended.

\*5F. 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 new Arizona Department of Transportation projects and changes to Arterial Life Cycle Program 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 July 20, 2012. Please refer to the enclosed material.

5F. Consultation.

**GENERAL ITEMS**

\*5G. 2012 Heat Relief Network

The Maricopa Association of Governments has developed two maps of resources to help make water and refuge available to vulnerable populations during the hot summer months. This activity supports the regional heat relief activities. The water hydration and refuge map shows the locations of places people can go for water, refuge, and other resources. The collection and donation map shows locations throughout the region where people can donate water and resources to the heat relief network. Many heat relief efforts have been implemented over the past seven years to help prevent heat related death. This item is for information and to create awareness of the heat relief efforts. Please refer to the enclosed material.

5G. Information and discussion.

\*5H. Appointments of the MAG Economic Development Committee Member Agency Positions

On October 27, 2010, the MAG Regional Council approved the composition of the MAG Economic Development Committee (EDC). The composition includes twelve MAG member

5H. Approval of the appointments of the Economic Development Committee (EDC) member agency positions.

agency positions that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. Due to the prescribed seats, such as the Transportation Policy Committee Chair and Vice Chair in June each year, appointments of the EDC member agency positions will occur annually at the July MAG Regional Council meeting. On June 28, 2012, a memorandum was sent to the MAG Regional Council members soliciting nominations for the member agency positions on the EDC. On July 16, 2012, the MAG Executive Committee recommended the appointments to the EDC member agency positions. Please refer to the enclosed material.

### ITEMS PROPOSED TO BE HEARD

6. Phoenix West Extension Locally Preferred Alternative Report Recommendations

Valley METRO Rail, in partnership with the City of Phoenix and the Federal Transit Administration (FTA), initiated a study in May 2007 to analyze potential high-capacity transit (HCT) improvements in the west Phoenix area. As part of the process to request funding from the FTA, the project underwent an Alternatives Analysis (AA) where several modes and alignments were evaluated to address the project's purpose and need and to define the Locally Preferred Alternative (LPA). The Phoenix West LPA Report and recommendations were accepted by the City of Phoenix Council on May 15, 2012, and the METRO Board of Directors on May 17, 2012. The MAG Transit Committee recommended acceptance on June 14, 2012, the Transportation Review Committee recommended acceptance on June 28, 2012, and the MAG Management Committee recommended acceptance on July 11, 2012. This item is on the July 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

6. Acceptance of the Phoenix West Alternatives Analysis for (1) A Locally Preferred Alternative (LPA) for the Phoenix West project, including a light rail alignment along I-10 from 79th Avenue to I-17; southbound along I-17 southbound frontage road; east along Van Buren Street to I 8th Avenue; southbound along I 8th Avenue to Jefferson Street and then east to downtown Phoenix along Jefferson Street; (2) Inclusion of the Corridor Advanced Transit Opportunities (CATO) Program that consists of near term improvements and investments to improve existing mobility, enhance transit service and lay the groundwork for future high capacity transit (HCT) service within the study area. The set of proposed projects includes: construction of a direct HCT access ramp from I-10 to I-17, expansion of the 79th Avenue Park-and-Ride, identification and development of new park and ride stations, and construction of direct connection I-10 HOV ramps on the west side of 79th Avenue; and (3) Future consideration for increased transit service for areas within and west of the study area, per the long range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process.

7. Report on the City of Phoenix “Buy Local First” Policy

A report will be provided on the City of Phoenix “Buy Local First” policy. As a result of this policy, locally based businesses in every city and town in this region will benefit. The policy gives first preference to locally owned businesses in this region for small contracts that are \$50,000 or less.

8. Arizona Mexico Commission Update

In June 2012, the Arizona-Mexico Commission (AMC) held its 2012 Summer Plenary Session. This event united people who share a common interest to further enhance the relationship between Arizona and Sonora, including Arizona Governor Janice Brewer and Sonora Governor Guillermo Padres. AMC serves to improve the well-being and quality of life for residents of Arizona by promoting a strong, cooperative relationship with Mexico and Latin America through advocacy, trade, networking and information. The AMC has 14 binational committees that act as industry and community advocates in partnership with the Commission Sonora-Arizona (from Sonora, Mexico) to facilitate cross-border trade, business and community networking and binational information sharing. Through their work, and support of the Governor’s policy priorities, Arizona and the U.S. economy benefit from enhanced binational trade and an open relationship with Sonora’s public and private sectors. In the past, the AMC has been a strong partner with MAG regarding cross border trade and has worked with the Joint Planning Advisory Council. It also has been a great partner with the Thunderbird School of Global Management project with MAG. An update by Margie Emmermann, Executive Director of the Arizona-Mexico Commission, will be provided to the Regional Council.

7. Information and discussion.

8. Information and discussion.

9. Arizona Transportation & Trade Corridor Alliance Update

Governor Brewer created the Arizona Transportation and Trade Corridor Alliance to strengthen the state's ability to compete for economic development and jobs through a focus on trade, logistics, infrastructure and energy. The Alliance is being led by the Arizona Department of Transportation and is working with the Arizona Mexico Commission and Arizona Commerce Authority in a strategic planning effort to bring together public and private sector entities to assess viable opportunities for Arizona. The Alliance will evaluate infrastructure needs and identify investment strategies, consistent with long-range transportation plan, to improve Arizona's economic competitiveness. Gail Lewis, Director of the Office of P3 Initiatives & International Affairs for the Arizona Department of Transportation, will provide a report to the Regional Council.

10. Legislative Update

An update will be provided on legislative issues of interest.

11. Request for Future Agenda Items

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

12. Comments from the Council

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

Adjournment

9. Information and discussion.

10. Information, discussion, and possible action.

11. Information and discussion.

12. Information.

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

June 27, 2012  
Sheraton Downtown  
Phoenix, Arizona

MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference

1. Call to Order

The meeting of the MAG Regional Council was called to order by Vice Chair Marie Lopez Rogers at 5:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Rogers introduced a new member to the Regional Council, Mayor Linda Kavanagh from the Town of Fountain Hills. She presented Mayor Kavanagh with her Regional Council membership certificate.

Vice Chair Rogers noted that Councilman Rick Heumann was attending the meeting as proxy for Mayor Jay Tibshraeny.

Vice Chair Rogers stated that the Desert Peaks reception and awards will take place following the Regional Council meeting.

Vice Chair Rogers requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item or a yellow public comment card for Consent Agenda items, or items on the agenda for action. Transit tickets for those who used transit to attend the meeting and parking validation were available from staff.

3. Call to the Audience

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

Vice Chair Rogers recognized public comment from Dianne Barker, a resident of Phoenix. Ms. Barker stated that she had spoken to Phoenix Transit staff about its public transit financial management report, which includes an analysis of bus and light rail forecasting and modeling. She said that things in Transit 2000 have changed since the ballot, including a higher operating cost for light rail. Ms. Barker also noted that receipts are also down, and she added that the public had not been asked for enough money for the project. She requested that MAG get the report from Phoenix Transit, agendize it for discussion and adoption with policy directives to add stability to the program. Vice Chair Rogers thanked Ms. Barker for her comments.

4. Executive Director's Report

It was indicated that the Executive Director would forego his report.

5. Approval of Consent Agenda

Vice Chair Rogers noted that agenda items #5A, #5B, and #5C were on the Consent Agenda. She noted that no public comment cards had been received. Vice Chair Rogers asked members if they had questions or requests to hear an item individually. None were noted.

Councilman Esser moved to approve the Consent Agenda. Mayor Lane seconded, and the motion passed unanimously.

5A. Approval of the May 23, 2012, Meeting Minutes

The MAG Regional Council, by consent, approved the May 23, 2012, meeting minutes.

5B. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified fifteen times with the last modification approved on May 23, 2012. With the close of the State Fiscal Year approaching, the Arizona Department of Transportation (ADOT) and member agencies have requested project changes that include: cost changes and additions for new Highway Safety Improvement Program (HSIP), Safe Routes to School, and Transportation Enhancements awards. Fiscal balance is maintained for the project change requests in Table A. Project changes to the Fiscal Year 2012 Arterial Life Cycle Program (ALCP) include revised project costs that reflect HSIP funds awarded by ADOT. Two agencies requested to defer federal funds from the current Federal Fiscal Year (FFY) to a later year in the program. To maximize, the amount of federal funds obligated in the current FFY reimbursements programmed for Northern Parkway were advanced to the FFY 2012. Fiscal balance is maintained for the requests listed in Tables B and C. Table A lists all Non Arterial Life Cycle Program project change requests. Tables B and C list Arterial Life Cycle Program (ALCP) project change requests. All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

5C. 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 Arizona Department of Transportation, Chandler, Maricopa County, and Peoria 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 were requested by June 22, 2012. This item was on the agenda for consultation.

6. Municipal Aging Services Project Toolkit

Amy St. Peter, MAG staff, reported on the toolkit that had been developed through the MAG Municipal Aging Services Project. She explained that the toolkit had been developed with the support of the

community and MAG's partners and was being offered action. Ms. St. Peter expressed gratitude to the many stakeholders and supporters of this work, especially the Virginia G. Piper Charitable Trust for providing the financial assistance that made this project possible.

Ms. St. Peter noted that by 2020, the number of older adults will increase to 700,000 people and the current system of care is not equipped to meet this increase in demand. Ms. St. Peter stated that people's preferences and priorities are changing. For example, they want to continue working longer, to have more control over how they spend the rest of their lives, and to age in place instead of going into institutionalized care. Ms. St. Peter stated that nearly half of the older adults living in this region expressed in a survey that they are concerned about not being able to remain in their own homes.

Ms. St. Peter stated that a 2010 study shows that people are living longer, and the average 65-year-old person can expect to live another 20 years. The same study reports 70 percent of people aged 65 years and older will need long term care at some point and 30 percent will need to enter a nursing home. Ms. St. Peter noted that the average cost of being in a nursing home is nearly \$79,000 a year and she added that this cost increased by 14 percent in the last two years and by 47 percent in the last eight years.

Ms. St. Peter stated that more than 1,300 people participated in the process to develop the Municipal Aging Services Project Toolkit, through 135 interviews, 19 focus groups, and 1,025 surveys. Ms. St. Peter stated that the Municipal Aging Services Project Toolkit provides specific actions and contacts for the support of people aging in place, promoting transportation options, increasing social participation, increasing organizational capacity, and utilizing technology that can be utilized by entities wanting to create or enhance services for people aged 65 years and older.

Ms. St. Peter noted that the MAG region was one of five regions in the nation to be chosen by the MetLife Foundation to participate in the City Leaders Institute on Aging in Place, and three of the five sites were launched in Phoenix last month. The other two teams present were from San Diego and Miami. Ms. St. Peter stated that Mayor Stanton spoke at the launch event, and she expressed appreciation to him for his leadership and support. Ms. St. Peter expressed appreciation to the City of Scottsdale for serving on the team, and said that their nationally recognized efforts are examples they hope to replicate throughout the region. She also thanked the City of Phoenix and Sun Health for their assistance by sharing their interns. Ms. St. Peter stated that an action plan to improve people's ability to age in place by keeping them socially connected with their communities was prepared at the event.

Ms. St. Peter stated that over the summer, the team will be researching the best models in the country, learning what made them successful, and identifying their relevance to this region. She noted that this research will be evidence-based and evaluated. Ms. St. Peter said that the toolkit was recommended for approval by the MAG Management Committee, Human Services Coordinating Committee, and the Human Services Technical Committee.

Vice Chair Rogers expressed appreciation to the Virginia G. Piper Charitable Trust for the grant, which provides the means for this work that is critical to all of us. She said that the toolkit will be helpful in the work of communities and council members.

Mayor Wolcott moved approval of the MAG Municipal Aging Services Project Toolkit. Councilman Pereira seconded. With no requests for public comment, the vote on motion passed unanimously.

7. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He reported that the ninth extension of the federal surface transportation authorization is set to lapse on at midnight on June 30, 2012. Mr. Pryor noted that a House-Senate conference committee has been working since April to produce a compromise bill agreeable to both the House and Senate.

Mr. Pryor stated that the status of the bill has been changing hour by hour in recent days. He said that this afternoon, Senator Boxer, chair of the conference committee, and Representative Mica each distributed press releases stating that they expect a bill to extend the authorization through Federal Fiscal Year 2014 will be signed before Saturday's deadline.

Mr. Pryor stated that the bill is expected to include streamlining provisions to move projects more expeditiously through the federal process but details will be forthcoming. He said that staff has heard, but not confirmed, that I-11 might be dropped from the bill and that Nevada has been appealing to Rep. Mica to keep it in the bill. Mr. Pryor noted that staff also is monitoring any provisions that may impact major metropolitan regions.

Mr. Pryor stated that last month, the MAG Regional Council authorized Dennis Smith, the MAG Executive Director, to sign a letter to Senator Boxer supporting major metro provisions as the conference committee worked on the reauthorization bill. He noted that this letter was drafted by the Southern California Association of Governments (SCAG) and signed by MPO directors in Atlanta, Chicago, Dallas, Los Angeles, Philadelphia, and San Francisco.

Mr. Pryor stated that a companion op-ed was developed and sent to the Washington Post and the Wall Street Journal. Both media outlets stated to SCAG that they did not intend to run the piece. He noted that SCAG sent the op-ed on June 25, 2012, to Politico. com, but has not yet heard back.

Vice Chair Rogers thanked Mr. Pryor for his report. No questions for Mr. Pryor were noted.

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

Mr. Smith stated that on May 10, 2012, Mayor Hugh Hallman, Chair of the MAG Regional Council, sent a memorandum to Regional Council members requesting letters of interest for the appointment of member agency representatives and officers on the Transportation Policy Committee (TPC). He noted that letters of interest were received and were listed on the table included in the agenda packet. Mr. Smith stated that the Regional Council was requested to appoint the member agency representatives of the TPC and the officer positions.

Letters of Interest Received. Officer Positions: Chair - Mayor W. J. "Jim" Lane, Scottsdale; Vice Chair - Mayor Jackie Meck, Buckeye. Central City - Mayor Greg Stanton. Seven Largest Cities: Mesa - Mayor

Scott Smith; Glendale - Mayor Elaine Scruggs; Scottsdale - Mayor W. J. "Jim" Lane; Chandler - Councilmember Jack Sellers; Gilbert - Councilmember Ben Cooper; Peoria - Mayor Bob Barrett; Tempe - Councilmember Shana Ellis. Five Cities/Towns Elected Officials (Three to achieve geographic balance, selected from and by the under represented geographic area): Avondale - Mayor Marie Lopez Rogers; Goodyear - Mayor Georgia Lord; Surprise - Mayor Sharon Wolcott. Two At-Large geographically balanced (selected by the Regional Council): Buckeye - Mayor Jackie Meck; Cave Creek - Councilmember Dick Esser. Maricopa County Supervisor: Supervisor Max W. Wilson. Native American Indian Community: Lt. Governor Stephen Roe Lewis - Gila River Indian Community. State Transportation Board: Joseph La Rue. Chair, Citizen's Transportation Oversight Committee: F. Rockne Arnett.

Vice Chair Rogers noted that no requests for public comment had been received. She asked members if there were any questions. Hearing none, she called for a motion. Mayor Schoaf moved to appoint the members and officers of the Transportation Policy Committee. Councilwoman Barker seconded, and the motion passed unanimously.

Vice Chair Rogers extended her congratulations to those appointed.

9. Election of Regional Council Officers and Executive Committee Members

Mayor Tom Schoaf expressed his pleasure in serving as Chair of the 2012 MAG Regional Council Nominating Committee. He expressed his appreciation to the other members of the Nominating Committee: Mayor Jay Tibshraeny, City of Chandler; Mayor Lana Mook, City of El Mirage; Mayor Jay Schlum, Town of Fountain Hills; and Supervisor Max W. Wilson, Maricopa County.

Mayor Schoaf stated that the Nominating Committee met on May 23, 2012, and recommended the positions of Chair, Vice Chair, Treasurer, and four At-Large Members for the coming year (2012-2013). The slate recommended by the Nominating Committee: Chair - Mayor Marie Lopez Rogers, City of Avondale; Vice Chair - Mayor Scott Smith, City of Mesa; Treasurer - Mayor Michael LeVault, Town of Youngtown; At-Large Members - Mayor W. J. "Jim" Lane, City of Scottsdale, Mayor Greg Stanton, City of Phoenix; Mayor Gail Barney, Town of Queen Creek; Mayor Thomas Schoaf, City of Litchfield Park.

Vice Chair Rogers thanked Mayor Schoaf and the Nominating Committee and asked members if they had questions. Councilman Pereira moved to elect the Regional Council officers: Chair, Vice Chair and Treasurer, and four At-Large Members as members of the Executive Committee. Mayor Schoaf seconded, and the motion passed unanimously.

10. Request for Future Agenda Items

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

No requests were noted.

11. Comments from the Council

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

Mayor Stanton stated that the Supreme Court decision on SB 1070 is keeping legal departments busy. He stated that the new Chief of Police for the City of Phoenix is very open to discussion and Mayor Stanton offered other jurisdictions the use of the Police Department training video. Mayor Stanton stated that the City of Phoenix does not have all the answers, but will assist other jurisdictions if they can help.

Vice Chair Rogers thanked Mayor Stanton for the offer of assistance.

Mayor Lane thanked Mayor Stanton for coming to the City of Scottsdale to discuss how the cities can work together on business development. Mayor Lane stated that they had a great conversation and a wonderful crowd attended the event.

Mayor Stanton stated that as the business cycles improves, there will be attempts by developers to divide and conquer. He stated that the City of Phoenix will not participate in these tactics.

Adjournment

There being no further business, Councilman Esser moved and Mayor Lane seconded the motion to adjourn the meeting at 5:30 p.m.

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Chair

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Secretary

# MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

**DATE:**

July 17, 2012

**SUBJECT:**

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

**SUMMARY:**

The Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified sixteen times with the last modification approved on June 27, 2012.

Since then, there is a need to modify projects in the programs. The amendment requires a new conformity determination on the FY2011-2015 TIP and Regional Transportation Plan 2010 Update. In addition, the administrative modification includes minor project revisions that do not require a conformity determination. The new Finding of Conformity and conformity consultation on these projects will be included in the MAG Committee process as separate agenda items beginning with the July 11, 2012, MAG Management Committee meeting.

Table A includes all Highway and Transit Program project requests for changes and modifications to the FY 2011-15 TIP and 2010 Regional Transportation Plan. Table B includes all Highway and Transit Program project requests for changes and modifications that are outside of the TIP window. The project modifications related to the rebalancing of the Freeway Life Cycle Program, approved by the MAG Regional Council on May 23, 2012, are also included in Table A and Table B.

In 2008, the light rail Northwest Phase 1 Extension Project, originally planned for 2012, was put on hold until 2023 due to economy driven reductions in Transit 2000 tax revenues. METRO is proposing accelerating this extension project to be completed in 2016, consistent with the sequence of project implementation in the original RTP. The majority of the design was completed in fall of 2009. The City of Phoenix has completed most of the land acquisition. The project line items for the Northwest Phase 1 Extension are included in Table A.

METRO requested line item changes to the Central Mesa light rail extension to reflect budget changes that meet the updated schedules and the grant agreement. Items are included in Table A.

The projects listed in Table C are requested modifications to Arterial Life Cycle Program (ALCP) projects in the FY 2011 - 2015 TIP. The City of Mesa and the Town of Gilbert are requesting to change the lead agency responsibilities on the Power Road: Santan Freeway to Pecos Road project from the Town of Gilbert to the City of Mesa.

The projects listed in Table D are ALCP projects outside the current TIP window. The changes in Table C will be incorporated into the TIP pending approval, but will not be included in the approved ALCP until the program is rebalanced. It is anticipated that the rebalanced ALCP will be presented

for approval through the Committee process in October 2012. At that time, the schedule changes in Tables C and D will be incorporated into the ALCP.

The motion was revised at the Transportation Policy Committee due to the pending funding apportionments for federal fiscal year (FFY) 2012 from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). President Obama signed the new transportation authorization bill on July 6, 2012. FHWA and FTA have not released the final funding amounts for FFY 2012, and action by MAG Committees needs to be taken before the next meeting cycle. Based on the federal funding amounts directed to the MAG region, modifications to funding amounts to previously approved FFY 2012 Closeout projects will be needed.

**PUBLIC INPUT:**

At the July 11, 2012, Management Committee meeting, a citizen stated that the Broadway curve has the most pollution, congestion and accidents on the Interstate 10 corridor, and creating more heat island effect with more traffic lanes is not needed. The citizen suggested getting the federal government interested with the TIGER program, and having elevated transportation, whether it be buses, etc., at the Broadway curve, not at grade rail. The citizen suggested that this system could even run from the Arizona-Mexico border through Tucson to Las Vegas. The citizen stated that she thought that neither the TIP or conformity will pass the EPA budget.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update; and necessary project funding modifications related to approved federal fiscal year 2012 Closeout projects, based on the forthcoming final apportionment tables from Federal Highway Administration and Federal Transit Administration.

**PRIOR COMMITTEE ACTIONS:**

This item is on the July 18, 2012, MAG Transportation Policy Committee agenda. An update will be provided on action taken by the committee.

On July 11, 2012, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

**MEMBERS ATTENDING**

David Cavazos, Phoenix, Chair  
Dr. Spencer Isom, El Mirage, Vice Chair  
# Matt Busby for George Hoffman, Apache Junction

Rogene Hill for Charlie McClendon, Avondale  
David Johnson for Stephen Cleveland, Buckeye



**Table A. Federal Funded and Regionally Significant Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program**

6/29/2012

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT13-154	ADOT	101 (Agua Fria): Maryland Ave TI	Construct HOV direct connection ramp	2013	2014	0.2	Ramp	Ramp	STAN/RARF	\$ 8,000,000	\$ -	\$ 6,500,000	\$ 14,500,000	Amend: Add a new Design Build project in FY 2013. This project will provide direct access to the SR101L HOV lanes from Maryland Ave.
DOT13-151	ADOT	74: I-17 and Lake Pleasant Parkway	Design Drainage Improvements	2013	Mar-16	0.3	2	2	STP	\$ 4,275	\$ 70,725	\$ -	\$ 75,000	Amend: Add a new district minor design project in FY 2013 for 75,000.
DOT13-152	ADOT	303: El Mirage Rd	Design TI	2013	Feb-16	0.2	4	4	IM	\$ -	\$ 1,320,200	\$ 79,800	\$ 1,400,000	Amend: Add a new design project in FY 2013 based on the re-balancing efforts.
DOT07-329R	ADOT	17: Peoria Ave to Greenway Rd	Construct drainage improvements	2022	-	3	8	8	IM	<del>\$ -</del>	<del>\$ 15,559,500</del>	<del>\$ 940,500</del>	<del>\$ 16,500,000</del>	Amend: Delete from TIP construction project moved to FY 2022 from FY 2015 based on the re-balancing efforts.
DOT07-637	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd	Design freeway widening from 4 lanes to 6, plus HOV lanes	2020	-	6.3	4	8	RARF	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 4,800,000</del>	<del>\$ 4,800,000</del>	Amend: Delete from TIP design project moved to FY 2020 from FY 2014 based on the re-balancing efforts.
DOT09-698	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	2021	-	6.3	4	8	NHS	<del>\$ -</del>	<del>\$ 65,195,000</del>	<del>\$ 3,705,000</del>	<del>\$ 68,900,000</del>	Amend: Delete from TIP construction project moved to FY 2021 from FY 2015 based on the re-balancing efforts.
DOT12-115	ADOT	10:32nd St - SR202L, Santan, Phase 1	Design Local Express Lanes	2017	Jan-21	11	13	13	IM	<del>\$ -</del>	<del>\$ 11,033,100</del>	<del>\$ 666,900</del>	<del>\$ 11,700,000</del>	Amend: Delete from TIP; Defer design project to FY 2017 from FY 2012 based on the re-balancing efforts.
DOT12-116	ADOT	10:32nd St - SR202L, Santan, Phase 2	Design Local Express Lanes	2018	-	11	13	18	RARF	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 8,000,000</del>	<del>\$ 8,000,000</del>	Amend: Delete from TIP design project moved to FY 2018 from FY 2012 based on the re-balancing efforts.
DOT12-119	ADOT	202 (South Mountain): 17th Ave to 51st Ave, Segment 3	Design new freeway	2013	Aug-17	5.5	0	8	NHS	\$ -	\$ 15,088,000	\$ 912,000	\$ 16,000,000	Amend: Defer design project to FY 2013 from FY 2012 based on the re-balancing efforts.
DOT12-128	ADOT	202 (South Mountain): 17th Ave to 51st Ave, Segment 3	R/W Acquisition	2013	Aug-17	5.5	0	8	STP-AZ	\$ -	\$ 75,440,000	\$ 4,560,000	\$ 80,000,000	Amend: Defer design project to FY 2013 from FY 2012 based on the re-balancing efforts.
DOT12-835	ADOT	17: Arizona Canal - SR101L	Design general purpose lanes	2020	-	6.0	8	10	RARF	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 6,000,000</del>	<del>\$ 6,000,000</del>	Amend: Delete from TIP design project moved to FY 2020 from FY 2014 based on the re-balancing efforts.
DOT13-101	ADOT	10: SR85 - Dysart Rd	Preliminary Engineering, Ph 1 & 2 for sign rehabilitation	2013	Feb-14	16.0	6/8	6/8	IM	\$ 1,995	\$ 33,005	\$ -	\$ 35,000	Amend: Add a new sign rehabilitation design project in FY 2013 for \$35,000.
DOT13-104	ADOT	74: MP 22- MP 30	Pavement Preservation	2013	Aug-13	8.0	2	2	STP	\$ 285,000	\$ 4,715,000	\$ -	\$ 5,000,000	Amend: Add a new pavement preservation project in FY 2013 for \$5,000,000.

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HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT13-129	ADOT	10: 32nd St – SR202L – Santan, Phase 1	Construct Local Express Lanes	2019	-	11	13	13	STP-AZ	<del>\$</del>	<del>\$ 17,400,000</del>	<del>\$ 150,000,000</del>	<del>\$ 167,400,000</del>	Amend: Delete from TIP construction project moved to FY 2019 from FY 2013 based on the re-balancing efforts.
DOT13-130	ADOT	10: 32nd St – SR202L – Santan, Phase 3	Design	2019	-	11	13	18	RARF	<del>\$</del>	<del>\$</del>	<del>\$ 9,400,000</del>	<del>\$ 9,400,000</del>	Amend: Delete from TIP design project moved to FY 2019 from FY 2013 based on the re-balancing efforts.
DOT13-153	ADOT	303: I-10 Reliever/MC85 - I-10, Phase 1	Design new freeway	2013	Sep-17	1	0	6	IM	\$ -	\$ 4,243,500	\$ 256,500	\$ 4,500,000	Amend: Add a new design project in FY 2013 based on the re-balancing efforts.
DOT13-162	ADOT	Various - SR 101L at Southern Ave., Broadway Rd., University Dr.; I-17 at Thomas Rd. and Van Buren St.	Construct Pump Station Improvements	2013	Jun-13	0.2	8	8	STP	\$ 95,190	\$ 1,574,810	\$ -	\$ 1,670,000	Amend: Add a new district minor construction project in FY 2013 for \$1,670,000.
DOT13-163	ADOT	Various - I-10 and SR 101L	Scope Drainage Tunnel System Improvements	2013	Jun-15	0.2	8	8	NH	\$ 5,700	\$ 94,300	\$ -	\$ 100,000	Amend: Add a new district minor scoping project in FY 2013 for \$100,000.
DOT13-164	ADOT	101: 27th Ave to 7th Ave	Construct EB Restripe	2013	Jun-13	2.0	8	8	NH	\$ 65,949	\$ 1,091,051	\$ -	\$ 1,157,000	Amend: Add a new district minor construction project in FY 2013 for \$1,157,000.
DOT13-165	ADOT	101: Red Mountain - Chandler Blvd	Preliminary Engineering, Ph 1 & 2 for sign rehabilitation	2013	Sep-16	9.0	8	8	NH	\$ 11,400	\$ 188,600	\$ -	\$ 200,000	Amend: Add a new sign rehabilitation design project in FY 2013 for \$200,000.
DOT13-190	ADOT	10: 3rd Ave to 3rd St Deck Park Tunnel	Design Drainage Improvements	2013	Jun-14	1.0	10	10	IM	\$ 7,125	\$ 117,875	\$ -	\$ 125,000	Amend: Add a new district minor design project in FY 2013 for \$125,000.
DOT13-190	ADOT	MAG Region wide	Installation of PED Countdown Signal Heads	2013	Jun-15	0.2	8	8	HSIP	\$ 32,262	\$ 533,738	\$ -	\$ 566,000	Amend: Add a new safety improvement project in FY 2013 for \$566,000.
DOT13-191	ADOT	10: 3rd Ave and 3rd St	Design Pump Station Improvements	2013	Apr-14	0.1	10	10	IM	\$ 7,125	\$ 117,875	\$ -	\$ 125,000	Amend: Add a new district minor design project in FY 2013 for \$125,000.
DOT13-192	ADOT	10: Wild Horse Pass to Queen Creek	Design Widening, EB	2013	Jun-14	2.0	4	5	IM	\$ 14,250	\$ 235,750	\$ -	\$ 250,000	Amend: Add a new district minor design project in FY 2013 for \$250,000. Approx .8 miles of Auxiliary lanes, and 2 miles of pavement preservation.
DOT13-950	ADOT	17: Arizona Canal – SR101L	Construct General-Purpose Lane	2022	-	6.0	8	10	IM/NHS	<del>\$</del>	<del>\$ 81,475,000</del>	<del>\$ 4,925,000</del>	<del>\$ 86,400,000</del>	Amend: Delete from TIP construction project to FY 2022 from FY 2015 based on the re-balancing efforts.
DOT14-104	ADOT	88: Tonto Forest (Goldfield Rd - Canyon Lake)	Spot Safety Improvements	2014	Aug-14	7.1	2	2	HSIP	\$ 124,545	\$ 2,060,455	\$ -	\$ 2,185,000	Amend: Add a new safety improvement project in FY 2014 for \$2,185,000. Provide paved shoulders and install guard rail at nine locations.

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HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT14-105	ADOT	10: 32nd St - SR202L - Santan, Phase 3	RAW Acquisition	2021	-	11	13	18	IM	<del>\$ -</del>	<del>\$ 44,509,600</del>	<del>\$ 2,690,400</del>	<del>\$ 47,200,000</del>	Amend: Delete from TIP R/W project moved to FY 2021 from FY 2014 based on the re-balancing efforts.
DOT14-106	ADOT	10: SR85 - Dysart Rd	Construct Sign Rehabilitation	2014	Feb-14	16.0	6/8	6/8	IM	\$ 22,800	\$ 377,200	\$ -	\$ 400,000	Amend: Add a new sign rehabilitation construction project in FY 2014 for \$400,000.
DOT14-107	ADOT	10: SR85 - Verrado Way, EB	Pavement Preservation	2014	Jun-14	7.0	6.0	6.0	IM	\$ 299,307	\$ 4,951,693	\$ -	\$ 5,251,000	Amend: Add a new pavement preservation project in FY 2014 for \$5,251,000.
DOT14-108	ADOT	10: Wild Horse Pass to Riggs Rd	Pavement Preservation	2014	Aug-14	4.0	4	4	IM	\$ 213,750	\$ 3,536,250	\$ -	\$ 3,750,000	Amend: Add a new pavement preservation project in FY 2014 for \$3,750,000.
DOT14-110	ADOT	17: New River Bridge, Str #1290 & 1291	Scour Retrofit	2014	May-14	0.2	4	4	BR	\$ 39,900	\$ 660,100	\$ -	\$ 700,000	Amend: Add a new bridge preservation project in FY 2014 for \$700,000.
DOT14-111	ADOT	202 (South Mountain): I-10 Maricopa - 24th St (Seq 1)	Design new freeway	2014	Jan-19	3	0	8	IM	\$ -	\$ 7,544,000	\$ 456,000	\$ 8,000,000	Amend: Add a new design project in FY 2014 based on the re-balancing efforts.
DOT14-113	ADOT	60 (Grand Ave): Monarch Wash Bridge, Str #204 & 759	Scour Retrofit	2014	Jul-14	0.2	4	4	BR	\$ 21,090	\$ 348,910	\$ -	\$ 370,000	Amend: Add a new bridge preservation project in FY 2014 for \$370,000.
DOT14-112	ADOT	202 (South Mountain): 24th St - 17th Ave (Seq 2)	Design new freeway	2014	Nov-19	3.8	0	8	NHS	\$ -	\$ 8,769,900	\$ 530,100	\$ 9,300,000	Amend: Add a new design project in FY 2014 based on the re-balancing efforts.
DOT14-114	ADOT	88: Apache jct - Tortilla Flat	Pavement Preservation	2014	Nov-14	9.0	2	2	STP	\$ 228,000	\$ 3,772,000	\$ -	\$ 4,000,000	Amend: Add a new pavement preservation project in FY 2014 for \$4,000,000.
DOT14-119	ADOT	202 (South Mountain): I-10 Papago/SR202L System Interchange (Seq 9)	Design new system TI	2014	Jan-20	0.5	System TI	System TI	IM	\$ -	\$ 9,901,500	\$ 598,500	\$ 10,500,000	Amend: Add a new design project in FY 2014 based on the re-balancing efforts.
DOT14-133	ADOT	74: I-17 and Lake Pleasant Parkway	Preliminary Engineering Ph 1 & 2, Drainage Improvements	2014	Mar-16	0.3	2	2	STP	\$ 10,260	\$ 169,740	\$ -	\$ 180,000	Amend: Add a new district minor project in FY 2014 for \$180,000.
DOT14-144	ADOT	10: 32nd St - SR202L - Santan, Phase 2	Construct Local Express Lanes	2020	-	11	13	18	IM/STP-AZ	<del>\$ -</del>	<del>\$ 107,502,000</del>	<del>\$ 6,498,000</del>	<del>\$ 114,000,000</del>	Amend: Delete from TIP construction project moved to FY 2020 from FY 2014 based on the re-balancing efforts.
DOT14-145	ADOT	10: Sky Harbor West Airport Access	Design	2024	-	0.2	13	13	RARF	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 2,600,000</del>	<del>\$ 2,600,000</del>	Amend: Delete from TIP design project moved to FY 2024 from FY 2014 based on the re-balancing efforts.
DOT14-146	ADOT	10: Sky Harbor West Airport Access	R/W Acquisition	2024	-	0.2	13	13	RARF	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 10,600,000</del>	<del>\$ 10,600,000</del>	Amend: Delete from TIP R/W project moved to FY 2024 from FY 2014 based on the re-balancing efforts.
DOT14-148	ADOT	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	Construction	2015	May-17	5.5	0	8	RARF	\$ -	\$ -	\$ 227,700,000	\$ 227,700,000	Amend: Defer construction project to FY 2015 from FY 2014 based on the re-balancing efforts.

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HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT14-150	ADOT	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	R/W Acquisition	2015	Mar-19	2	0	8	RARF	\$ -	\$ -	\$ 131,000,000	\$ 131,000,000	Amend: Defer R/W project to FY 2015 from FY 2014 based on the re-balancing efforts.
DOT14-190	ADOT	10: Deck Park Tunnel	Construct Drainage Improvements	2014	Jun-14	1.0	10	10	IM	\$ 59,964	\$ 992,036	\$ -	\$ 1,052,000	Amend: Add a new district minor project in FY 2014 for \$1,052,000.
DOT14-191	ADOT	10: 3rd Ave and 3rd St	Construct Pump Station Improvements	2014	Apr-15	0.1	10	10	IM	\$ 20,976	\$ 347,024	\$ -	\$ 368,000	Amend: Add a new district minor project in FY 2014 for \$368,000.
DOT14-192	ADOT	10: Wild Horse Pass to Queen Creek	Roadway Widening, EB	2014	Jun-14	2.0	4	5	IM	\$ 149,853	\$ 2,479,147	\$ -	\$ 2,629,000	Amend: Add a new district minor construction project in FY 2014 for \$2,629,000. Approx .8 miles of Auxiliary lanes, and 2 miles of pavement preservation.
DOT15-106	ADOT	17: Indian School Rd - Peoria Ave	Sign Rehabilitation	2015	May-15	6.0	8	8	IM	\$ 142,500	\$ 2,357,500	\$ -	\$ 2,500,000	Amend: Add a new sign rehabilitation project in FY 2015 for \$2,500,000.
DOT15-111	ADOT	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	R/W Acquisition	2015	Jan-19	3	0	8	IM	\$ -	\$ 47,150,000	\$ 2,850,000	\$ 50,000,000	Amend: Add a new R/W project in FY 2015 based on the re-balancing efforts.
DOT15-114	ADOT	202 (South Mountain): 51st Ave - Elliot Rd (Seg 4)	Design new freeway	2015	Oct-20	1.7	0	8	NHS	\$ -	\$ 4,243,500	\$ 256,500	\$ 4,500,000	Amend: Add a new design project in FY 2015 based on the re-balancing efforts.
DOT15-115	ADOT	202 (South Mountain): Elliot Rd - Baseline Rd (Seg 5)	Design new freeway	2015	Mar-21	2	0	8	IM	\$ -	\$ 6,318,100	\$ 381,900	\$ 6,700,000	Amend: Add a new design project in FY 2015 based on the re-balancing efforts.
DOT15-133	ADOT	17: Buckeye Rd, Grant St, Jefferson St & Adams St	Construct Electrical Rehabilitation	2015	Jun-15	0.1	6	6	IM	\$ 59,964	\$ 992,036	\$ -	\$ 1,052,000	Amend: Add a new district minor project in FY 2015 for \$1,052,000.
DOT15-150	ADOT	202: McKellips Rd	Preliminary Engineering Ph 1 & 2, Pump Station Flood Erosion Control	2015	Apr-17	0.1	6	6	STP	\$ 2,850	\$ 47,150	\$ -	\$ 50,000	Amend: Add a new district minor project in FY 2015 for \$50,000.
DOT15-161	ADOT	10: 16th Street	Construct Pump Station Improvements	2015	Oct-15	0.1	12	12	IM	\$ 10,488	\$ 173,512	\$ -	\$ 184,000	Amend: Add a new district minor construction project in FY 2015 for \$184,000.
DOT15-169	ADOT	MAG Region: in various locations of the I-10 and SR101L	Construct Drainage Tunnel Improvements	2015	Jun-15	0.2	8	8	STP	\$ 89,889	\$ 1,487,111	\$ -	\$ 1,577,000	Amend: Add a new district minor project in FY 2015 for \$1,577,000.
DOT15-170	ADOT	10: 32nd St - SR202L - Santan, Phase 3	Construct Local Express Lanes	2024	-	11	13	18	STP-AZ	<del>\$ -</del>	<del>\$ 40,000,000</del>	<del>\$ 94,600,000</del>	<del>\$ 134,600,000</del>	Amend: Delete from TIP construction project moved to FY 2024 from FY 2015 based on the re-balancing efforts.
DOT15-171	ADOT	10: Sky Harbor West Airport Access	Construct Access Ramps	2025	-	0.2	13	13	RARF	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 37,400,000</del>	<del>\$ 37,400,000</del>	Amend: Delete from TIP construction project moved to FY 2025 from FY 2015 based on the re-balancing efforts.
DOT15-172	ADOT	202 (Red Mountain Fwy): SR101L - Gilbert Rd	Construct General Purpose Lane	2019	-	5.6	8	10	RARF	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 69,000,000</del>	<del>\$ 69,000,000</del>	Amend: Delete from TIP construction project moved to FY 2019 from FY 2015 based on the re-balancing efforts.

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HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT15-178	ADOT	202 (South Mountain):- Salt River to Buckeye Rd, Segment 8	Construction	2017	Mar-19	2	0	8	STP-AZ-NH	<del>\$</del>	\$ 20,000,000	<del>\$ 157,100,000</del>	<del>\$ 177,100,000</del>	Amend: Delete from TIP; Defer construction project to FY 2017 from FY 2015 based on the re-balancing efforts. Change funding source to NH from STP-AZ.
DOT15-192	ADOT	202 (South Mountain):- Salt River Bridge, Segment 7	Construction	2016	Jan-18	0.5	0	8	RARF	<del>\$</del>	<del>\$</del>	<del>\$ 99,400,000</del>	<del>\$ 99,400,000</del>	Amend: Delete from TIP; Defer construction project to FY 2016 from FY 2015 based on the re-balancing efforts.
DOT15-838	ADOT	60: Sossaman Rd to Meridian Rd	Construct Drainage Improvements	2015	May-16	5.0	8	8	STP	\$ 54,036	\$ 893,964	\$ -	\$ 948,000	Amend: Add a new district minor project in FY 2015 for \$948,000.
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 and Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	2014	2015	6	4	4	CMAQ	\$ 90,000	\$ 210,000	\$ -	\$ 300,000	Amend: Request to defer the project to end of FY 2014 when AZPR2X is received (~Sept 30, 2014).
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	\$ 174,572	\$ 400,000	\$ -	\$ 574,572	Amend: Request to defer the project to end of FY 2014 when AZPR2X is received (~Sept 30, 2014).
ELM14-101	El Mirage	Various Arterial Traffic Signals within City of El Mirage	Construct arterial traffic signal enhancements	2015	-	13	0	0	CMAQ	\$ 101,805	\$ 383,495	\$ -	\$ 485,300	Amend: Defer project in the TIP 2-years to 2015
ELM14-102	El Mirage	Thunderbird Road to Port Royale Lane	Construct multiuse path	2014	-	0.9	0	0	CMAQ	<del>\$ 339,786</del>	<del>\$ 792,835</del>	<del>\$</del>	<del>\$ 1,132,621</del>	Amend: Delete the project in the TIP
GLB13-102	Gilbert	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Construct pave unpaved road project	2014	2015	0.75	2	2	CMAQ	\$ 15,000	\$ 248,125	\$ -	\$ 263,125	Amend: Change project location description
GLB13-906	Gilbert	Seven intersections near Baseline Rd. and Val Vista Dr. (approximately three miles)	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	2013	n/a	9.5	0	0	CMAQ	\$ 63,000	\$ 122,234	\$ -	\$ 185,234	Amend: Request to change the location description.
QNC12-804	Queen Creek	Ellsworth Rd: Sierra Park Blvd to Empire Blvd (Hunt Hwy)	Phase III of the Town's ITS program: Connecting 6 traffic signals/CCTV's to existing system	2013	n/a	2.5	n/a	n/a	CMAQ	\$ -	\$ 254,235	\$ -	\$ 254,235	Amend: Defer project to 2013
QNC13-902	Queen Creek	Various Locations Town-wide	Ten wireless traffic signal connections	2013	n/a	10	4	4	CMAQ	<del>\$ 45,000</del>	<del>\$ 105,000</del>	<del>\$</del>	<del>\$ 150,000</del>	Amend: Delete the project. The improvements are being completed as part of other projects.
SCT13-902	Scottsdale	Citywide	Last mile connections from city Fiber Network	2014	2015	1	0	0	CMAQ	\$ 350,000	\$ 350,000	\$ -	\$ 700,000	Amend: Defer project to 2014

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SUR12-801C	Surprise	Dove Valley Rd: 187th Ave to 203rd Ave	Pave Unpaved Road	2013		0	2	2	CMAQ	\$ -	\$ 925,000	\$ -	\$ 925,000	Amend:Defer the project to allow for time for right of way acquisition. The design and clearances are complete. A federally funded right of way phase has obligated for the project.
SUR13-901	City of Surprise	Loop 303: Peoria Ave to Mountain View Blvd; Loop 303 & Waddell Rd. to Cotton Ln.	Construct fiber optic interconnect to connect TI traffic signals, CCTC cameras, DMS, and connect ITS Fiber	2013	2014	-	n/a	n/a	CMAQ	\$ 322,901	\$ 753,437	\$ -	\$ 1,076,338	Amend the limits of the project to the following: Loop 303: Peoria Ave to Mountain View Blvd; Loop 303 & Waddell Rd. to Cotton Ln.

Changes to TIP in Red

**Table A. Federal Funded and Regionally Significant Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program**

TRANSIT														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length	A.L.I.	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMR13-928T	VMR	Central Mesa LightRail	Sm Starts: Professional Services	2013	2016	3.1	14.08.80	2013	5309 SS	\$ -	\$ 5,519,188	\$ 4,265,622	\$ 9,784,810	Amend: Increase budget \$4,145,138 (increase fed \$2,338,093, increase regional \$1,807,045).
VMR14-928T	VMR	Central Mesa LightRail	Sm Starts: Professional Services	2014	2016	3.1	14.08.80	2014	5309 SS	\$ -	\$ 6,628,801	\$ 5,123,211	\$ 11,752,012	Amend: Increase budget \$4,145,138 (increase fed \$2,338,093, increase regional \$1,807,045).
VMR13-926T	VMR	Central Mesa LightRail	Sm Starts: Unallocated Contingency	2013	2016	3.1	14.09.90	2013	5309 SS	\$ -	\$ 1,339,717	\$ 1,035,429	\$ 2,375,146	Amend: decrease budget \$547,002 (decrease fed \$308,540, decrease regional \$238,462).
VMR14-926T	VMR	Central Mesa LightRail	Sm Starts: Unallocated Contingency	2014	2016	3.1	14.09.90	2014	5309 SS	\$ -	\$ 1,342,382	\$ 1,037,489	\$ 2,379,871	Amend: Decrease budget \$547,003 (decrease fed \$308,541, decrease regional \$238,462).
VMR13-927T	VMR	Central Mesa LightRail	Sm Starts: Finance Charges	2013	2016	3.1	14.10.10	2013	5309 SS	\$ -	\$ 687,595	\$ 531,422	\$ 1,219,017	Amend: Decrease budget \$1,219,017 (decrease fed \$127,199, decrease regional \$98,309).
VMR14-927T	VMR	Central Mesa LightRail	Sm Starts: Finance Charges	2014	2016	3.1	14.10.10	2014	5309 SS	\$ -	\$ 654,710	\$ 506,007	\$ 1,160,717	Amend: Decrease budget \$225,509 (decrease fed \$127,200, decrease regional \$98,309).
VMR13-102T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Utility Relocation (Non-Prior Rights)	2013	2016	3.2	13.75.95	2013	PTF	\$ -	\$ -	\$ 8,000,000	\$ 8,000,000	Admin Mod: Modify Location and Work Description, increase costs from \$7.5 mil to \$8 mil.
VMR13-103T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	19th Avenue Roadway Improvements	2013	2016	3.2	13.23.01	2013	Local	\$ 28,682,000	\$ -	\$ -	\$ -	Admin Mod: Increase funding from \$21 mill to \$ 28.682 mill (City of Phoenix Advance)
VMR13-111T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Utility Relocation (Non-Prior Rights)	2014	2016	3.2	13.75.95	2014	PTF	\$ -	\$ -	\$ 5,265,000	\$ 5,265,000	Amend: New Project (City of Phoenix Advance)
VMR14-103T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Construct Transitway	2014	2016	3.2	13.23.01	2014	PTF	\$ -	\$ -	\$ 33,760,000	\$ 33,760,000	Admin Mod: Modify Location, modify work from design to construction. Costs increase from \$500K to \$33.76 mil.
VMR14-112T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Construct Transitway	2014	2016	3.2	13.23.01	2014	Local	\$ 31,368,000	\$ -	\$ -	\$ -	Amend: New Project (City of Phoenix Advance)
VMR14-111T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Utility Relocation (Non-Prior Rights)	2015	2016	3.2	13.75.95	2015	PTF	\$ -	\$ -	\$ 2,989,000	\$ 2,989,000	Amend: New Project (City of Phoenix Advance)
VMR15-103T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Design & Environmental	2015	2016	3.2	13.71.01	2015	PTF	\$ -	\$ -	\$ 250,000	\$ 250,000	Admin Mod: Modify Location and Work Description
VMR15-104T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Construct Transitway	2015	2016	3.2	13.23.01	2015	PTF	\$ -	\$ -	\$ 75,640,000	\$ 75,640,000	Admin Mod: Modify Location, Work Description, increase costs from \$16.55 mil to \$75.64 mil.

**TABLE B. Non TIP Amendments and Administrative Modifications**

7/2/2012

TABLE B. Non TIP Amendments and Administrative Modifications														
TIP ID	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
Outside	ADOT	101: Red Mountain - Chandler Blvd	Construct sign rehabilitation	2016	Sep-16	9.0	8	8	NH	\$ 114,000	\$ 1,886,000	\$ -	\$ 2,000,000	Amend: Add a new sign rehabilitation construction project in FY 2016 for \$2,000,000.
Outside	ADOT	17: Peoria Ave	Construct Drainage Grate Improvements	2016	Oct-16	0.1	8	8	IM	\$ 9,006	\$ 148,994	\$ -	\$ 158,000	Amend: Add a new district minor project in FY 2016 for \$158,000.
New Not in TIP	ADOT	202 (South Mountain): 24th St - 17th Ave (Seg 2)	R/W Acquisition	2016	Nov-19	3.8	0	8	NHS	\$ -	\$ 12,824,800	\$ 775,200	\$ 13,600,000	Amend: Add a new R/W project in FY 2016 based on the re-balancing efforts.
New Not in TIP	ADOT	202 (South Mountain): 51st Ave - Elliot Rd (Seg 4)	R/W Acquisition	2017	Oct-20	1.7	0	8	NHS	\$ -	\$ 21,689,000	\$ 1,311,000	\$ 23,000,000	Amend: Add a new R/W project in FY 2017 based on the re-balancing efforts.
New Not in TIP	ADOT	202 (South Mountain): Elliot Rd - Baseline Rd (Seg 5)	R/W Acquisition	2017	Mar-21	2	0	8	NHS	\$ -	\$ 36,965,600	\$ 2,234,400	\$ 39,200,000	Amend: Add a new R/W project in FY 2017 based on the re-balancing efforts.
New Not in TIP	ADOT	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	Construct new freeway	2017	Jan-19	3	0	8	IM/NHS	\$ -	\$ 107,973,500	\$ 6,526,500	\$ 114,500,000	Amend: Add a new construction project in FY 2017 based on the re-balancing efforts.
New Not in TIP	ADOT	202 (South Mountain): I-10 Papago/SR202L System Interchange (Seg 9)	R/W Acquisition	2016	Jan-20	0.5	System TI	System TI	NHS	\$ -	\$ 46,772,800	\$ 2,827,200	\$ 49,600,000	Amend: Add a new R/W project in FY 2016 based on the re-balancing efforts.
Outside	ADOT	202: McKellips Rd	Preliminary Engineering Ph 1 & 2, Pump Station Flood Erosion Control	2016	Apr-17	0.1	6	6	NH	\$ 3,990	\$ 66,010	\$ -	\$ 70,000	Amend: Add a new district minor project in FY 2016 for \$70,000.
Outside	ADOT	202: McKellips Rd	Construct, Pump Station Flood Erosion Control	2016	Apr-17	0.1	6	6	NH	\$ 11,970	\$ 198,030	\$ -	\$ 210,000	Amend: Add a new district minor project in FY 2016 for \$210,000.
New Not in TIP	ADOT	303: I-10 Reliever/MC85 - I-10, Phase 1	Construct new freeway	2016	Sep-17	1	0	6	NHS	\$ -	\$ 58,466,000	\$ 3,534,000	\$ 62,000,000	Amend: Add a new construction project in FY 2016 based on the re-balancing efforts.
Outside	ADOT	74: I-17 and Lake Pleasant Parkway	Construct Drainage Improvements	2016	Mar-16	0.3	2	2	STP	\$ 59,964	\$ 992,036	\$ -	\$ 1,052,000	Amend: Add a new district minor project in FY 2016 for \$1,052,000.

Project Changes in Red

TABLE C. ALCP Project Amendments and Administrative Modifications to the FY2011-2015 TIP

Revised 7/10/12

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2013	2013	CHN13-102CZ	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening	1	2	4	HSIP	\$ 1,157,061	\$ -	\$ 139,878	\$ 1,296,939	HSIP	\$ 1,157,061	Amend. Add new line item to the TIP. Worked advanced from 2016.
Chandler	2014	2014	CHN14-102CZ	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening	1	2	4	HSIP	\$ 2,250,773	\$ -	\$ 3,830,396	\$ 6,081,169	HSIP	\$ 2,250,773	Amend. Add new line item to the TIP. Worked advanced from 2017.
El Mirage	2014	2015	MMA14-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.75	4	4	Bonds	\$ -	\$ -	\$ 714,286	\$ 714,286	RARF	\$ 500,000	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
El Mirage	2015	2016	MMA15-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.75	4	4	Bonds	\$ -	\$ -	\$ 2,806,440	\$ 2,806,440	RARF	\$ 1,964,508	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
El Mirage	2013	2016	ELM13-103RWZ	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right-of-way for roadway widening	1.00	2	4	Bonds	\$ -	\$ -	\$ 3,108,718	\$ 3,108,718	RARF	\$ 2,176,103	Amend. Number of lanes decreased from 6 to 4.
El Mirage	2014	2016	ELM14-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.00	2	4	Bonds	\$ -	\$ -	\$ 2,454,359	\$ 2,454,359	RARF	\$ 1,718,051	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
El Mirage	2015	2018	ELM15-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.00	2	4	Bonds	\$ -	\$ -	\$ 5,311,501	\$ 5,311,501	RARF	\$ 3,718,051	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
Gilbert	2014	2016	<del>GLB09-727</del>	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,139,148	\$ 1,139,148	RARF	\$ 673,444	Amend. Delete line item from the TIP. Work deferred to FY17/18.
Gilbert	2015	2016	<del>GLB14-102RWZ</del>	Germann Rd: Gilbert Rd to Val Vista Rd	Acquisition of right-of-way for roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,744,025	\$ 1,744,025	RARF	\$ 1,031,545	Amend. Delete line item from the TIP. Work deferred to FY18/19.
Gilbert	2013	2015	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,256,000	\$ 1,256,000	RARF	\$ 879,200	Amend. Work advanced from 2014. Work phase cost decreased. A portion of the regional funds reallocated to savings.
Gilbert	2013	2015	GLB13-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,579,500	\$ 1,579,500	RARF	\$ 1,105,650	Amend. Work advanced from 2014. Work phase cost decreased. Work to continue into 2014. A portion of the regional funds reallocated to savings.
Gilbert	2014	2015	GLB14-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,579,500	\$ 1,579,500	RARF	\$ 1,105,650	Amend. Work phase cost decreased. Work began in 2013. A portion of the regional funds reallocated to savings.
Gilbert	2014	2017	GLB14-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 5,011,647	\$ 5,011,647	RARF	\$ 1,256,825	Amend. Work advanced from 2016. Work phase cost decreased. A portion of the regional funds reallocated to savings. Work to continue into 2015.
Gilbert	2015	2018	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 5,051,119	\$ 5,051,119	RARF	\$ 1,256,825	Amend. Work advanced from 2016. Work phase cost decreased. A portion of the regional funds reallocated to savings. Work to continue began into 2014.

TABLE C. ALCP Project Amendments and Administrative Modifications to the FY2011-2015 TIP (CONTINUED)

Revised 7/10/12

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2015	2021	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 6,925,852	\$ 6,925,852	RARF	\$ 4,513,650	Amend. Work advanced from 2016. Work phase cost decreased. A portion of the regional funds reallocated to savings. Work to continue began into 2014.
Gilbert	<del>2010</del>		<del>GLB10-109ADZ</del>	Ray Rd: Val Vista to Power	Design roadway widening	4.00	4	6	Bonds	\$ -	\$ -	<del>\$ 1,422,661</del>	<del>\$ 1,422,661</del>	RARF	<del>\$ 995,862</del>	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	<del>2011</del>		<del>GLB11-109ADZ</del>	Ray Rd: Val Vista to Power	Design roadway widening	4.00	4	6	Bonds	\$ -	\$ -	<del>\$ 1,422,661</del>	<del>\$ 1,422,661</del>	RARF	<del>\$ 995,862</del>	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	<del>2010</del>		<del>GLB10-109RWZ</del>	Ray Rd: Val Vista to Power	Acquisition of right-of-way for roadway widening	4.00	4	6	Bonds	\$ -	\$ -	<del>\$ 3,770,050</del>	<del>\$ 3,770,050</del>	RARF	<del>\$ 2,639,035</del>	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	<del>2011</del>		<del>GLB11-109RWZ</del>	Ray Rd: Val Vista to Power	Acquisition of right-of-way for roadway widening	4.00	4	6	Bonds	\$ -	\$ -	<del>\$ 1,441,619</del>	<del>\$ 1,441,619</del>	RARF	<del>\$ 1,009,133</del>	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	<del>2011</del>		<del>GLB11-109CZ</del>	Ray Rd: Val Vista to Power	Construct roadway widening	4.00	4	6	Bonds	\$ -	\$ -	<del>\$ 5,011,648</del>	<del>\$ 5,011,648</del>	RARF	<del>\$ 3,508,153</del>	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	<del>2011</del>		<del>GLB11-109CZ2</del>	Ray Rd: Val Vista to Power	Construct roadway widening	4.00	4	6	Bonds	\$ -	\$ -	<del>\$ 5,051,119</del>	<del>\$ 5,051,119</del>	RARF	<del>\$ 3,535,783</del>	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	<del>2012</del>		<del>GLB12-109CZ2</del>	Ray Rd: Val Vista to Power	Construct roadway widening	4.00	4	6	Bonds	\$ -	\$ -	<del>\$ 2,895,195</del>	<del>\$ 2,895,195</del>	RARF	<del>\$ 2,026,636</del>	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Maricopa County	2013	2013	MMA09-815	Dobson Road Bridge over the Salt River	Design roadway widening	1.60	0	6	HURF	\$ -	\$ -	\$ 1,346,640	\$ 1,346,640	STP-MAG	\$ —	Amend. Delete line item from the TIP. Work deferred to 2016/2017.
Maricopa County	2014	2016	MMA14-101RWZ	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	0	6	HURF	\$ -	\$ -	\$ 10,981,004	\$ 10,981,004	STP-MAG	\$ 7,686,703	Amend. Delete line item from the TIP. Work deferred to 2017.
Maricopa County	2014	2017	MMA14-101RWZ2	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	0	6	HURF	\$ -	\$ -	\$ 7,219,472	\$ 7,219,472	STP-MAG	\$ 5,053,294	Amend. Delete line item from the TIP. Work deferred to 2018.
Maricopa County	2015	2017	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	1.60	0	6	HURF	\$ -	\$ -	\$ 23,989,773	\$ 23,989,773	STP-MAG	\$ 5,892,406	Amend. Delete line item from the TIP. Work deferred to 2018/2019.
Maricopa County	2013	TBD	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,195,139	\$ 1,195,139	STP-MAG	\$ 836,597	Amend. Work deferred to FY13 and FY14.

TBD = To be determined. Reimbursements for ALCP projects are subject to an on-going rebalance effort, which will be presented for approval through the MAG Committee Process in the August/September Committee Cycle.

**TABLE C. ALCP Project Amendments and Administrative Modifications to the FY2011-2015 TIP (CONTINUED)**

Revised 7/10/12

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2014	TBD	MMA14-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.60	4	6	HURF		\$ -	\$ 1,195,139	\$ 1,195,139	STP-MAG	\$ 836,597	Amend. Add new line item to the TIP. Work to occur over two years.
Maricopa County	2014	TBD	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,476,675	\$ 1,476,675	STP-MAG	\$ 1,033,672	Amend. Costs adjusted. Work to continue into FY15.
Maricopa County	2015	TBD	MMA15-103RWZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,476,675	\$ 1,476,675	STP-MAG	\$ 1,033,672	Amend. Add new line item to the TIP. Work began in FY14.
Maricopa County	2015	TBD	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 4,481,745	\$ 4,481,745	STP-MAG	\$ 3,137,221	Amend. Costs adjusted. Work to continue into FY16.
Maricopa County	2014	2016	MMA13-105DZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	1.96	4	6	HURF	\$ -	\$ -	<del>\$ 751,353</del>	<del>\$ 751,353</del>	STP-MAG	<del>\$ 525,947</del>	Amend. Delete line item from the TIP. Work deferred to FY17/18.
Maricopa County	2014	2016	MMA14-105RWZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquisition of right-of-way for roadway widening	1.96	4	6	HURF	\$ -	\$ -	<del>\$ 1,143,116</del>	<del>\$ 1,143,116</del>	STP-MAG	<del>\$ 800,181</del>	Amend. Delete line item from the TIP. Work deferred to FY17/18.
Maricopa County	2015	2016	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	1.96	4	6	HURF	\$ -	\$ -	<del>\$ 14,920,627</del>	<del>\$ 14,920,627</del>	STP-MAG	<del>\$ 7,289,914</del>	Amend. Delete line item from the TIP. Work deferred to FY18/19.
Gilbert	2010	2012	GLB400-11D	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	Bonds	\$ -		<del>\$ 1,189,694</del>	<del>\$ 1,189,694</del>	RARF	\$ 517,547	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2011	2012	GLB11-108DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	Bonds	\$ -		<del>\$ 1,189,694</del>	<del>\$ 1,189,694</del>	RARF	\$ 517,547	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2010	2012	GLB09-725RW	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	1.5	4	6	Bonds	\$ -		<del>\$ 2,865,602</del>	<del>\$ 2,865,602</del>	RARF	\$ 2,005,922	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2011	2013	GLB10-005RWZ	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	1.5	4	6	Bonds	\$ -		<del>\$ 4,781,290</del>	<del>\$ 4,781,290</del>	RARF	\$ 2,453,329	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2012	2013	GLB09-726C	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Bonds	\$ -		<del>\$ 4,235,648</del>	<del>\$ 4,235,648</del>	RARF	\$ 2,964,954	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2012	2014	GLB10-734C	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Bonds	\$ -		<del>\$ 14,464,038</del>	<del>\$ 14,464,038</del>	RARF	\$ 6,988,640	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Mesa	2010	2012	MES12-126RZ	Power Rd: Santan Fwy to Pecos Rd	Reimbursement for advance design of roadway widening	1.50	4	6	Bonds	\$ -		\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.
Mesa	2011	2012	MES11-126DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.50	4	6	Bonds	\$ -		\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.

TBD = To be determined. Reimbursements for ALCP projects are subject to an on-going rebalance effort, which will be presented for approval through the MAG Committee Process in the August/September Committee Cycle.

**TABLE C. ALCP Project Amendments and Administrative Modifications to the FY2011-2015 TIP (CONTINUED)**

Revised 7/10/12

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2010	2012	MES12-126RZ2	Power Rd: Santan Fwy to Pecos Rd	Reimbursement for advance acquisition of right-of-way for roadway widening	1.50	4	6	Bonds	\$ -		\$ 2,865,602	\$ 2,865,602	RARF	\$ 2,005,922	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.
Mesa	2011	2013	MES11-126RWZ	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	1.50	4	6	Bonds	\$ -		\$ 4,781,290	\$ 4,781,290	RARF	\$ 2,453,329	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.
Mesa	2012	2013	MES12-126CZ	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.50	4	6	Bonds	\$ -		\$ 4,235,648	\$ 4,235,648	RARF	\$ 2,964,954	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.
Mesa	2012	2014	MES12-126CZ2	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.50	4	6	Bonds	\$ -		\$ 14,464,038	\$ 14,464,038	RARF	\$ 6,988,640	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.

**TABLE D. ALCP Project Changes Affecting Conformity**

Revised 7/10/12

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
El Mirage	2016	2020	None	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	1.60	4	4	Bonds	\$ -	\$ -	\$ 1,702,026	\$ 1,702,026	RARF	\$ 1,191,419	Amend. Number of lanes decreased from 6 to 4.
El Mirage	2017	2020	None	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	1.60	4	4	Bonds	\$ -	\$ -	\$ 1,702,026	\$ 1,702,026	RARF	\$ 1,191,419	Amend. Number of lanes decreased from 6 to 4.
El Mirage	2018	2020	None	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	1.60	4	4	Bonds	\$ -	\$ -	\$ 10,209,133	\$ 10,209,133	RARF	\$ 7,146,393	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
El Mirage	2019	2021	None	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	1.60	4	4	Bonds	\$ -	\$ -	\$ 5,748,123	\$ 5,748,123	RARF	\$ 4,023,686	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
Maricopa County	2025	TBD	None	El Mirage Rd: L303 to Jomax	Acquire right-of-way for roadway widening	2.00	0	6	HURF	\$ -	\$ -	\$ 6,098,386	\$ 6,098,386	RARF	\$ -	Amend. Work deferred from 2024.
Maricopa County	2026	TBD	None	El Mirage Rd: L303 to Jomax	Construct roadway widening	2.00	0	6	HURF	\$ -	\$ -	\$ 5,590,188	\$ 5,590,188	RARF	\$ -	Amend. Work deferred from 2024. Work to continue into 2026. Cost split between years.
Maricopa County	2027	TBD	None	El Mirage Rd: L303 to Jomax	Construct roadway widening	2.00	0	6	HURF	\$ -	\$ -	\$ 5,590,188	\$ 5,590,188	RARF	\$ -	Amend. Work deferred from 2024. Work began in 2025. Cost split between years.
Maricopa County	2023	TBD	None	Northern Parkway: Loop 101 to 91st	Design roadway widening	0.50	4	6	HURF	\$ 229,446	\$ -	\$ 98,334	\$ 327,780	STP-MAG	\$ 229,446	Amend. Work advanced from 2025.
Maricopa County	2024	TBD	None	Northern Parkway: Loop 101 to 91st	Acquisition of right-of-way for roadway widening	0.50	4	6	HURF	\$ 505,055	\$ -	\$ 216,452	\$ 721,507	STP-MAG	\$ 505,055	Amend. Work advanced from 2025.
Maricopa County	2025	TBD	None	Northern Parkway: Loop 101 to 91st	Construct roadway widening	0.50	4	6	HURF	\$ 2,840,816	\$ -	\$ 1,217,493	\$ 4,058,309	STP-MAG	\$ 2,840,816	Amend. Work advanced from 2026.

TBD = To be determined. Reimbursements for ALCP projects are subject to an on-going rebalance effort, which will be presented for approval through the MAG Committee Process in the August/September Committee Cycle.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

July 17, 2012

**SUBJECT:**

MAG Federally Funded Local Sponsored Projects Development Status Report

**SUMMARY:**

The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federal funded projects.

The June 2012 Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality (CMAQ) funds that are programmed to obligate in federal fiscal year (FFY) 2013 and FFY 2014, with a summary of the 2012 projects that obligated for FFY2012 to date. The Project Development Status Workbook that was sent to member agencies required that a project development schedule was completed and project change requests could be requested. Based on information submitted by local agencies, information at times was cross checked with the ADOT Local Government section for feasibility, and further inquiries were made by MAG staff as appropriate.

The Project Development Status Report notes that of the 30 projects programmed to obligate in FFY 2012, one project (SUR12-801C) has requested to defer to FFY 2013, and 29 projects will by June 30, 2012, successfully submit to ADOT for federal obligation.

The Project Development Status Report notes that of the 35 projects programmed to obligate in FFY 2013, three projects are requesting a deferral to a later year, one is requesting to be deleted or have funds reprogrammed, three are requesting a project change, one will request project changes in September 2012 after project limits are redefined, and 31 of projects are expected to obligate in FFY 2013 based on the schedules submitted, or if the schedules submitted are modified based on notes in the current report for the December 2012/January 2013 Project Development Status Report. MAG has received FY2013 project commitment letters from member agencies stating that their Tier 1 milestones will be met for obligation by June 30, 2013.

The Project Development Status Report notes that of the 34 projects programmed to obligate in FFY 2014, one project (ELM14-101) is requesting a deferral to a later year, one is requesting to be deleted and have funds reprogrammed, one is requesting a project change, and the rest are projected to obligate in FFY 2014 based on the schedule submitted or if schedule submitted is modified based on notes in the report.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: Approval of this Project Development Status Report will allow the projects to proceed in a timely manner in the year that best fits their project development schedule and will complete Tier 1 of the Federal Project Development Process & Dynamic TIP Process for June/July 2012. Approval of this amendment will allow the Tier 2, Dynamic TIP Process to begin (see Tier 2 attachment that is included).

CONS: All future funding levels are dependent on the new surface transportation act signed on July 6, 2012 and on the financial information on obligation authority amounts as distributed to the regions by Arizona Department of Transportation.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Approval of federal fund projects to be deferred, deleted, and changed; and approval of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

**PRIOR COMMITTEE ACTIONS:**

This item is on the July 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee.

Management Committee: On July 11, 2012, the Management Committee recommended approval of federal fund projects to be deferred, deleted, and changed; and approval of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

- David Cavazos, Phoenix, Chair
- Dr. Spencer Isom, El Mirage, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Rich Dlugas, Chandler
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation

- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Horatio Skeete, Glendale
- # Romina Khananisho for Brian Dalke, Goodyear
- \* Bill Hernandez, Guadalupe
- \* Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- \* Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # John Kross, Queen Creek



July 17, 2012

TO: Members of the MAG Regional Council

FROM: Teri Kennedy, Transportation Improvement Program Manager

SUBJECT: TIER 2 - FEDERAL FISCAL YEAR 2013 DINAMIC TIP PROCESS

The Maricopa Association of Governments Regional Council approved the MAG Federal Fund Programming Guidelines & Procedures on October 26, 2011. Requirements of the 500.3- Step 5: Federal Project Development Process & Dynamic Transportation Improvement Program (TIP) Process. Tier 2 of the process is as follows:

**Tier 2** – CMAQ projects programmed in the TIP that are not in the upcoming fiscal year but could be advanced to obligate in the upcoming fiscal year (2013). Projects in this category have second priority overall. Priority in the category will be based on completed milestones.

- a) For Tier 2 construction projects (currently programmed in federal fiscal year (FFY) 2014 to be advanced into the upcoming fiscal year (2013), it is required that three milestones are met:
  - i. Environmental clearance approved if the project is federally funded, otherwise the environmental clearance has been submitted.
  - ii. Completed 60 percent Design/Engineering plans.
  - iii. For right of way purchases, properties are inventoried and appraisals are completed.
- b) For procurement projects to be included in Tier 2, it is required that the environmental, right-of-way and project scoping documents needed to obtain the related clearance have been submitted.
- c) The project sponsor **is required to submit a letter signed by the sponsor agency engineer** for construction projects that design plans are at 60 percent, the date that the environmental clearance was approved or submitted depending on the funding used to design the project, and a letter that certifies that the right of way (if applicable) is underway with properties inventoried. For procurement projects the letter is to identify the dates that submittals were made for the scoping document, the environmental clearance document and the right-of-way clearances document. This information **is due to MAG by August 1, 2012** (for summation and evaluation) at the August Transportation Review Committee meeting.
  - i. At the August TRC meeting, project milestone information will be presented, discussed, and recommendation to move Tier 2 projects into the upcoming federal fiscal year of the TIP.
  - ii. Recommendations from TRC move forward to Management Committee and Regional Council in September.

The request to advance FFY 2014 project(s) to FFY 2013 is to be printed on member agency letterhead and signed by the sponsor agency engineer. MAG staff is available to help with information and questions regarding the Federal Fund Project Commitment Letter Requirements. Please contact me or Steve Tate at the MAG office at (602) 254-6300.



PROJECT STATUS REPORT JUNE 2012

**Maricopa Association of Governments**

**302 N. 1<sup>st</sup> Ave., Suite 300**

**Phoenix, AZ 85003**

**Phone: 602-254-6300**

Printed: Friday, June 29, 2012; TRC corrections included

## Purpose and Scope

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

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

The data for this report was collected in May, 2012 and is the second round collected under the Guidelines. It includes only CMAQ funded projects that were programmed in federal fiscal years 2012, 2013, and 2014. No freeway, transit or arterial life-cycle program projects are included in this report.

## Project Milestones and Project Deferrals

The implementation of the Guidelines was phased in during the October 2011 data collection for the January Report, and an extensive effort to reprogram projects was completed. As a result of this, many of the project schedules that were modified are now on track and the region has greatly reduced the number of deferrals. Because of this, the project schedules shown in this report include very few cases of projects failing to meet key deadlines. It is anticipated that with the completion of the October 2012 data collection effort that all project schedules will be reviewed and updated to meet key milestones per the MAG Federal Programming Guidelines.

## Data Descriptions

### Project Information Columns:

1. First Column: This column identifies the project sponsor, the identification number in the MAG Transportation Improvement Program of the project and the Federal Fiscal Year the project is programmed.
2. Location Cell: The location of the project as it appears in the MAG Transportation Improvement Program.
3. Work Cell: The work to be performed for the project as defined in the MAG Transportation Improvement Program.
4. Project Type Cell: This is the type of work to be performed by the projects. These types include: Design, Right-of-Way, Construction and Procurement.
5. Design Process Cell: This indicates whether the design is funded from federal sources. If design is federally funded, a project may not proceed beyond 30 percent plans without an environmental clearance. If the design is locally funded, it may proceed beyond 30 percent plans without an environmental clearance, but may risk substantial revision due to mitigation measures identified in the environmental clearance.
6. Environmental Clearance Cell: The type of environmental clearance anticipated for the project. The actual type of environmental clearance required is determined in the early stages of the design process.
7. CMAQ Cell: The amount of CMAQ funds programmed in the MAG Transportation Improvement Program for the project.
8. Total Cell: The total local and federal funds programmed for the project in the MAG Transportation Improvement Program.

### Project Scheduling Information Columns:

1. Design Columns:
  - a. Start Column: The date that design work on the project is to begin.

- b. 60% Plans Started Column: The date that work on “60 percent plans” began or is anticipated to begin. This field is not applicable for Right-of-Way, procurement or design projects.
- c. PS&E Completed Column: This is the final plans for the project. For procurement projects this amounts to the specifications, estimates and deployment plan needed to procure equipment and services using federal funds. This is not applicable for design projects.

2. Environmental Columns:

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

3. Right-of-Way Columns:

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

4. IGA Approval Column:

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

5. FHWA Authorization Column:

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

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

Target Dates Row:

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

Agency Schedule Rows:

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

Schedule Status Rows:

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

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Avondale</b>  <b>AVN13-901</b>  <b>( FFY 2013 )</b>	Location	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The design for the project is federally reimbursible. Project cannot proceed beyond 30% plans until the environmental clearance is approved.  It is anticipated that the environmental clearance will be approved in early December, 2012.
	Work	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	Agency Schedule	Initial	6/18/12	10/31/12	7/30/13	7/1/12	10/31/12	NA	3/28/13	6/30/12	8/27/13	
	Project Type	Construction		Current	6/18/12	12/7/12	5/9/13	6/18/12	12/7/12	NA	3/26/13	11/1/12	8/27/13	
	Design Process	Advance Construction	Schedule Status	Months Ahead	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	2.0	0.0	0.0	2.0	0.0	0.0	4.0	0.0	
	CMAQ	753,467		Expected Date	6/18/12	12/7/12	5/9/13	6/18/12	12/7/12	NA	3/26/13	11/1/12	8/27/13	
	Total	1,187,093		<b>Will Meet Target Dates</b>	NA	✗	✓	✗	✓	✓	✓	✓	✓	
<b>Avondale</b>  <b>AVN14-107</b>  <b>( FFY 2014 )</b>	Location	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct multiuse path	Agency Schedule	Initial	NA	7/1/12	7/1/14	7/1/12	9/1/13	7/1/12	7/1/14	7/1/14	9/1/14	
	Project Type	Construction		Current	NA	7/1/12	7/1/14	7/1/12	9/1/13	7/1/12	7/1/14	7/1/14	9/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,077,405		Expected Date	NA	7/1/12	7/1/14	7/1/12	9/1/13	7/1/12	7/1/14	7/1/14	9/1/14	
	Total	1,392,047		<b>Will Meet Target Dates</b>	NA	✓	✓	✓	✓	✓	✓	✓	✓	
<b>Buckeye</b>  <b>BKY10-801</b>  <b>( FFY 2013 )</b>	Location	Miller Rd: Hazen Rd to I-10 and Monroe Rd (MC-85): Miller Rd to Apache Rd	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	The sponsoring agency has requested to defer the project to 2014. The project has not been previously deferred.
	Work	Interconnect traffic signals	Agency Schedule	Initial	11/15/11	6/1/12	4/30/13	1/15/12	6/30/12	6/1/12	7/30/12	4/30/13	6/1/13	
	Project Type	Procurement		Current	11/15/11	6/1/12	6/30/14	3/30/12	6/30/13	9/15/12	3/30/13	12/15/12	9/1/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	15.0	3.0	13.0	4.0	9.0	0.0	16.0	
	CMAQ	210,000		Expected Date	11/15/11	6/1/12	6/30/14	3/30/12	6/30/13	9/15/12	3/30/13	12/15/12	9/1/14	
	Total	300,000		<b>Will Meet Target Dates</b>	NA	✓	✗	✓	✓	✓	✓	✓	✗	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Buckeye</b>  <b>BKY11-801</b>  <b>( FFY 2013 )</b>	Location	North Watson Road and MC85 Phase I and Phase II	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project does not comply with MAG 60% plans requirements, however, completion of the design is anticipated by early October, 2012.
	Work	Pave Unpaved Road	Agency Schedule	Initial	4/1/11	3/15/12	6/30/12	10/15/11	3/15/12	NA	5/1/12	6/1/12	7/1/12	
	Project Type	Construction		Current	4/1/11	6/15/12	9/30/12	10/15/11	5/15/12	NA	7/1/12	NA	10/31/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	4.0	4.0	0.0	2.0	0.0	2.0	0.0	4.0	
	CMAQ	64,456		Expected Date	4/1/11	6/15/12	9/30/12	10/15/11	5/15/12	NA	7/1/12	NA	10/31/12	
	Total	68,352		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Buckeye</b>  <b>BKY13-101</b>  <b>( FFY 2013 )</b>	Location	7th St: Norton Dr from Beloat Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	11/7/11	4/1/12	8/1/12	11/7/11	5/1/12	NA	8/1/12	11/1/11	9/1/12	
	Project Type	Construction		Current	11/7/11	NA	8/1/12	11/7/11	5/1/12	NA	8/1/12	NA	9/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	233,225		Expected Date	11/7/11	NA	8/1/12	11/7/11	5/1/12	NA	8/1/12	NA	9/1/12	
	Total	247,323		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Buckeye</b>  <b>BKY13-901</b>  <b>( FFY 2013 )</b>	Location	Town of Buckeye	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The sponsoring agency has requested to defer the project to 2014. The project has not been previously deferred.
	Work	Alarcon Blvd and Kino Place Pedestrian Corridor Project	Agency Schedule	Initial	9/15/12	6/1/12	4/30/13	1/15/12	6/30/12	6/1/12	7/30/12	4/30/13	6/1/13	
	Project Type	Construction		Current	9/15/12	3/30/13	7/30/14	3/15/13	3/30/14	9/15/12	7/30/12	12/15/12	6/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	11.0	16.0	15.0	23.0	4.0	0.0	0.0	0.0	
	CMAQ	400,000		Expected Date	9/15/12	3/30/13	7/30/14	3/15/13	3/30/14	9/15/12	7/30/12	12/15/12	6/1/13	
	Total	574,572		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✗</b>	<b>✗</b>	<b>✗</b>	<b>✗</b>	<b>✗</b>	<b>✗</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Cave Creek CVK07-601C ( FFY 2012 )	Location	Townwide	Target Dates			NA	6/30/14	NA	6/30/12	NA	6/30/12	NA	9/30/12	The project has been deferred to 2014 to address issues related to the discovery of a burial site near the project.
	Work	Pave dirt roads program - Construct	Agency Schedule	Initial	7/6/11	2/16/12	6/15/12	8/15/11	2/15/12	7/20/11	12/1/11	6/15/12	6/16/12	
	Project Type	Construction		Current	7/6/11	7/16/12	5/20/14	8/15/11	7/15/13	7/20/11	7/1/13	NA	5/1/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	6.0	25.0	0.0	18.0	0.0	21.0	0.0	24.0	
	CMAQ	180,000		Expected Date	7/6/11	7/16/12	5/20/14	8/15/11	7/15/13	7/20/11	7/1/13	NA	5/1/14	
	Total	180,000		Will Meet Target Dates	NA	✓	✗	✓	✗	✓	✗	✓	✗	
Chandler CHN08-610C ( FFY 2012 )	Location	Loop 101 (Price Freeway) at Galveston Street	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	Agency Schedule	Initial	NA	NA	12/31/11	2/23/09	11/18/10	NA	12/31/11	NA	2/13/12	
	Project Type	Construction		Current	NA	NA	12/31/11	2/23/09	11/18/10	NA	12/31/11	NA	2/13/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	3,707,625		Expected Date	NA	NA	12/31/11	2/23/09	11/18/10	NA	12/31/11	NA	2/13/12	
	Total	4,602,500		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Chandler CHN12-805 ( FFY 2012 )	Location	Chandler Blvd at Price Rd/Loop 101 (Pima Fwy) TI	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Extend bicycle lane through the interchange (phase 2). Provide Additional Westbound Left Turn at the Intersection for Dual Left Turns	Agency Schedule	Initial	NA	NA	11/30/11	1/31/08	4/22/09	10/26/09	11/30/11	NA	1/12/12	
	Project Type	Construction		Current	NA	10/26/09	11/30/11	1/31/08	4/22/09	10/26/09	11/30/11	NA	1/12/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	2,826,334		Expected Date	NA	10/26/09	11/30/11	1/31/08	4/22/09	10/26/09	11/30/11	NA	1/12/12	
	Total	2,826,334		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Chandler</b> <b>CHN14-102</b> <b>( FFY 2014 )</b>	Location	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct ITS project for fiber communications from signals to the TCM	Agency Schedule	Initial	4/4/12	7/11/12	2/5/13	8/1/12	1/10/13	NA	2/8/13	NA	4/1/13	
	Project Type	Construction		Current	4/4/12	7/11/12	2/5/13	8/1/12	1/10/13	NA	2/8/13	NA	4/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	589,477		Expected Date	4/4/12	7/11/12	2/5/13	8/1/12	1/10/13	NA	2/8/13	NA	4/1/13	
	Total	814,134		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Chandler</b> <b>CHN14-103</b> <b>( FFY 2014 )</b>	Location	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	It is anticipated that the project will have minimum ground disturbance and will skip 60% plan reviews. The design package for the project is scheduled for August, 2012.
	Work	Construct/Pave Dirt Alleys	Agency Schedule	Initial	NA	NA	8/1/12	8/1/12	2/1/13	NA	2/1/13	NA	6/1/13	
	Project Type	Construction		Current	NA	NA	8/1/12	8/1/12	2/1/13	NA	2/1/13	NA	6/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	741,198		Expected Date	NA	NA	8/1/12	8/1/12	2/1/13	NA	2/1/13	NA	6/1/13	
	Total	786,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>El Mirage</b> <b>ELM11-801</b> <b>( FFY 2012 )</b>	Location	Downtown El Mirage	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Paving existing unpaved alleys	Agency Schedule	Initial	5/5/11	12/2/11	5/31/12	6/16/11	2/22/12	NA	NA	2/24/12	6/15/12	
	Project Type	Construction		Current	5/5/11	12/2/11	5/7/12	6/16/11	4/24/12	NA	2/22/12	4/19/12	6/15/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	
	CMAQ	544,485		Expected Date	5/5/11	12/2/11	5/7/12	6/16/11	4/24/12	NA	2/22/12	4/19/12	6/15/12	
	Total	544,485		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Fort McDowell Yavapai Nation</b>  <b>FTM11-201</b>  <b>( FFY 2012 )</b>	Location	Hiawatha Hood Rd, Harquahala Rd, Ironwood, Sha Hee, Gu Mah, Ft. Loop, and Rodeo Rd	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	The BIA is reviewing the right of way clearance for the project. The project sponsor indicates and ADOT confirms that the project will be able to be authorize once the BIA completes its review.
	Work	Pave unpaved roads	Agency Schedule	Initial	4/1/08	NA	8/30/12	NA	NA	8/28/09	NA	8/31/12	11/30/12	
	Project Type	Construction		Current	4/1/08	NA	8/30/12	NA	NA	8/28/09	6/15/12	8/15/12	9/1/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	2,630,000		Expected Date	4/1/08	NA	8/30/12	NA	NA	8/28/09	6/15/12	8/15/12	9/1/12	
	Total	2,630,000		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Fountain Hills</b>  <b>FTH11-701</b>  <b>( FFY 2014 )</b>	Location	Fountain Hills Blvd: Cholla Drive to Crystal Point Dr.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Design and construct new sidewalk	Agency Schedule	Initial	7/1/12	4/1/13	3/1/14	3/1/13	1/1/14	NA	6/1/13	6/1/14	6/30/14	
	Project Type	Construction		Current	7/1/12	4/1/13	3/1/14	3/1/13	1/1/14	NA	6/1/13	NA	6/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	300,000		Expected Date	7/1/12	4/1/13	3/1/14	3/1/13	1/1/14	NA	6/1/13	NA	6/30/14	
	Total	430,000		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Fountain Hills</b>  <b>FTH11-801</b>  <b>( FFY 2014 )</b>	Location	Shea Blvd: 142nd St to Eagle Mountain Pkwy	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section)	Agency Schedule	Initial	7/1/12	4/1/13	3/1/14	3/1/13	6/1/13	NA	6/1/13	6/1/14	6/30/14	
	Project Type	Construction		Current	7/1/12	4/1/13	3/1/14	3/1/13	6/1/13	NA	6/1/13	NA	6/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	273,000		Expected Date	7/1/12	4/1/13	3/1/14	3/1/13	6/1/13	NA	6/1/13	NA	6/30/14	
	Total	390,000		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Fountain Hills</b>  <b>FTH14-101</b>  <b>( FFY 2014 )</b>	Location	Shea Blvd. and Downtown Area.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	Agency Schedule	Initial	7/1/12	4/1/13	3/1/14	3/1/13	6/1/13	NA	6/1/13	NA	6/30/14	
	Project Type	Construction		Current	7/1/12	4/1/13	3/1/14	3/1/13	6/1/13	NA	6/1/13	NA	6/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	922,616		Expected Date	7/1/12	4/1/13	3/1/14	3/1/13	6/1/13	NA	6/1/13	NA	6/30/14	
	Total	1,212,023		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Fountain Hills</b>  <b>FTH14-102</b>  <b>( FFY 2014 )</b>	Location	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Shoulders	Agency Schedule	Initial	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Project Type	Construction		Current	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	255,364		Expected Date	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Total	270,800		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Gilbert</b>  <b>GLB04-205</b>  <b>( FFY 2012 )</b>	Location	Gilbert Rd: Warner Rd to Baseline Rd	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Install fiber & conduit along Gilbert Rd, fiber only along US-60 (joint with Mesa to link ATMS)	Agency Schedule	Initial	5/1/11	10/2/11	3/1/12	8/1/11	1/1/12	NA	1/1/12	4/1/12	8/1/12	
	Project Type	Construction		Current	5/1/11	10/2/11	6/15/12	8/1/11	5/1/12	NA	2/16/12	5/17/12	8/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	4.0	0.0	2.0	2.0	0.0	
	CMAQ	460,500		Expected Date	5/1/11	10/2/11	6/15/12	8/1/11	5/1/12	NA	2/16/12	5/17/12	8/1/12	
	Total	460,500		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Gilbert</b>  <b>GLB11-806</b>  <b>( FFY 2014 )</b>	Location	Ryan Road: Greenfield Rd to 164th St.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	162,760		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Total	172,600		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Gilbert</b>  <b>GLB12-801</b>  <b>( FFY 2014 )</b>	Location	Walnut Road: 162nd Street to 164th Street	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	87,038		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Total	92,300		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Gilbert</b>  <b>GLB12-802</b>  <b>( FFY 2014 )</b>	Location	Bonanza Road: 156th St to 157th St	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	53,279		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Total	56,500		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Gilbert</b>  <b>GLB13-102</b>  <b>( FFY 2014 )</b>	Location	164th Street: Riggs Rd and Stacey Rd.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	248,125		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Total	263,125		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Gilbert</b>  <b>GLB13-103</b>  <b>( FFY 2014 )</b>	Location	156th St: Riggs Rd to 0.25 miles south	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	88,500		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Total	94,375		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Gilbert</b>  <b>GLB13-905</b>  <b>( FFY 2014 )</b>	Location	Guadalupe Rd, Higley Rd, Williams Field Rd	Target Dates			NA	NA	NA	NA	NA	NA	9/30/14	This project is to be authorized for design only. Requirements concerning the design reviews, environmental and right of clearances are not applicable.	
	Work	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	1/1/14	4/1/14		8/1/14
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	1/1/14	NA		8/1/14
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	122,234		Expected Date	NA	NA	NA	NA	NA	NA	1/1/14	NA		8/1/14
	Total	185,234		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Gilbert</b>  <b>GLB13-906</b>  <b>( FFY 2013 )</b>	Location	Higley Rd, Recker Rd, Guadalupe Rd, Elliot Rd, Warner Rd, Ray Rd, Williams Field Rd	Target Dates			NA	NA	NA	NA	NA	NA	9/30/13	This project is to be authorized for design only. Requirements concerning the design reviews, environmental and right of clearances are not applicable.	
	Work	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	1/1/13	4/1/13		8/1/13
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	1/1/13	NA		8/1/13
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	122,234		Expected Date	NA	NA	NA	NA	NA	NA	1/1/13	NA		8/1/13
	Total	185,234		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>		<b>✓</b>
<b>Gilbert</b>  <b>GLB14-101</b>  <b>( FFY 2014 )</b>	Location	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct bicycle crossing improvements	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	497,000		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Total	635,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Gilbert</b>  <b>GLB12-809</b>  <b>( FFY 2014 )</b>	Location	Town of Gilbert	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Design and construct bicycle crossings	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	490,000		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Total	700,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Gilbert</b>  <b>GLB13-902</b>  <b>( FFY 2014 )</b>	Location	Consolidated/Ray, Eastern/Williams Field, Powerline/McQueen, Powerline/Val Vista, Powerline/Greenfield, Powerline/Recker	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Gilbert Bicycle Crossing Safety and improvement demonstration Phase II Project	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	583,000		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Total	838,000		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Glendale</b>  <b>GLN09-610R</b>  <b>( FFY 2013 )</b>	Location	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Construct Pedestrian Improvements	Agency Schedule	Initial	1/10/11	5/14/11	9/30/11	7/9/11	9/16/11	5/23/11	9/30/11	6/30/12	9/30/12	
	Project Type	Construction		Current	1/10/11	5/14/11	9/30/11	7/9/11	9/16/11	5/14/11	9/30/11	6/26/12	9/30/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	315,721		Expected Date	1/10/11	5/14/11	9/30/11	7/9/11	9/16/11	5/14/11	9/30/11	6/26/12	9/30/12	
	Total	493,887		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Glendale</b>  <b>GLN11-702</b>  <b>( FFY 2013 )</b>	Location	New River (East Bank): Northern Ave to Bethany Home Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Construct multi-use path and underpasses, with landscaping, lighting, parking and pedestrian facilities	Agency Schedule	Initial	10/30/09	NA	9/30/12	10/30/09	3/21/11	NA	6/15/12	9/30/12	NA	
	Project Type	Construction		Current	10/30/09	2/1/10	9/30/12	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	0.0	
	CMAQ	550,000		Expected Date	10/30/09	2/1/10	9/30/12	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Total	4,467,120		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Glendale</b>  <b>GLN12-804</b>  <b>( FFY 2013 )</b>	Location	Various locations	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The design for the project is federally reimbursible. The project cannot proceed beyond 30% plans until the environmental clearance is approved.  It is anticipated that the clearance will be approved in early October, 2012.
	Work	Install fiber optic cable and CCTV cameras along Cactus, Thunderbird and Greeway Roads	Agency Schedule	Initial	1/10/12	1/9/12	10/5/12	8/19/11	2/12/12	NA	2/12/12	5/12/12	6/30/12	
	Project Type	Construction		Current	1/10/12	10/1/12	7/1/13	7/1/12	10/1/12	1/10/12	4/1/13	6/15/13	9/30/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	10.0	10.0	12.0	8.0	0.0	15.0	14.0	16.0	
	CMAQ	621,664		Expected Date	1/10/12	10/1/12	7/1/13	7/1/12	10/1/12	1/10/12	4/1/13	6/15/13	9/30/13	
	Total	953,633		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✓</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Glendale</b>  <b>GLN13-901</b>  <b>( FFY 2013 )</b>	Location	59th Av, Northern and Bethany Home: Glendale Av, 51st Av and 67th Av; Peoria Av, 47th Av and 67th Av	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	None
	Work	Variable message signs; ITS Conduit and Fiber	Agency Schedule	Initial	9/15/11	1/9/12	10/5/12	8/19/11	2/12/12	NA	2/12/12	5/12/12	6/30/12	
	Project Type	Procurement		Current	9/15/11	7/13/12	1/5/12	5/25/12	7/13/12	9/15/11	10/24/12	4/1/12	6/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	10.0	0.0	0.0	0.0	0.0	1.0	1.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	7.0	0.0	10.0	6.0	0.0	9.0	0.0	0.0	
	CMAQ	603,437		Expected Date	9/15/11	7/13/12	1/5/12	5/25/12	7/13/12	9/15/11	10/24/12	4/1/12	6/1/12	
	Total	1,031,518		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Glendale</b>  <b>GLN13-902</b>  <b>( FFY 2013 )</b>	Location	East embankment of New river, from Bethany Home Rd. to Northern Ave	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	New River Multi-Use Path improvements-10-foot wide, concrete cement, paved pathway	Agency Schedule	Initial	6/1/09	NA	NA	10/30/09	3/21/11	NA	NA	NA	NA	
	Project Type	Construction		Current	6/1/09	2/1/10	3/31/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,000,000		Expected Date	6/1/09	2/1/10	3/31/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Total	1,472,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Glendale</b>  <b>GLN14-101</b>  <b>( FFY 2014 )</b>	Location	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	To comply with MAG policies,the project schedule will need to be modified to start work on 60 percent plans.
	Work	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	Agency Schedule	Initial	10/1/12	7/1/13	4/1/14	5/1/13	9/1/13	10/1/12	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	10/1/12	7/1/13	4/1/14	5/1/13	9/1/13	10/1/12	1/1/14	4/1/14	8/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	904,164		Expected Date	10/1/12	7/1/13	4/1/14	5/1/13	9/1/13	10/1/12	1/1/14	4/1/14	8/1/14	
	Total	1,081,664		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Goodyear</b>  <b>GDY11-713</b>  <b>( FFY 2013 )</b>	Location	Citywide	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Implement traffic signal system, including installation of ITS backbone and communications equipment	Agency Schedule	Initial	NA	2/29/12	7/31/12	3/1/11	3/31/12	NA	3/31/12	8/1/12	NA	
	Project Type	Construction		Current	NA	2/29/12	3/7/13	3/1/11	8/31/12	NA	12/7/12	12/7/12	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	6.0	0.0	9.0	5.0	0.0	
	CMAQ	700,000		Expected Date	NA	2/29/12	3/7/13	3/1/11	8/31/12	NA	12/7/12	12/7/12	NA	
	Total	900,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Goodyear</b>  <b>GDY12-801</b>  <b>( FFY 2014 )</b>	Location	McDowell Rd: Citrus Rd to PebbleCreek Parkway, and Cotton Lane intersections with Van Buren Street, the I-10 eastbound front	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Design and construct fiber-optic interconnection for traffic signals and video	Agency Schedule	Initial	NA	6/1/13	2/1/14	3/1/12	2/1/13	NA	2/1/13	2/1/14	NA	
	Project Type	Construction		Current	NA	6/1/13	2/1/14	5/11/12	2/1/13	NA	2/1/13	2/1/14	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	588,809		Expected Date	NA	6/1/13	2/1/14	5/11/12	2/1/13	NA	2/1/13	2/1/14	NA	
	Total	624,400		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Goodyear</b> <b>GDY13-901</b> <b>( FFY 2014 )</b>	Location	Citywide	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	To comply with MAG policies,the project schedule will need to be modified to start work on 60 percent plans.
	Work	Design and construction of fiber optic interconnect in existing conduit for traffic management through video surveillance and data collection	Agency Schedule	Initial	NA	8/1/13	5/1/14	5/1/12	4/1/13	NA	4/1/13	4/1/14	NA	
	Project Type	Construction		Current	NA	8/1/13	5/1/14	5/1/12	4/1/13	NA	4/1/13	NA	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	700,000		Expected Date	NA	8/1/13	5/1/14	5/1/12	4/1/13	NA	4/1/13	NA	NA	
	Total	1,591,256		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Goodyear</b> <b>GDY13-902</b> <b>( FFY 2012 )</b>	Location	Various locations	Target Dates			NA	6/30/12	NA	6/30/12	NA	NA	NA	9/30/12	None
	Work	Purchase and Install fiber optic branch cables, dome cameras and associated equipment	Agency Schedule	Initial	2/1/11	1/31/12	6/30/12	3/1/11	7/1/11	NA	2/29/12	7/1/12	9/1/12	
	Project Type	Procurement		Current	2/1/11	2/10/12	5/11/12	3/1/11	6/22/11	NA	3/14/12	5/14/12	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	
	CMAQ	231,304		Expected Date	2/1/11	2/10/12	5/11/12	3/1/11	6/22/11	NA	3/14/12	5/14/12	NA	
	Total	231,304		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Goodyear</b> <b>GDY14-101</b> <b>( FFY 2014 )</b>	Location	Van Buren Street - Estrella Parkway to Cotton Lane	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	The schedule was modified based on information received by phone.
	Work	Construct traffic signal connection to three existing and one future traffic signal and install CCTV cameras	Agency Schedule	Initial	NA	5/1/13	6/30/14	5/1/13	2/1/14	12/1/12	6/30/14	6/30/14	9/1/14	
	Project Type	Construction		Current	NA	5/1/13	6/30/14	5/1/13	2/1/14	12/1/12	6/30/14	6/30/14	9/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	749,164		Expected Date	NA	5/1/13	6/30/14	5/1/13	2/1/14	12/1/12	6/30/14	6/30/14	9/1/14	
	Total	1,000,027		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Maricopa County</b>  <b>MMA11-109</b>  <b>( FFY 2012 )</b>	Location	17th Avenue, Maddock Rd to Joy Ranch Rd	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Pave unpaved road	Agency Schedule	Initial	3/28/11	9/15/11	1/16/12	7/12/11	1/16/12	NA	1/16/12	NA	3/1/12	
	Project Type	Construction		Current	3/28/11	5/22/12	6/11/12	7/12/11	5/21/12	7/12/11	8/11/11	NA	6/30/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	9.0	6.0	0.0	5.0	0.0	0.0	0.0	4.0	
	CMAQ	314,580		Expected Date	3/28/11	5/22/12	6/11/12	7/12/11	5/21/12	7/12/11	8/11/11	NA	6/30/12	
	Total	314,580		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Maricopa County</b>  <b>MMA11-111</b>  <b>( FFY 2012 )</b>	Location	88th Avenue, Deer Valley Rd to Williams Rd	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Pave unpaved road	Agency Schedule	Initial	5/1/11	10/26/11	3/15/12	7/12/11	1/16/12	NA	1/16/12	NA	4/30/12	
	Project Type	Construction		Current	5/1/11	11/23/11	6/29/12	7/12/11	6/15/12	NA	8/11/11	NA	7/31/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	1.0	4.0	0.0	6.0	0.0	0.0	0.0	4.0	
	CMAQ	399,173		Expected Date	5/1/11	11/23/11	6/29/12	7/12/11	6/15/12	NA	8/11/11	NA	7/31/12	
	Total	399,173		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Maricopa County</b>  <b>MMA12-818</b>  <b>( FFY 2012 )</b>	Location	Olive Ave: Litchfield Rd to Loop 101 (Agua Fria Fwy) ITS	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct and install new conduit and new fiber-optic cable to connect existing and planned ITS field devices	Agency Schedule	Initial	1/31/11	9/15/11	7/15/12	10/15/11	NA	NA	1/31/11	NA	8/2/12	
	Project Type	Construction		Current	1/31/11	5/23/12	6/15/12	10/15/11	5/23/12	NA	1/31/11	NA	8/2/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	756,129		Expected Date	1/31/11	5/23/12	6/15/12	10/15/11	5/23/12	NA	1/31/11	NA	8/2/12	
	Total	1,265,000		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Maricopa County</b>  <b>MMA12-820</b>  <b>( FFY 2012 )</b>	Location	Regionwide	Target Dates			NA	6/30/12	NA	6/30/12	NA	NA	NA	9/30/12	This project is to be authorized for design only. Requirements concerning the design reviews, environmental and right of clearances are not applicable.
	Work	Upgrade regional archived data server (RADS) equipment	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	8/1/12	
	Project Type	Procurement		Current	NA	NA	6/15/12	10/1/11	3/2/12	NA	NA	NA	6/30/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	97,500		Expected Date	NA	NA	6/15/12	10/1/11	3/2/12	NA	NA	NA	6/30/12	
	Total	97,500		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Maricopa County</b>  <b>MMA13-101</b>  <b>( FFY 2013 )</b>	Location	87th Ave: Deer Valley Rd to Peoria city limits (Via Montoya Rd.)	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	5/1/11	12/12/11	6/12/12	11/21/11	6/12/12	NA	6/12/12	NA	10/31/12	
	Project Type	Construction		Current	5/1/11	2/15/12	11/12/12	11/21/11	6/12/12	11/21/11	8/6/12	NA	10/31/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	2.0	6.0	0.0	0.0	0.0	2.0	0.0	0.0	
	CMAQ	422,305		Expected Date	5/1/11	2/15/12	11/12/12	11/21/11	6/12/12	11/21/11	8/6/12	NA	10/31/12	
	Total	447,831		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Maricopa County</b>  <b>MMA13-901</b>  <b>( FFY 2013 )</b>	Location	Southwest Valley, 99th Ave to Cotton Ln to include McDowell Rd, Van Buren St, MC85/Buckeye	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	This project is to be authorized for design only. Requirements concerning the design reviews, environmental and right of clearances are not applicable.
	Work	Develop a multi-agency Operations Plan	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	7/1/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	7/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	35,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	7/1/13	
	Total	50,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Maricopa County</b>  <b>MMA13-902</b>  <b>( FFY 2013 )</b>	Location	Regionwide	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	None
	Work	Develop and implement arterial ATIS Enhancements	Agency Schedule	Initial	10/30/11	NA	5/1/12	NA	NA	NA	NA	NA	8/1/13	
	Project Type	Procurement		Current	10/30/11	NA	12/3/12	10/1/12	4/30/13	NA	NA	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	277,083		Expected Date	10/30/11	NA	12/3/12	10/1/12	4/30/13	NA	NA	NA	8/1/13	
	Total	427,083		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Maricopa County</b>  <b>MMA13-904</b>  <b>( FFY 2013 )</b>	Location	McDowell Rd at Avondale Blvd, McDowell Rd at Estrella Pkwy, MC85 at Avondale Blvd, MC85 at Estrella Pkwy	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project does not comply with MAG requirements for 60% plans. The status of the 60% plans will need to be reviewed by December.
	Work	Install arterial DMS and associated conduit, pull boxes, fiber optic cable, communication equipment and electrical service equipment	Agency Schedule	Initial	10/1/11	9/1/12	4/1/13	6/1/12	NA	NA	12/1/12	NA	NA	
	Project Type	Construction		Current	10/1/11	9/1/12	4/1/13	6/1/12	10/1/12	NA	12/1/12	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	700,000		Expected Date	10/1/11	9/1/12	4/1/13	6/1/12	10/1/12	NA	12/1/12	NA	8/1/13	
	Total	1,000,000		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Maricopa County</b>  <b>MMA14-101</b>  <b>( FFY 2014 )</b>	Location	Associated with AZTech Center-to-Center traffic management system located primarily at ADOT and MCDOT	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	Upgrade the Regional Archive Data Center Equipment and Systems to enhance archiving capacity and the utility of real time traffic data.	Agency Schedule	Initial	NA	NA	4/20/14	10/1/12	6/28/13	NA	6/28/14	NA	7/20/14	
	Project Type	Procurement		Current	NA	NA	4/20/14	10/1/12	6/28/13	NA	6/28/14	NA	7/20/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	125,937		Expected Date	NA	NA	4/20/14	10/1/12	6/28/13	NA	6/28/14	NA	7/20/14	
	Total	184,437		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Maricopa County</b>  <b>MMA14-102</b>  <b>( FFY 2014 )</b>	Location	Various locations along MC85 from Aqua Fria Bridge West Terminal to 75th Ave	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct/Install ITS traffic management capabilities along MC 85	Agency Schedule	Initial	3/1/12	1/2/13	6/30/14	10/1/12	6/30/13	10/1/12	6/30/14	NA	7/31/14	
	Project Type	Construction		Current	3/1/12	1/2/13	6/30/14	10/1/12	6/30/13	10/1/12	6/30/14	NA	7/31/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	781,456		Expected Date	3/1/12	1/2/13	6/30/14	10/1/12	6/30/13	10/1/12	6/30/14	NA	7/31/14	
	Total	1,144,456		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Maricopa County</b>  <b>MMA14-103</b>  <b>( FFY 2014 )</b>	Location	Various Low Volume Roads	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Roads	Agency Schedule	Initial	NA	5/15/13	3/15/14	11/15/12	3/1/14	11/15/12	3/1/14	NA	6/30/14	
	Project Type	Construction		Current	NA	5/15/13	3/15/14	11/15/12	3/1/14	11/15/12	3/1/14	NA	6/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,117,455		Expected Date	NA	5/15/13	3/15/14	11/15/12	3/1/14	11/15/12	3/1/14	NA	6/30/14	
	Total	1,185,000		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Mesa</b>  <b>MES07-315</b>  <b>( FFY 2013 )</b>	Location	Southern Ave at Country Club Dr	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Add 1 right turn lane and three bus pullouts.	Agency Schedule	Initial	11/1/10	1/3/12	1/16/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Project Type	Construction		Current	11/1/10	1/3/12	2/1/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	910,000		Expected Date	11/1/10	1/3/12	2/1/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Total	4,347,000		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Mesa  MES08-603  ( FFY 2012 )	Location	Dobson Road Bicycle and Pedestrian Route Improvements (Broadway Road to Main Street)	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct a bicycle & pedestrian route along Dobson Rd. & upgraded on both side of the street to provide safer pedestrian and bicycle routes.	Agency Schedule	Initial	7/5/06	NA	6/20/12	1/25/09	5/5/10	NA	5/1/12	NA	7/1/12	
	Project Type	Construction		Current	7/5/06	6/30/09	6/28/12	1/25/09	5/5/10	NA	5/1/12	NA	7/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,471,700		Expected Date	7/5/06	6/30/09	6/28/12	1/25/09	5/5/10	NA	5/1/12	NA	7/1/12	
	Total	1,471,700		<b>Will Meet Target Dates</b>	<b>NA</b>									
Mesa  MES11-703  ( FFY 2012 )	Location	Various locations	Target Dates			NA	6/30/12	NA	6/30/12	NA	NA	NA	9/30/12	None
	Work	Install fiber-optic communications and upgrade traffic signal controllers	Agency Schedule	Initial	NA	NA	6/30/12	10/1/11	5/29/12	NA	5/29/12	NA	9/30/12	
	Project Type	Procurement		Current	NA	NA	6/30/12	10/1/11	6/15/12	NA	6/15/12	NA	9/30/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	
	CMAQ	1,050,000		Expected Date	NA	NA	6/30/12	10/1/11	6/15/12	NA	6/15/12	NA	9/30/12	
	Total	1,200,000		<b>Will Meet Target Dates</b>	<b>NA</b>									
Mesa  MES12-814  ( FFY 2014 )	Location	Fiesta Pathway (1/4 Mile south of Southern Ave): Extension to the Tempe Canal	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct pedestrian refuge and shelters for the Fiesta Pathway	Agency Schedule	Initial	NA	NA	6/1/13	1/1/13	5/1/13	NA	5/1/13	NA	10/1/13	
	Project Type	Construction		Current	NA	7/1/12	6/1/14	1/1/13	5/1/14	7/1/12	5/1/14	NA	9/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	13.0	13.0	13.0	0.0	13.0	0.0	12.0	
	CMAQ	998,870		Expected Date	NA	7/1/12	6/1/14	1/1/13	5/1/14	7/1/12	5/1/14	NA	9/1/14	
	Total	1,426,957		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
<b>Mesa</b>  <b>MES13-902</b>  <b>( FFY 2013 )</b>	Location	West Side Real Time Adaptive Proj (initial deploy in Fiesta district), West city limits to Country Club, Broadway to Baseline	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	None
	Work	Upgrade central traffic control system software to accommodate a lite version of adaptive control	Agency Schedule	Initial	1/1/13	NA	6/30/13	1/1/13	5/29/13	NA	6/1/13	NA	8/1/13	
	Project Type	Procurement		Current	1/1/13	NA	6/30/13	3/4/13	5/1/13	11/5/12	5/1/13	NA	7/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	318,182		Expected Date	1/1/13	NA	6/30/13	3/4/13	5/1/13	11/5/12	5/1/13	NA	7/1/13	
	Total	468,182		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Mesa</b>  <b>MES13-906</b>  <b>( FFY 2013 )</b>	Location	Bluetooth sensor deployment at approximately 80 intersections to determine travel times along key Mesa E-W and N-S corridors	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	None
	Work	Construction	Agency Schedule	Initial	4/9/12	NA	6/30/13	1/1/13	5/29/13	NA	6/1/13	NA	8/1/13	
	Project Type	Procurement		Current	4/9/12	NA	6/30/13	1/1/13	5/29/13	NA	6/1/13	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	381,818		Expected Date	4/9/12	NA	6/30/13	1/1/13	5/29/13	NA	6/1/13	NA	8/1/13	
	Total	582,568		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Peoria</b>  <b>PEO11-702</b>  <b>( FFY 2012 )</b>	Location	Various locations	Target Dates			NA	6/30/12	NA	6/30/12	NA	NA	NA	9/30/12	None
	Work	Design and construct extension to fiber optic backbone and install CCTV cameras	Agency Schedule	Initial	12/1/10	2/1/12	6/30/12	1/1/12	5/1/12	NA	5/1/12	2/1/12	8/1/12	
	Project Type	Procurement		Current	12/1/10	2/1/12	6/30/12	1/1/12	5/1/12	NA	5/1/12	4/12/12	8/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
	CMAQ	1,050,000		Expected Date	12/1/10	2/1/12	6/30/12	1/1/12	5/1/12	NA	5/1/12	4/12/12	8/1/12	
	Total	1,200,000		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes		
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization	
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
<b>Peoria</b>  <b>PEO13-102</b>  <b>( FFY 2013 )</b>	Location	Lake Pleasant Parkway: L303 to SR74	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project does not meet MAG deadlines for draft 60% plans and the submittal of technical documents for the environmental clearance.  The status of the project will need to be re-examined by December.	
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	7/1/12	10/1/12	2/1/13	7/1/12	12/1/12	NA	9/1/12	2/1/13	3/1/13		
	Project Type	Construction		Current	7/1/12	10/1/12	2/1/13	7/1/12	12/1/12	NA	9/1/12	NA	3/1/13		
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	401,983		Expected Date	7/1/12	10/1/12	2/1/13	7/1/12	12/1/12	NA	9/1/12	NA	3/1/13		
	Total	426,281		<b>Will Meet Target Dates</b>	NA	✗	✓	✗	✓	✓	✓	✓	✓		✓
<b>Peoria</b>  <b>PEO13-103</b>  <b>( FFY 2013 )</b>	Location	67th Ave: Happy Valley Rd to approximately 1.76 miles south	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project does not meet MAG deadlines for draft 60% plans and the submittal of technical documents for the environmental clearance.  The status of the project will need to be re-examined by December.	
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	7/1/12	10/1/12	2/1/13	8/1/12	12/1/12	NA	9/1/12	2/1/13	3/1/13		
	Project Type	Construction		Current	7/1/12	10/1/12	2/1/13	8/1/12	12/1/12	NA	9/1/12	NA	3/1/13		
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	214,910		Expected Date	7/1/12	10/1/12	2/1/13	8/1/12	12/1/12	NA	9/1/12	NA	3/1/13		
	Total	227,900		<b>Will Meet Target Dates</b>	NA	✗	✓	✗	✓	✓	✓	✓	✓		✓
<b>Peoria</b>  <b>PEO13-901</b>  <b>( FFY 2014 )</b>	Location	83rd Ave: Lone Cactus and continuing north to Jomax Rd	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	The project schedule does not comply with MAG requirements for right of way.  The project schedule will need to be modified to comply with MAG policy requirements.	
	Work	Install conduit, pull boxes, fiber, and CCTV cameras	Agency Schedule	Initial	9/1/12	3/1/13	9/1/13	1/1/13	1/1/14	NA	10/1/13	9/1/14	9/1/14		
	Project Type	Construction		Current	9/1/12	3/1/13	9/1/13	1/1/13	1/1/14	9/1/13	5/1/14	5/1/13	7/1/14		
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	2.0		
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0		
	CMAQ	700,000		Expected Date	9/1/12	3/1/13	9/1/13	1/1/13	1/1/14	9/1/13	5/1/14	5/1/13	7/1/14		
	Total	1,000,000		<b>Will Meet Target Dates</b>	NA	✓	✓	✓	✓	✗	✓	✓	✓		✓

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Peoria</b> <b>PEO13-902</b> <b>( FFY 2013 )</b>	Location	New River Pathway, Northern Ave and Olive Ave	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The design for the project is federally reimbursible. Project cannot proceed beyond 30% plans until the environmental clearance is approved.  The status of the environmental clearance will needed to be reviewed by December.
	Work	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	Agency Schedule	Initial	5/4/12	12/5/12	6/27/13	5/4/12	8/17/12	NA	2/12/13	5/1/12	9/1/13	
	Project Type	Construction		Current	5/4/12	12/5/12	6/27/13	5/4/12	8/17/12	NA	2/12/13	5/1/12	9/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	950,000		Expected Date	5/4/12	12/5/12	6/27/13	5/4/12	8/17/12	NA	2/12/13	5/1/12	9/1/13	
	Total	1,184,889		<b>Will Meet Target Dates</b>	NA	✗	✓	✓	✓	✓	✓	✓	✓	
<b>Peoria</b> <b>PEO14-101</b> <b>( FFY 2014 )</b>	Location	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	Agency Schedule	Initial	9/1/12	8/1/13	7/1/13	9/1/12	9/1/13	NA	10/1/13	10/1/13	7/1/14	
	Project Type	Construction		Current	9/1/12	8/1/13	7/1/13	9/1/12	9/1/13	NA	10/1/13	10/1/13	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	645,831		Expected Date	9/1/12	8/1/13	7/1/13	9/1/12	9/1/13	NA	10/1/13	10/1/13	7/1/14	
	Total	859,616		<b>Will Meet Target Dates</b>	NA	✗	✓	✓	✓	✓	✓	✓	✓	
<b>Phoenix</b> <b>PHX09-624</b> <b>( FFY 2012 )</b>	Location	Various locations	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	
	Work	Construct regional ITS fiber optic backbone, phase B-1	Agency Schedule	Initial	11/1/11	2/8/12	6/1/12	11/14/11	6/1/12	NA	6/30/12	NA	9/1/12	
	Project Type	Construction		Current	11/1/11	2/8/12	6/26/12	11/14/11	6/20/12	NA	5/25/12	NA	9/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	
	CMAQ	665,000		Expected Date	11/1/11	2/8/12	6/26/12	11/14/11	6/20/12	NA	5/25/12	NA	9/1/12	
	Total	665,000		<b>Will Meet Target Dates</b>	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX09-872 ( FFY 2013 )	Location	Various locations	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	It is anticipated that the project will have minimum ground disturbance and will skip 60% plan reviews.
	Work	Pave/dustproof alleys	Agency Schedule	Initial	5/15/12	5/2/12	12/14/12	1/1/12	6/1/12	4/12/12	6/15/12	NA	9/1/13	
	Project Type	Construction		Current	5/15/12	NA	6/30/13	6/15/12	2/15/13	4/12/12	7/15/12	NA	9/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	7.0	6.0	10.0	0.0	1.0	0.0	0.0	
	CMAQ	1,050,000		Expected Date	5/15/12	NA	6/30/13	6/15/12	2/15/13	4/12/12	7/15/12	NA	9/1/13	
	Total	1,500,000		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Phoenix PHX10-845 ( FFY 2012 )	Location	Salt River: 24th Street to I-10/Tempe Drain	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct Multi-use path	Agency Schedule	Initial	1/1/11	NA	NA	NA	2/18/10	NA	NA	NA	NA	
	Project Type	Construction		Current	1/1/11	NA	NA	NA	2/18/10	NA	5/17/12	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	801,606		Expected Date	1/1/11	NA	NA	NA	2/18/10	NA	5/17/12	NA	NA	
	Total	801,606		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX12-801 ( FFY 2012 )	Location	Citywide	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	It is anticipated that the project will have minimum ground disturbance and will skip 60% plan reviews
	Work	Alley Dust proofing	Agency Schedule	Initial	9/1/11	3/2/12	3/9/12	1/20/11	3/2/12	NA	NA	NA	9/1/12	
	Project Type	Construction		Current	9/1/11	3/2/12	6/30/12	1/20/11	6/15/12	NA	6/1/12	NA	9/1/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	
	CMAQ	2,199,471		Expected Date	9/1/11	3/2/12	6/30/12	1/20/11	6/15/12	NA	6/1/12	NA	9/1/12	
	Total	2,199,471		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Phoenix PHX12-859 ( FFY 2012 )	Location	Hatcher Rd Streetscape: Central Ave to 3rd Street	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct 8-ft sidewalk, 3-ft shoulder and landscaping	Agency Schedule	Initial	10/1/10	10/1/11	12/31/11	9/16/11	9/30/11	9/1/11	11/30/11	NA	NA	
	Project Type	Construction		Current	10/1/10	3/8/12	6/29/12	9/16/11	3/8/12	9/1/11	6/30/12	NA	9/20/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	6.0	6.0	0.0	6.0	0.0	8.0	0.0	0.0	
	CMAQ	1,200,000		Expected Date	10/1/10	3/8/12	6/29/12	9/16/11	3/8/12	9/1/11	6/30/12	NA	9/20/12	
	Total	1,200,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX13-102 ( FFY 2013 )	Location	Various alley locations on 23 segments	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	It is anticipated that the project will have minimum ground disturbance and will skip 60% plan reviews
	Work	Construct dust proof alley project	Agency Schedule	Initial	2/12/12	5/1/12	10/14/12	2/12/12	6/1/12	2/12/12	4/15/12	NA	8/28/13	
	Project Type	Construction		Current	2/12/12	NA	6/30/13	6/15/12	2/15/13	2/12/12	6/30/12	NA	8/28/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	10.0	4.0	10.0	0.0	3.0	0.0	0.0	
	CMAQ	1,232,750		Expected Date	2/12/12	NA	6/30/13	6/15/12	2/15/13	2/12/12	6/30/12	NA	8/28/13	
	Total	1,675,250		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Phoenix PHX13-901 ( FFY 2014 )	Location	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/14	This project is be authorized for design only. Requirements concerning the design reviews, environmental and right of clearances are not applicable.
	Work	Nevitt park Bicycle & Pedestrian Bridge Crossing	Agency Schedule	Initial	10/1/12	5/1/13	10/1/14	10/1/13	5/1/13	3/1/13	10/1/13	NA	10/1/14	
	Project Type	Design		Current	10/1/12	5/1/13	10/1/14	10/1/13	5/1/13	3/1/13	10/1/13	NA	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	522,000		Expected Date	10/1/12	5/1/13	10/1/14	10/1/13	5/1/13	3/1/13	10/1/13	NA	9/30/14	
	Total	892,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX13-903 ( FFY 2013 )	Location	32nd St Washington St to McDowell Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Construct 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	Agency Schedule	Initial	8/20/07	5/12/12	2/1/13	1/12/12	6/1/12	NA	8/1/12	NA	2/1/13	
	Project Type	Construction		Current	8/20/07	5/12/12	2/1/13	1/12/12	6/1/12	NA	8/1/12	NA	2/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	373,000		Expected Date	8/20/07	5/12/12	2/1/13	1/12/12	6/1/12	NA	8/1/12	NA	2/1/13	
	Total	483,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX14-101 ( FFY 2014 )	Location	Indian School Road: Grand Canal to 16th Street	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	Agency Schedule	Initial	5/1/12	2/2/13	6/30/14	11/21/12	1/1/13	NA	NA	NA	9/30/14	
	Project Type	Construction		Current	5/1/12	2/2/13	6/30/14	11/21/12	1/1/13	NA	NA	NA	9/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	873,422		Expected Date	5/1/12	2/2/13	6/30/14	11/21/12	1/1/13	NA	NA	NA	9/30/14	
	Total	1,043,746		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX14-103 ( FFY 2014 )	Location	Fiber Optic Backbone Expansion Phase B	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	Project is not initiated until after key deadlines. The project schedule will need to be revised to continue in the TIP after July.
	Work	To extend Phase B Fiber Optic Backbone, To provide Traffic Signal interconnect to the City of Phoenix TMC	Agency Schedule	Initial	10/1/13	11/1/13	6/30/14	12/1/13	5/31/14	NA	6/30/14	NA	9/1/14	
	Project Type	Construction		Current	10/1/13	11/1/13	6/30/14	12/1/13	5/31/14	NA	6/30/14	NA	9/1/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	754,700		Expected Date	10/1/13	11/1/13	6/30/14	12/1/13	5/31/14	NA	6/30/14	NA	9/1/14	
	Total	978,143		Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Phoenix PHX14-104 ( FFY 2014 )	Location	Various Alleys	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	It is anticipated that the project will have minimum ground disturbance and will skip 60% plan reviews
	Work	Construct/Pave Dirt Alleys	Agency Schedule	Initial	2/12/13	NA	6/30/14	6/1/13	2/15/13	2/12/12	6/30/13	NA	8/28/14	
	Project Type	Construction		Current	2/12/13	NA	6/30/14	6/1/13	2/15/13	2/12/12	6/30/13	NA	8/28/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,033,934		Expected Date	2/12/13	NA	6/30/14	6/1/13	2/15/13	2/12/12	6/30/13	NA	8/28/14	
	Total	1,633,934		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
Queen Creek QNC11-783 ( FFY 2012 )	Location	Town wide	Target Dates			NA	6/30/12	NA	6/30/12	NA	NA	NA	9/30/12	None
	Work	Design and construct/implement ITS hardware and software	Agency Schedule	Initial	1/1/11	NA	NA	9/1/11	9/28/11	NA	9/28/11	2/23/11	NA	
	Project Type	Procurement		Current	1/1/11	NA	6/30/12	4/1/11	5/1/11	NA	5/1/11	12/15/10	9/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	5.0	5.0	0.0	5.0	2.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	519,618		Expected Date	1/1/11	NA	6/30/12	4/1/11	5/1/11	NA	5/1/11	12/15/10	9/1/12	
	Total	519,618		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
Queen Creek QNC12-804 ( FFY 2012 )	Location	Ellsworth Rd: Sierra Park Blvd to Empire Blvd (Hunt Hwy)	Target Dates			NA	6/30/12	NA	6/30/12	NA	NA	NA	9/30/12	The project sponsor has requested to defer the project to 2013.  The project has not been deferred previously.
	Work	Construct traffic signal/CCTV system	Agency Schedule	Initial	12/1/11	NA	3/1/12	9/7/10	9/7/10	7/19/11	7/19/11	5/1/12	5/1/12	
	Project Type	Procurement		Current	12/1/11	NA	7/1/12	NA	3/28/12	NA	7/19/11	7/1/12	11/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	20.0	0.0	0.0	2.0	7.0	
	CMAQ	254,235		Expected Date	12/1/11	NA	7/1/12	NA	3/28/12	NA	7/19/11	7/1/12	11/1/12	
	Total	254,235		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✗</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
Queen Creek  QNC13-901D  ( FFY 2012 )	Location	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Target Dates			NA	NA	NA	NA	NA	NA	9/30/12	None	
	Work	Design bike/ped path	Agency Schedule	Initial	7/1/12	4/1/13	5/31/14	9/1/12	3/31/13	10/1/12	12/31/13	6/30/12		9/1/12
	Project Type	Design		Current	7/1/12	4/1/13	5/31/14	9/1/12	3/31/13	10/1/12	12/31/13	6/30/12		9/1/12
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	115,000		Expected Date	7/1/12	4/1/13	5/31/14	9/1/12	3/31/13	10/1/12	12/31/13	6/30/12		9/1/12
	Total	115,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✓
Queen Creek  QNC13-901C  ( FFY 2014 )	Location	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Queen Creek Wash and South Bank Paved Path	Agency Schedule	Initial	7/1/12	4/1/13	5/31/14	9/1/12	3/31/13	10/1/12	12/31/13	6/30/12	6/30/14	
	Project Type	Construction		Current	7/1/12	4/1/13	5/31/14	9/1/12	3/31/13	10/1/12	12/31/13	6/30/12	6/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	525,000		Expected Date	7/1/12	4/1/13	5/31/14	9/1/12	3/31/13	10/1/12	12/31/13	6/30/12	6/30/14	
	Total	635,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Salt River Pima- Maricopa Indian Community  SRP12-801  ( FFY 2013 )	Location	Pave Dirt Roads: Dobson Road, Center Rd, Mesa Dr, McDonald, and Alma School	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The design for the project is federally reimbursible. Project cannot proceed beyond 30% plans until the environmental clearance is approved.  The status of the project will need to be reviewed by December.
	Work	Pave Unpaved Road	Agency Schedule	Initial	11/15/11	9/28/12	2/28/13	11/15/11	9/28/12	7/28/11	11/30/12	12/1/11	2/28/13	
	Project Type	Construction		Current	11/15/11	9/28/12	2/28/13	11/15/11	9/28/12	7/28/11	11/30/12	12/1/11	2/28/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	2,589,595		Expected Date	11/15/11	9/28/12	2/28/13	11/15/11	9/28/12	7/28/11	11/30/12	12/1/11	2/28/13	
	Total	2,763,631		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Scottsdale</b>  <b>SCT07-606</b>  <b>( FFY 2012 )</b>	Location	Dynamite Blvd: Pima Road to Alma School Road	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Dust Control and addition of bike lanes	Agency Schedule	Initial	1/15/11	1/2/11	12/1/11	1/17/12	6/20/12	NA	6/15/12	NA	9/30/12	
	Project Type	Construction		Current	1/15/11	12/1/10	6/20/12	1/17/12	6/20/12	NA	6/20/12	NA	9/30/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	750,000		Expected Date	1/15/11	12/1/10	6/20/12	1/17/12	6/20/12	NA	6/20/12	NA	9/30/12	
	Total	1,000,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Scottsdale</b>  <b>SCT11-701</b>  <b>( FFY 2012 )</b>	Location	McDowell Rd: Bridge over Indian Bend Wash	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Enhance sidewalks and add bicycle lanes	Agency Schedule	Initial	6/1/08	1/1/12	4/1/12	9/30/11	2/28/12	NA	2/1/12	NA	5/1/12	
	Project Type	Construction		Current	6/1/08	1/1/12	6/22/12	9/30/11	2/28/12	NA	2/1/12	NA	5/1/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,666,044		Expected Date	6/1/08	1/1/12	6/22/12	9/30/11	2/28/12	NA	2/1/12	NA	5/1/12	
	Total	2,021,392		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Scottsdale</b>  <b>SCT12-808</b>  <b>( FFY 2012 )</b>	Location	Several intersections throughout Scottsdale	Target Dates			NA	6/30/12	NA	6/30/12	NA	NA	NA	9/30/12	None
	Work	Complete traffic signal controller replacements, and finish radio connectivity	Agency Schedule	Initial	11/1/11	3/1/12	6/1/12	6/4/12	6/1/12	2/3/12	6/1/12	6/3/12	6/4/12	
	Project Type	Procurement		Current	11/1/11	3/1/12	6/1/12	6/1/11	3/28/12	NA	4/13/12	NA	6/4/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	13.0	2.0	0.0	2.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	373,581		Expected Date	11/1/11	3/1/12	6/1/12	6/1/11	3/28/12	NA	4/13/12	NA	6/4/12	
	Total	498,108		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
<b>Scottsdale</b>  <b>SCT13-902</b>  <b>( FFY 2013 )</b>	Location	Citywide	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project sponsor has requested to defer the project to 2014.  The project has not been previously deferred.
	Work	Last mile connections from city Fiber Network	Agency Schedule	Initial	6/12/13	11/12/12	3/1/13	3/13/12	5/5/13	7/12/12	5/8/13	5/11/13	5/12/13	
	Project Type	Construction		Current	6/12/13	11/12/12	4/15/14	2/15/14	5/15/14	NA	NA	NA	6/15/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	15.0	25.0	14.0	0.0	0.0	0.0	14.0	
	CMAQ	350,000		Expected Date	6/12/13	11/12/12	4/15/14	2/15/14	5/15/14	NA	NA	NA	6/15/14	
	Total	700,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✗</b>	<b>✗</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✗</b>	
<b>Scottsdale</b>  <b>SCT14-101</b>  <b>( FFY 2012 )</b>	Location	Az Canal: 60th St-Goldwater Blvd, 64th St/Thomas, 64th/Indian School, 68th/Indian School, ped bridge/Lafayette Park	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct 14-foot wide shared-use path	Agency Schedule	Initial	6/1/11	2/1/12	8/1/12	6/1/11	1/1/12	6/1/11	2/1/12	NA	7/1/12	
	Project Type	Construction		Current	6/1/11	2/1/12	8/21/12	6/1/11	4/12/12	NA	4/2/12	NA	7/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	1.0	0.0	4.0	0.0	2.0	0.0	0.0	
	CMAQ	2,823,780		Expected Date	6/1/11	2/1/12	8/21/12	6/1/11	4/12/12	NA	4/2/12	NA	7/1/12	
	Total	2,854,003		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Scottsdale</b>  <b>SCT14-102</b>  <b>( FFY 2014 )</b>	Location	Frank Llyod Wright Blvd & Loop 101	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	Construct/Install adaptive traffic control	Agency Schedule	Initial	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Project Type	Procurement		Current	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	36,328		Expected Date	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Total	50,850		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
<b>Scottsdale</b>  <b>SCT14-103</b>  <b>( FFY 2014 )</b>	Location	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th S	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Roads	Agency Schedule	Initial	5/1/12	9/17/12	5/10/14	8/1/12	7/29/13	2/1/13	10/16/13	NA	5/2/14	
	Project Type	Construction		Current	5/1/12	9/17/12	5/10/14	8/1/12	7/29/13	2/1/13	10/16/13	NA	5/2/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,267,904		Expected Date	5/1/12	9/17/12	5/10/14	8/1/12	7/29/13	2/1/13	10/16/13	NA	5/2/14	
	Total	1,344,543		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Scottsdale</b>  <b>SCT12-129</b>  <b>( FFY 2012 )</b>	Location	Arizona Canal from Chaparral to Indian Bend Wash	Target Dates			NA	NA	NA	NA	NA	NA	9/30/12	None	
	Work	Design multi-use path	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	9/1/12		
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	9/1/12		
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	NEPA Docuemntation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	600,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA		9/1/12
	Total	600,000		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Scottsdale</b>  <b>SCT14-104</b>  <b>( FFY 2014 )</b>	Location	Arizona Canal from Chaparral to Indian Bend Wash	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Design and Construct multi-use path	Agency Schedule	Initial	9/1/12	1/1/13	6/30/14	5/1/12	1/1/13	5/1/13	8/30/13	NA	2/15/14	
	Project Type	Construction		Current	9/1/12	1/1/13	6/30/14	5/1/12	1/1/13	5/1/13	8/30/13	NA	2/15/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,600,000		Expected Date	9/1/12	1/1/13	6/30/14	5/1/12	1/1/13	5/1/13	8/30/13	NA	2/15/14	
	Total	3,511,700		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
<b>Surprise</b> <b>SUR11-714C</b> <b>( FFY 2013 )</b>	Location	Bell Rd: US-60 (Grand Ave) to 114th Ave	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	None
	Work	Design, acquire right of way and construct a multi-use path	Agency Schedule	Initial	1/1/11	9/2/11	12/1/12	1/1/11	12/15/11	1/2/11	2/1/13	12/1/12	2/1/13	
	Project Type	Construction		Current	1/1/11	9/2/11	12/1/12	1/1/11	12/15/11	1/2/11	2/1/13	NA	6/30/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	
	CMAQ	325,000		Expected Date	1/1/11	9/2/11	12/1/12	1/1/11	12/15/11	1/2/11	2/1/13	NA	6/30/13	
	Total	825,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Surprise</b> <b>SUR12-801C</b> <b>( FFY 2012 )</b>	Location	Dove Valley Rd: 187th Ave to 203rd Ave	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	The project sponsor has requested to defer the project to allow for time for right of way acquisition.  The design and clearances for the project were completed in a separate federally funded work phase. A federally funded right of way phase has obligated.
	Work	Pave Unpaved Road	Agency Schedule	Initial	1/1/11	1/1/12	8/30/12	1/1/11	1/1/12	NA	NA	9/1/12	12/31/12	
	Project Type	Construction		Current	1/1/11	1/1/12	8/30/12	1/1/11	2/15/12	NA	NA	4/11/12	12/31/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
	CMAQ	925,000		Expected Date	1/1/11	1/1/12	8/30/12	1/1/11	2/15/12	NA	NA	4/11/12	12/31/12	
	Total	925,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✗</b>	
<b>Surprise</b> <b>SUR12-817</b> <b>( FFY 2013 )</b>	Location	Bell Rd: 141st Ave to Loop 303	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project does not comply with MAG policy requirements for 60 percent plans.  The design status of the project will need to be reviewed by December, 2012.
	Work	Construct sidewalks	Agency Schedule	Initial	2/1/12	12/1/12	6/1/13	1/15/12	1/8/12	NA	6/1/13	5/1/13	8/1/13	
	Project Type	Construction		Current	2/1/12	12/1/12	6/1/13	1/15/12	1/8/12	NA	6/1/13	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	892,500		Expected Date	2/1/12	12/1/12	6/1/13	1/15/12	1/8/12	NA	6/1/13	NA	8/1/13	
	Total	1,275,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Surprise</b> <b>SUR12-818</b> <b>( FFY 2012 )</b>	Location	Bell Rd: Loop 303 (Estrella Fwy) to Beardsley Canal (185th Ave)	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct fiber optic interconnect to connect TI traffic signals, CCTV cameras, dynamic message signs, and connection to ITS fiber backbone	Agency Schedule	Initial	6/1/11	2/13/12	6/15/12	2/7/11	5/30/11	NA	3/26/12	6/15/12	9/15/12	
	Project Type	Construction		Current	6/1/11	2/13/12	6/15/12	2/7/11	5/30/11	NA	3/26/12	NA	9/15/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,423,167		Expected Date	6/1/11	2/13/12	6/15/12	2/7/11	5/30/11	NA	3/26/12	NA	9/15/12	
	Total	1,423,167		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Surprise</b> <b>SUR13-101</b> <b>( FFY 2013 )</b>	Location	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project does not meet MAG deadlines for draft 60% plans and the submittal of technical documents for the environmental clearance.  The status of the project will need to be re-examined by December.
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	2/1/12	12/1/12	6/1/13	1/15/12	1/8/12	NA	2/1/13	6/1/13	7/1/13	
	Project Type	Construction		Current	2/1/12	12/1/12	6/1/13	7/1/12	2/8/13	NA	2/1/13	NA	7/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	6.0	14.0	0.0	0.0	0.0	0.0	
	CMAQ	570,000		Expected Date	2/1/12	12/1/12	6/1/13	7/1/12	2/8/13	NA	2/1/13	NA	7/1/13	
	Total	616,310		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Surprise</b> <b>SUR13-901</b> <b>( FFY 2013 )</b>	Location	Loop 303: Peoria Ave to Bell Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project is being developed in coordination with ADOT improvements to Loop 303 and will be located within right of way cleared by ADOT for the 303.  The agency has also requested to expand the limits of the project to take advantage of cost savings
	Work	Construct fiber optic interconnect to connect TI traffic signals, CCTV cameras, dynamic message signs, and connection to ITS fiber backbone	Agency Schedule	Initial	NA	10/1/12	6/30/13	7/1/12	9/1/12	NA	4/1/13	6/1/13	7/31/13	
	Project Type	Construction		Current	NA	10/1/12	6/30/13	7/1/12	9/1/12	NA	4/1/13	NA	7/31/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	753,437		Expected Date	NA	10/1/12	6/30/13	7/1/12	9/1/12	NA	4/1/13	NA	7/31/13	
	Total	1,076,338		<b>Will Meet Target Dates</b>	<b>NA</b>									

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Surprise</b> <b>SUR12-801R</b> <b>( FFY 2012 )</b>	Location	Dove Valley Rd: 187th Ave to 203rd Ave	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	The design and clearances for the project were completed in a separate federally funded work phase. The project has obligated.
	Work	Acquire Right of Way for Construction	Agency Schedule	Initial	NA	NA	NA	1/1/11	2/1/12	4/1/12	2/1/12	3/1/12	3/1/12	
	Project Type	Right-of-Way		Current	NA	NA	NA	1/1/11	2/15/12	4/1/12	12/1/12	4/11/12	4/11/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	1.0	0.0	11.0	2.0	2.0	
	CMAQ	100,000		Expected Date	NA	NA	NA	1/1/11	2/15/12	4/1/12	12/1/12	4/11/12	4/11/12	
	Total	100,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	
<b>Tempe</b> <b>TMP10-620</b> <b>( FFY 2012 )</b>	Location	Broadway Rd: Rural Rd to Mill Ave	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Acquire right-of-way and construct pedestrian and bicycle facilities improvements	Agency Schedule	Initial	6/1/09	1/15/11	6/15/12	1/15/11	12/20/11	5/15/11	6/1/12	NA	6/15/12	
	Project Type	Construction		Current	6/1/09	1/15/11	6/15/12	1/15/11	7/1/11	5/1/11	7/1/12	NA	9/30/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	4.0	
	CMAQ	3,857,670		Expected Date	6/1/09	1/15/11	6/15/12	1/15/11	7/1/11	5/1/11	7/1/12	NA	9/30/12	
	Total	5,143,560		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Tempe</b> <b>TMP10-629</b> <b>( FFY 2012 )</b>	Location	Salt River: I-10/Tempe Drain to Priest	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Construct Multi-use path	Agency Schedule	Initial	NA	6/12/11	3/1/12	1/1/11	6/1/11	NA	6/1/11	NA	3/1/12	
	Project Type	Construction		Current	NA	6/12/11	7/1/12	1/1/11	6/1/12	1/1/11	6/15/12	NA	9/30/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	13.0	0.0	14.0	0.0	8.0	
	CMAQ	692,777		Expected Date	NA	6/12/11	7/1/12	1/1/11	6/1/12	1/1/11	6/15/12	NA	9/30/12	
	Total	1,020,001		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Tempe</b>  <b>TMP11-701</b>  <b>( FFY 2012 )</b>	Location	University Dr: Priest Dr to SPRR	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Improve bicycle and pedestrian facilities	Agency Schedule	Initial	11/11/11	2/1/12	6/30/12	11/11/11	6/1/12	NA	5/1/12	NA	9/1/12	
	Project Type	Construction		Current	11/11/11	2/1/12	6/30/12	11/11/11	6/1/12	NA	5/1/12	NA	9/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,650,000		Expected Date	11/11/11	2/1/12	6/30/12	11/11/11	6/1/12	NA	5/1/12	NA	9/1/12	
	Total	6,525,080		<b>Will Meet Target Dates</b>	NA	✓	✓	✓	✓	✓	✓	✓	✓	
<b>Tempe</b>  <b>TMP12-804</b>  <b>( FFY 2012 )</b>	Location	Citywide	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Design and construct fiber-optic cable installations	Agency Schedule	Initial	NA	NA	8/1/11	NA	7/29/11	NA	7/7/11	NA	9/1/11	
	Project Type	Construction		Current	NA	NA	8/1/11	NA	7/29/11	NA	7/7/11	NA	9/1/11	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	361,171		Expected Date	NA	NA	8/1/11	NA	7/29/11	NA	7/7/11	NA	9/1/11	
	Total	361,171		<b>Will Meet Target Dates</b>	NA	✓	✓	✓	✓	✓	✓	✓	✓	
<b>Tempe</b>  <b>TMP12-805</b>  <b>( FFY 2013 )</b>	Location	Hardy Dr: University Dr to Broadway Rd	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	The project does not meet MAG deadlines for draft 60% plans and the submittal of technical documents for the environmental clearance.  The status of the 60 percent plans and environmental documents will need to be reviewed by December.
	Work	Pedestrian and bicycle improvements	Agency Schedule	Initial	4/15/12	6/15/12	12/15/12	2/15/12	9/15/12	1/15/12	7/15/12	11/30/12	12/30/12	
	Project Type	Construction		Current	4/15/12	10/15/12	6/30/13	10/15/12	6/30/13	NA	6/30/13	NA	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	4.0	7.0	9.0	10.0	0.0	13.0	0.0	9.0	
	CMAQ	1,193,891		Expected Date	4/15/12	10/15/12	6/30/13	10/15/12	6/30/13	NA	6/30/13	NA	9/1/13	
	Total	2,645,130		<b>Will Meet Target Dates</b>	NA	✗	✓	✗	✓	✓	✓	✓	✓	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Tempe</b>  <b>TMP12-806</b>  <b>( FFY 2012 )</b>	Location	Light Rail Transit Corridor in Tempe	Target Dates			NA	6/30/12	NA	6/30/12	NA	6/30/12	NA	9/30/12	None
	Work	Install CCTV monitoring stations	Agency Schedule	Initial	NA	10/24/11	1/31/12	10/24/11	1/5/12	NA	1/5/12	NA	2/28/12	
	Project Type	Construction		Current	NA	NA	6/29/12	10/24/11	5/17/12	NA	10/17/11	NA	9/3/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	6.0	0.0	5.0	0.0	0.0	0.0	7.0	
	CMAQ	425,099		Expected Date	NA	NA	6/29/12	10/24/11	5/17/12	NA	10/17/11	NA	9/3/12	
	Total	425,099		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Tempe</b>  <b>TMP13-101</b>  <b>( FFY 2013 )</b>	Location	Holdeman Neighborhood Alley Stabilization	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	It is anticipated that the project will have minimum ground disturbance and will skip 60% plan reviews.
	Work	Construct alley stabilization project	Agency Schedule	Initial	1/15/12	4/15/12	8/15/12	1/15/12	8/15/12	1/15/12	5/15/12	7/15/12	10/1/12	
	Project Type	Construction		Current	1/15/12	8/15/12	12/1/12	9/15/12	3/15/13	NA	5/15/13	NA	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	4.0	4.0	9.0	8.0	0.0	13.0	0.0	12.0	
	CMAQ	531,097		Expected Date	1/15/12	8/15/12	12/1/12	9/15/12	3/15/13	NA	5/15/13	NA	9/1/13	
	Total	563,200		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✓</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Tempe</b>  <b>TMP13-102</b>  <b>( FFY 2013 )</b>	Location	North Tempe neighborhood alley stabilization	Target Dates			6/1/12	6/30/13	6/1/12	6/30/13	6/1/12	6/30/13	NA	9/30/13	It is anticipated that the project will have minimum ground disturbance and will skip 60% plan reviews.
	Work	Construct alley stabilization project	Agency Schedule	Initial	1/15/12	4/15/12	8/15/12	1/15/12	8/15/12	1/15/12	5/15/12	7/15/12	10/1/12	
	Project Type	Construction		Current	1/15/12	8/15/12	12/1/12	9/15/12	5/1/13	NA	5/15/13	NA	9/30/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	4.0	4.0	9.0	10.0	0.0	13.0	0.0	13.0	
	CMAQ	961,105		Expected Date	1/15/12	8/15/12	12/1/12	9/15/12	5/1/13	NA	5/15/13	NA	9/30/13	
	Total	1,019,200		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✗</b>	<b>✓</b>	<b>✗</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category		Design			Environmental		Right-of-Way		IGA Approved		FHWA Author-ization
					Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
<b>Tempe</b>  <b>TMP13-902</b>  <b>( FFY 2013 )</b>	Location	City Wide	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	None
	Work	Procure and install traffic control cabinets and hardware-Phase 1 of 3	Agency Schedule	Initial	5/29/12	9/1/12	12/1/12	10/1/12	11/1/12	9/1/12	10/1/12	NA	12/1/12	
	Project Type	Procurement		Current	5/29/12	9/1/12	7/1/13	5/29/12	8/29/12	NA	6/29/12	NA	4/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	4.0	2.0	0.0	3.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	4.0	
	CMAQ	539,000		Expected Date	5/29/12	9/1/12	7/1/13	5/29/12	8/29/12	NA	6/29/12	NA	4/1/13	
	Total	770,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Tempe</b>  <b>TMP14-101</b>  <b>( FFY 2014 )</b>	Location	Rural Road to Kiwanis Park	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct multiuse path	Agency Schedule	Initial	9/1/12	5/1/13	7/1/14	12/1/12	7/1/13	12/1/12	7/1/14	NA	9/30/14	
	Project Type	Construction		Current	9/1/12	5/1/13	7/1/14	12/1/12	7/1/13	12/1/12	7/1/14	NA	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,323,000		Expected Date	9/1/12	5/1/13	7/1/14	12/1/12	7/1/13	12/1/12	7/1/14	NA	9/30/14	
	Total	1,690,000		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
<b>Tempe</b>  <b>TMP14-102</b>  <b>( FFY 2014 )</b>	Location	Corridors of Elliot/Guadalupe/ Warner	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	
	Work	Construct/Install fiber optic communication to the signals and install wireless radios with CCTVs monitors	Agency Schedule	Initial	5/1/13	5/31/13	6/30/14	5/31/13	12/1/13	NA	11/1/13	NA	9/1/14	
	Project Type	Construction		Current	5/1/13	5/31/13	6/30/14	5/31/13	12/1/13	NA	11/1/13	NA	9/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	383,333		Expected Date	5/1/13	5/31/13	6/30/14	5/31/13	12/1/13	NA	11/1/13	NA	9/1/14	
	Total	547,619		<b>Will Meet Target Dates</b>	<b>NA</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	

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

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
<b>Tempe</b>  <b>TMP14-103</b>  <b>( FFY 2014 )</b>	Location	Evergreen - The area bounded by Broadway R, the Price Frwy, Southern Av and the eastern Tempe city limits	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	It is anticipated that the project will have minimum ground disturbance and will skip 60% plan reviews
	Work	Construct/Pave Dirt Alleys	Agency Schedule	Initial	7/1/12	3/1/13	6/30/14	5/1/13	6/30/14	5/1/13	6/30/14	NA	9/30/14	
	Project Type	Construction		Current	7/1/12	3/1/13	6/30/14	5/1/13	6/30/14	5/1/13	6/30/14	NA	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	482,057		Expected Date	7/1/12	3/1/13	6/30/14	5/1/13	6/30/14	5/1/13	6/30/14	NA	9/30/14	
	Total	511,197		<b>Will Meet Target Dates</b>	<b>NA</b>									
<b>Youngtown</b>  <b>YTN14-101</b>  <b>( FFY 2014 )</b>	Location	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Construct multiuse path	Agency Schedule	Initial	3/15/12	4/20/12	6/30/14	3/15/12	7/1/13	NA	6/30/14	6/30/14	9/30/14	
	Project Type	Construction		Current	3/15/12	4/20/12	6/30/14	3/15/12	7/1/13	NA	6/30/14	6/30/14	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	292,800		Expected Date	3/15/12	4/20/12	6/30/14	3/15/12	7/1/13	NA	6/30/14	6/30/14	9/30/14	
	Total	310,500		<b>Will Meet Target Dates</b>	<b>NA</b>									



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

July 17, 2012

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

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

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

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

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

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

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

Attachment

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

**July 17, 2012**

	Remaining Projects	CMAQ Allocated	Status
<b>FY 2012 CMAQ</b>			
Approved December 2011			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by December 18, 2012.	Tempe	\$216,305	
	El Mirage	\$212,261	
	Scottsdale	\$188,395	
	Surprise (2)	\$374,030	
	Carefree	\$216,174	
Approved February 2012			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by April 8, 2013.	Tempe	\$216,305	
	Chandler	\$246,602	
Total Remaining Project Costs		\$1,670,072	
Grand Total Remaining Project Costs FY 2012		\$1,670,072	

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

July 17, 2012

**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 project modifications resulting from the MAG Regional Freeway and Highway Life Cycle Program 2012 rebalancing, the Arterial Life Cycle Program, the advancement of the Northwest Light Rail Extension transit project, and other various projects. MAG has conducted a regional emissions analysis for the proposed amendment and the results of the regional emissions analysis for the proposed amendment, 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 June 8, 2012, a 30-day public review period began on the conformity assessment and amendment. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2010 Update.

In the June 8, 2012 memorandum, a description of the projects was provided in Attachment B. Recently, Maricopa County notified MAG of minor revisions to the reimbursement year for several projects. It is important to note that these minor revisions do not impact the regional emissions analysis previously transmitted for consultation on June 8, 2012. A copy of the conformity assessment that includes a revised Attachment B, is attached.

**PUBLIC INPUT:**

On June 8, 2012, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2010 Update.

On July 10, 2012, MAG received several comments from a citizen that MAG has long been in serious maintenance plans for several pollutants, and everyone definitely can see and experience negative breathing from the brown cloud above the Valley; MAG and Greater Phoenix have proven lack of will and money to adopt acceptable control measures, establish a positive working transportation infrastructure and habits to prosper and to sustain the region now and for future generations; planning fixed highways and at-grade light rail while reducing clean-burning, flexible bus routes done currently, is example of such wrong move; Greater Phoenix has long been criticized for having a paltry bus system for it's size; neither Phoenix nor the County current excise taxes cover planned projects as told the voters; even the State of Arizona suffers from lack of highway users and gas taxes to cover transportation plans; all I say can be supported by public records available at local municipalities, Maricopa County, ADOT and CTOC; do not pass this TIP and RTP conformity for all above and the fact it can't pass EPA budget test; in addition, it's outdated on planning assumptions/modeling, while definitely lacking sufficient sound control measures.

At the July 11, 2012, MAG Management Committee meeting the same citizen commented that we are at a crossroads and that the TIP or conformity will not pass the EPA budget.

**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: On July 11, 2012, the MAG Management Committee recommended 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.

MEMBERS ATTENDING

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

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

**CONTACT PERSON:**

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

July 11, 2012

TO: Leslie Rogers, Federal Transit Administration  
Karla Petty, Federal Highway Administration  
John Halikowski, Arizona Department of Transportation  
Henry Darwin, Arizona Department of Environmental Quality  
Neal Young, City of Phoenix Public Transit Department  
Stephen Banta, METRO/RPTA  
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 AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

On June 8, 2012, the Maricopa Association of Governments transmitted 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 Regional Transportation Plan 2010 Update includes project modifications resulting from the MAG Regional Freeway and Highway Life Cycle Program 2012 rebalancing, the Arterial Life Cycle Program, the advancement of the Northwest Light Rail Extension transit project, and other various projects. 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.

In the June 8, 2012 memorandum a description of the projects was provided in Attachment B. Recently, Maricopa County notified MAG of minor revisions to the reimbursement year for several projects. It is important to note that these minor revisions do not impact the regional emissions analysis previously transmitted for consultation on June 8, 2012. A description of the projects is provided in a revised Attachment B.

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). As noted above, a description of the projects is provided in a revised 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 July 11, 2012 MAG Management Committee meeting and the July 25, 2012 MAG Regional Council meeting.

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

Attachment

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

## ATTACHMENT 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 project modifications for the Arterial Life Cycle Program. 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 March 15, 2012. 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). The regional emissions analysis was conducted for carbon monoxide, eight-hour ozone and PM-10 for the years 2010, 2015, 2025, and 2031.

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 year 2010 was modeled for carbon monoxide 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. The year 2025 was modeled because 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 because it is the last year of the Regional Transportation Plan 2010 Update. 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<sub>x</sub>) 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. On May 25, 2012, the EPA signed the final rule approving the MAG 2007 Eight-Hour Ozone Plan including the emissions budgets. The year 2010 was modeled for VOC and NO<sub>x</sub> since 2010 is less than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for VOC and NO<sub>x</sub> since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. 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<sub>x</sub>, 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.

The EPA approved the Revised MAG 1999 Serious Area Particulate Plan for PM-10 and the PM-10 emissions budget of 59.7 metric tons per day, effective August 26, 2002. The year 2010 was modeled for PM-10 since 2010 is less than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for PM-10 since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. 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 emissions budget of 59.7 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 2012 MAG Conformity Analysis document distributed for interagency consultation on October 4, 2011. The 2012 MAG Conformity Analysis document indicates that the conformity analyses that begin after March 2, 2012 are required to use MOVES2010 for new conformity determinations and regional emissions analyses. It is important to note that on February 27, 2012, EPA published a Federal Register notice extending the grace period for requiring the use of the MOVES emissions model an additional year to March 2, 2013. MOVES must be used for new conformity analyses that begin after March 2, 2013. MOBILE6.2 is used in this regional emissions analysis. 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 May 16, 2012.

#### 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<sub>x</sub>, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide <sup>a</sup>		Eight-Hour Ozone <sup>b</sup>		PM-10 <sup>c</sup>		
	2006	2015	2008 VOC	2008 NO <sub>x</sub>	Onroad Mobile	Road Construction	2006 Total PM-10
Budget Test	699.7	662.9	67.9	138.2	N/A	N/A	59.7
2010	554.1		55.6	130.4	42.2	2.4	44.6
2015		509.1	48.6	77.6	39.6	3.0	42.6
2025		508.8	43.1	45.0	44.8	3.5	48.3
2031		520.5	45.3	43.3	47.4	3.5	50.9

- 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<sub>x</sub>). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.
- c The Revised MAG 1999 Serious Area Particulate Plan for PM-10 established a 2006 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 the Governor's Executive Order 95-2, official County projections were updated every 5 years after a census. These official projections were 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 developed a set of employment projections for Maricopa County that were consistent with the DES population projections and also prepared subcounty population and employment projections. The MAG Regional Council approved the subcounty socioeconomic projections in May 2007.	DRAM/EMPAL; SAM-IM	Under the Governor's Executive Order 2011-04, official county socioeconomic projections based on the 2010 U.S. Census will be developed by the Arizona Department of Administration (ADOA). It is anticipated that ADOA will complete the county level projections in 2012 and MAG will prepare subcounty socioeconomic projections for adoption by the MAG Regional Council within six months after receipt of the ADOA county level projections.
Traffic Counts	The highway models were validated in 2011 for the 2008 base year, using approximately 3,500 traffic counts collected in 2006-2010.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The highway models were calibrated in 2006 using the 2001 home interview survey. The base year for the calibration was 2002. The transit models were recalibrated in 2008-2009 based on data from the 2007 on-board bus survey. The MAG truck model and volume delay functions were recalibrated in 2008-2010 based on the 2007 Travel Time and Speed Study, 2007 Truck Survey and 2008 External Travel Survey.	TransCAD	The FY 2011 Unified Planning Work Program (UPWP) contained \$740,000 for the MAG model recalibration and update. MAG has collected new household travel data to supplement the 2008-2009 National Household Travel Survey and has also obtained 2010-2011 on-board transit survey data. This data will be used to recalibrate the transportation models in 2012-2013.
Speeds	The highway models were validated in 2010 and 2011 using data collected by the 2007 Travel Time and Speed Study.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models. MAG has also purchased commercial speed data for future estimation and model calibration purposes.
Vehicle Registrations	July 2011 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.

REVISED ATTACHMENT B

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

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
New DOT13-151	ADOT	101 (Agua Fria): Maryland Ave TI	Construct HOV direct connection ramp	2013	2014	0.2	Ramp	Ramp	STAN/RARF	\$8,000,000	\$0	\$6,500,000	\$14,500,000	Amend: Add a new Design Build project in FY 2013. This project will provide direct access to the SR101L HOV lanes from Maryland Ave.
DOT12-115	ADOT	10:32nd St - SR202L, Santan, Phase 1	Design Local Express Lanes	2017	Jan-21	11	13	13	IM	\$0	\$ 11,033,100	\$ 666,900	\$ 11,700,000	Amend: Delete from TIP; Defer design project to FY 2017 from FY 2012 based on the re-balancing efforts.
DOT12-116	ADOT	10:32nd St - SR202L, Santan, Phase 2	Design Local Express Lanes	2018		11	13	18	RARF	\$0	\$0	\$ 8,000,000	\$ 8,000,000	Amend: Delete from TIP design project moved to FY 2018 from FY 2012 based on the re-balancing efforts.
DOT13-129	ADOT	10: 32nd St - SR202L, Santan, Phase 1	Construct Local Express Lanes	2019		11	13	13	STP-AZ		\$17,400,000	\$150,000,000	\$ 167,400,000	Amend: Delete from TIP construction project moved to FY 2019 from FY 2013 based on the re-balancing efforts.
DOT14-144	ADOT	10: 32nd St - SR202L, Santan, Phase 2	Construct Local Express Lanes	2020		11	13	18	IM/STP-AZ		\$107,502,000	\$6,498,000	\$ 114,000,000	Amend: Delete from TIP construction project moved to FY 2020 from FY 2014 based on the re-balancing efforts.
DOT13-130	ADOT	10: 32nd St - SR202L, Santan, Phase 3	Design	2019		11	13	18	RARF		\$0	\$9,400,000	\$ 9,400,000	Amend: Delete from TIP design project moved to FY 2019 from FY 2013 based on the re-balancing efforts.
DOT14-105	ADOT	10: 32nd St - SR202L, Santan, Phase 3	R/W Acquisition	2021		11	13	18	IM		\$44,509,600	\$2,690,400	\$ 47,200,000	Amend: Delete from TIP R/W project moved to FY 2021 from FY 2014 based on the re-balancing efforts.
DOT15-170	ADOT	10: 32nd St - SR202L, Santan, Phase 3	Construct Local Express Lanes	2024		11	13	18	STP-AZ		\$40,000,000	\$94,600,000	\$ 134,600,000	Amend: Delete from TIP construction project moved to FY 2024 from FY 2015 based on the re-balancing efforts.
DOT07-637	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd	Design freeway widening from 4 lanes to 6, plus HOV lanes	2020		6.3	4	8	RARF		\$0	\$4,800,000	\$ 4,800,000	Amend: Delete from TIP design project moved to FY 2020 from FY 2014 based on the re-balancing efforts.
DOT09-698	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	2021		6.3	4	8	NHS		\$65,195,000	\$3,705,000	\$ 68,900,000	Amend: Delete from TIP construction project moved to FY 2021 from FY 2015 based on the re-balancing efforts.

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT14-145	ADOT	10: Sky Harbor West Airport Access	Design	2024		0.2	13	13	RARF		\$0	\$2,600,000	\$ 2,600,000	Amend: Delete from TIP design project moved to FY 2024 from FY 2014 based on the re-balancing efforts.
DOT14-146	ADOT	10: Sky Harbor West Airport Access	R/W Acquisition	2024		0.2	13	13	RARF		\$0	\$10,600,000	\$ 10,600,000	Amend: Delete from TIP R/W project moved to FY 2024 from FY 2014 based on the re-balancing efforts.
DOT15-171	ADOT	10: Sky Harbor West Airport Access	Construct Access Ramps	2025		0.2	13	13	RARF		\$0	\$37,400,000	\$ 37,400,000	Amend: Delete from TIP construction project moved to FY 2025 from FY 2015 based on the re-balancing efforts.
DOT12-835	ADOT	17: Arizona Canal - SR101L	Design general purpose lanes	2020		6.0	8	10	RARF		\$0	\$6,000,000	\$ 6,000,000	Amend: Delete from TIP design project moved to FY 2020 from FY 2014 based on the re-balancing efforts.
DOT13-950	ADOT	17: Arizona Canal - SR101L	Construct General Purpose Lane	2022		6.0	8	10	IM/NHS		\$81,475,000	\$4,925,000	\$ 86,400,000	Amend: Delete from TIP construction project to FY 2022 from FY 2015 based on the re-balancing efforts.
DOT07-329R	ADOT	17: Peoria Ave to Greenway Rd	Construct drainage improvements	2022		3	8	8	IM		\$15,559,500	\$940,500	\$ 16,500,000	Amend: Delete from TIP construction project moved to FY 2022 from FY 2015 based on the re-balancing efforts.
DOT15-172	ADOT	202 (Red Mountain Fwy): SR101L - Gilbert Rd	Construct General Purpose Lane	2019		5.6	8	10	RARF		\$0	\$69,000,000	\$ 69,000,000	Amend: Delete from TIP construction project moved to FY 2019 from FY 2015 based on the re-balancing efforts.
DOT12-119	ADOT	202 (South Mountain): 17th Ave to 51st Ave, Segment 3	Design new freeway	2013	Aug-17	5.5	0	8	NHS	\$0	\$ 15,088,000	\$ 912,000	\$ 16,000,000	Amend: Defer design project to FY 2013 from FY 2012 based on the re-balancing efforts.
DOT12-128	ADOT	202 (South Mountain): 17th Ave to 51st Ave, Segment 3	R/W Acquisition	2013	Aug-17	5.5	0	8	STP-AZ	\$0	\$ 75,440,000	\$ 4,560,000	\$ 80,000,000	Amend: Defer design project to FY 2013 from FY 2012 based on the re-balancing efforts.
DOT14-148	ADOT	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	Construction	2015	May-17	5.5	0	8	RARF		\$0	\$227,700,000	\$ 227,700,000	Amend: Defer construction project to FY 2015 from FY 2014 based on the re-balancing efforts.
DOT15-192	ADOT	202 (South Mountain): Salt River Bridge, Segment 7	Construction	2016	Jan-18	0.5	0	8	RARF		\$0	\$99,400,000	\$ 99,400,000	Amend: Delete from TIP; Defer construction project to FY 2016 from FY 2015 based on the re-balancing efforts.
DOT14-150	ADOT	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	R/W Acquisition	2015	Mar-19	2	0	8	RARF		\$0	\$131,000,000	\$ 131,000,000	Amend: Defer R/W project to FY 2015 from FY 2014 based on the re-balancing efforts.

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT15-178	ADOT	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	Construction	2017	Mar-19	2	0	8	STP-AZ NH		\$20,000,000	\$157,100,000	\$ 177,100,000	Amend: Delete from TIP; Defer construction project to FY 2017 from FY 2015 based on the re-balancing efforts. Change funding source to NH from STP-AZ.
New DOT14-111	ADOT	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	Design new freeway	2014	Jan-19	3	0	8	IM		\$7,544,000	\$456,000	\$8,000,000	Amend: Add a new design project in FY 2014 based on the re-balancing efforts.
New DOT15-111	ADOT	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	R/W Acquisition	2015	Jan-19	3	0	8	IM		\$47,150,000	\$2,850,000	\$50,000,000	Amend: Add a new R/W project in FY 2015 based on the re-balancing efforts.
New DOT14-112	ADOT	202 (South Mountain): 24th St 17th Ave (Seg 2)	Design new freeway	2014	Nov-19	3.8	0	8	NHS		\$8,769,900	\$530,100	\$9,300,000	Amend: Add a new design project in FY 2014 based on the re-balancing efforts.
New DOT15-114	ADOT	202 (South Mountain): 51st Ave - Elliot Rd (Seg 4)	Design new freeway	2015	Oct-20	1.7	0	8	NHS		\$4,243,500	\$256,500	\$4,500,000	Amend: Add a new design project in FY 2015 based on the re-balancing efforts.
New DOT15-115	ADOT	202 (South Mountain): Elliot Rd - Baseline Rd (Seg 5)	Design new freeway	2015	Mar-21	2	0	8	IM		\$6,318,100	\$381,900	\$6,700,000	Amend: Add a new design project in FY 2015 based on the re-balancing efforts.
New DOT14-119	ADOT	202 (South Mountain): I-10 Papago/SR202L System Interchange (Seg 9)	Design new system TI	2014	Jan-20	0.5	System TI	System TI	IM		\$9,901,500	\$598,500	\$10,500,000	Amend: Add a new design project in FY 2014 based on the re-balancing efforts.
New DOT13-152	ADOT	303: El Mirage Rd	Design TI	2013	Feb-16	0.2	4	4	IM		\$1,320,200	\$79,800	\$1,400,000	Amend: Add a new design project in FY 2013 based on the re-balancing efforts.
New DOT13-153	ADOT	303: I-10 Reliever/MC85 - I-10, Phase 1	Design new freeway	2013	Sep-17	1	0	6	IM		\$4,243,500	\$256,500	\$4,500,000	Amend: Add a new design project in FY 2013 based on the re-balancing efforts.

	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
New Not in TIP	ADOT	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	Construct new freeway	2017	Jan-19	3	0	8	IM/NHS		\$107,973,500	\$6,526,500	\$114,500,000	Amend: Add a new construction project in FY 2017 based on the re-balancing efforts.
New Not in TIP	ADOT	202 (South Mountain): 24th St - 17th Ave (Seg 2)	R/W Acquisition	2016	Nov-19	3.8	0	8	NHS		\$12,824,800	\$775,200	\$13,600,000	Amend: Add a new R/W project in FY 2016 based on the re-balancing efforts.
New Not in TIP	ADOT	202 (South Mountain): 51st Ave - Elliot Rd (Seg 4)	R/W Acquisition	2017	Oct-20	1.7	0	8	NHS		\$21,689,000	\$1,311,000	\$23,000,000	Amend: Add a new R/W project in FY 2017 based on the re-balancing efforts.
New Not in TIP	ADOT	202 (South Mountain): Elliot Rd - Baseline Rd (Seg 5)	R/W Acquisition	2017	Mar-21	2	0	8	NHS		\$36,965,600	\$2,234,400	\$39,200,000	Amend: Add a new R/W project in FY 2017 based on the re-balancing efforts.
New Not in TIP	ADOT	202 (South Mountain): I-10 Papago/SR202L System Interchange (Seg 9)	R/W Acquisition	2016	Jan-20	0.5	System TI	System TI	NHS		\$46,772,800	\$2,827,200	\$49,600,000	Amend: Add a new R/W project in FY 2016 based on the re-balancing efforts.
New Not in TIP	ADOT	303: I-10 Reliever/MC85 - I-10, Phase 1	Construct new freeway	2016	Sep-17	1	0	6	NHS		\$58,466,000	\$3,534,000	\$62,000,000	Amend: Add a new construction project in FY 2016 based on the re-balancing efforts.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2013	2013	CHN13-102CZ	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening	1	2	4	HSIP	\$ 1,157,061	\$ -	\$ 139,878	\$ 1,296,939	HSIP	\$ 1,157,061	Amend. Add new line item to the TIP. Worked advanced from 2016.
Chandler	2014	2014	CHN14-102CZ	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening	1	2	4	HSIP	\$ 2,250,773	\$ -	\$ 3,830,396	\$ 6,081,169	HSIP	\$ 2,250,773	Amend. Add new line item to the TIP. Worked advanced from 2017.
El Mirage	2014	2015	MMA14-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.75	4	4	Bonds	\$ -	\$ -	\$ 714,286	\$ 714,286	RARF	\$ 500,000	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
El Mirage	2015	2016	MMA15-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.75	4	4	Bonds	\$ -	\$ -	\$ 2,806,440	\$ 2,806,440	RARF	\$ 1,964,508	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
El Mirage	2013	2016	ELM13-103RWZ	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right-of-way for roadway widening	1.00	2	4	Bonds	\$ -	\$ -	\$ 3,108,718	\$ 3,108,718	RARF	\$ 2,176,103	Amend. Number of lanes decreased from 6 to 4.
El Mirage	2014	2016	ELM14-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.00	2	4	Bonds	\$ -	\$ -	\$ 2,454,359	\$ 2,454,359	RARF	\$ 1,718,051	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
El Mirage	2015	2018	ELM15-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.00	2	4	Bonds	\$ -	\$ -	\$ 5,311,501	\$ 5,311,501	RARF	\$ 3,718,051	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
Gilbert	2014	2016	GLB09-727	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,139,148	\$ 1,139,148	RARF	\$ 673,444	Amend. Delete line item from the TIP. Work deferred to FY17/18.
Gilbert	2015	2016	GLB14-102RWZ	Germann Rd: Gilbert Rd to Val Vista Rd	Acquisition of right-of-way for roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,744,025	\$ 1,744,025	RARF	\$ 1,031,545	Amend. Delete line item from the TIP. Work deferred to FY18/19.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2013	2015	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,256,000	\$ 1,256,000	RARF	\$ 879,200	Amend. Work advanced from 2014. Work phase cost decreased. A portion of the regional funds reallocated to savings.
Gilbert	2013	2015	GLB13-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,579,500	\$ 1,579,500	RARF	\$ 1,105,650	Amend. Work advanced from 2014. Work phase cost decreased. Work to continue into 2014. A portion of the regional funds reallocated to savings.
Gilbert	2014	2015	GLB14-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 1,579,500	\$ 1,579,500	RARF	\$ 1,105,650	Amend. Work phase cost decreased. Work began in 2013. A portion of the regional funds reallocated to savings.
Gilbert	2014	2017	GLB14-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 5,011,647	\$ 5,011,647	RARF	\$ 1,256,825	Amend. Work advanced from 2016. Work phase cost decreased. A portion of the regional funds reallocated to savings. Work to continue into 2015.
Gilbert	2015	2018	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 5,051,119	\$ 5,051,119	RARF	\$ 1,256,825	Amend. Work advanced from 2016. Work phase cost decreased. A portion of the regional funds reallocated to savings. Work to continue began into 2014.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2015	2021	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.00	2	6	Bonds	\$ -	\$ -	\$ 6,925,852	\$ 6,925,852	RARF	\$ 4,513,650	Amend. Work advanced from 2016. Work phase cost decreased. A portion of the regional funds reallocated to savings. Work to continue began into 2014.
Gilbert	2010		GLB10-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening	4.00	4	6	Bonds	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	2011		GLB11-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening	4.00	4	6	Bonds	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	2010		GLB10-109RWZ	Ray Rd: Val Vista to Power	Acquisition of right-of-way for roadway widening	4.00	4	6	Bonds	\$ -	\$ -	\$ 3,770,050	\$ 3,770,050	RARF	\$ 2,639,035	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	2011		GLB11-109RWZ	Ray Rd: Val Vista to Power	Acquisition of right-of-way for roadway widening	4.00	4	6	Bonds	\$ -	\$ -	\$ 1,441,619	\$ 1,441,619	RARF	\$ 1,009,133	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2011		GLB11-109CZ	Ray Rd: Val Vista to Power	Construct roadway widening	4.00	4	6	Bonds	\$ -	\$ -	\$ 5,011,648	\$ 5,011,648	RARF	\$ 3,508,153	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	2011		GLB11-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.00	4	6	Bonds	\$ -	\$ -	\$ 5,051,119	\$ 5,051,119	RARF	\$ 3,535,783	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Gilbert	2012		GLB12-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.00	4	6	Bonds	\$ -	\$ -	\$ 2,895,195	\$ 2,895,195	RARF	\$ 2,026,636	Amend. Delete line item from the TIP. A portion of the work was conducted by developers. The remaining improvements will be done between 2017-2020.
Maricopa County	2013	2013	MMA09-815	Dobson Road Bridge over the Salt River	Design roadway widening	1.60	0	6	HURF	\$ -	\$ -	\$ 1,346,640	\$ 1,346,640	STP-MAG	\$ -	Amend. Delete line item from the TIP. Work deferred to 2016/2017.
Maricopa County	2014	2016	MMA14-101RWZ	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	0	6	HURF	\$ -	\$ -	\$ 10,981,004	\$ 10,981,004	STP-MAG	\$ 7,686,703	Amend. Delete line item from the TIP. Work deferred to 2017.
Maricopa County	2014	2017	MMA14-101RWZ2	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	0	6	HURF	\$ -	\$ -	\$ 7,219,472	\$ 7,219,472	STP-MAG	\$ 5,053,294	Amend. Delete line item from the TIP. Work deferred to 2018.
Maricopa County	2015	2017	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	1.60	0	6	HURF	\$ -	\$ -	\$ 23,989,773	\$ 23,989,773	STP-MAG	\$ 5,892,406	Amend. Delete line item from the TIP. Work deferred to 2018/2019.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2013	TBD	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,195,139	\$ 1,195,139	STP-MAG	\$ 836,597	Amend. Work deferred to FY13 and FY14.
Maricopa County	2014	TBD	MMA14-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.60	4	6	HURF		\$ -	\$ 1,195,139	\$ 1,195,139	STP-MAG	\$ 836,597	Amend. Add new line item to the TIP. Work to occur over two years.
Maricopa County	2014	TBD	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,476,675	\$ 1,476,675	STP-MAG	\$ 1,033,672	Amend. Costs adjusted. Work to continue into FY15.
Maricopa County	2015	TBD	MMA15-103RWZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,476,675	\$ 1,476,675	STP-MAG	\$ 1,033,672	Amend. Add new line item to the TIP. Work began in FY14.
Maricopa County	2015	TBD	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 4,481,745	\$ 4,481,745	STP-MAG	\$ 3,137,221	Amend. Costs adjusted. Work to continue into FY16.
Maricopa County	2014	2016	MMA13-105DZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	1.96	4	6	HURF	\$ -	\$ -	\$ 751,353	\$ 751,353	STP-MAG	\$ 525,947	Amend. Delete line item from the TIP. Work deferred to FY17/18.
Maricopa County	2014	2016	MMA14-105RWZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquisition of right-of-way for roadway widening	1.96	4	6	HURF	\$ -	\$ -	\$ 1,143,116	\$ 1,143,116	STP-MAG	\$ 800,181	Amend. Delete line item from the TIP. Work deferred to FY17/18.
Maricopa County	2015	2016	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	1.96	4	6	HURF	\$ -	\$ -	\$ 14,920,627	\$ 14,920,627	STP-MAG	\$ 7,289,914	Amend. Delete line item from the TIP. Work deferred to FY18/19.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
El Mirage	2016	2020	None	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	1.60	4	4	Bonds	\$ -	\$ -	\$ 1,702,026	\$ 1,702,026	RARF	\$ 1,191,419	Amend. Number of lanes decreased from 6 to 4.
El Mirage	2017	2020	None	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	1.60	4	4	Bonds	\$ -	\$ -	\$ 1,702,026	\$ 1,702,026	RARF	\$ 1,191,419	Amend. Number of lanes decreased from 6 to 4.
El Mirage	2018	2020	None	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	1.60	4	4	Bonds	\$ -	\$ -	\$ 10,209,133	\$ 10,209,133	RARF	\$ 7,146,393	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
El Mirage	2019	2021	None	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	1.60	4	4	Bonds	\$ -	\$ -	\$ 5,748,123	\$ 5,748,123	RARF	\$ 4,023,686	Amend. Number of lanes decreased from 6 to 4. Cost between work years adjusted.
Maricopa County	2025	TBD	None	El Mirage Rd: L303 to Jomax	Acquire right-of-way for roadway widening	2.00	0	6	HURF	\$ -	\$ -	\$ 6,098,386	\$ 6,098,386	RARF	\$ -	Amend. Work deferred from 2024.
Maricopa County	2026	TBD	None	El Mirage Rd: L303 to Jomax	Construct roadway widening	2.00	0	6	HURF	\$ -	\$ -	\$ 5,590,188	\$ 5,590,188	RARF	\$ -	Amend. Work deferred from 2024. Work to continue into 2026. Cost split between years.
Maricopa County	2027	TBD	None	El Mirage Rd: L303 to Jomax	Construct roadway widening	2.00	0	6	HURF	\$ -	\$ -	\$ 5,590,188	\$ 5,590,188	RARF	\$ -	Amend. Work deferred from 2024. Work began in 2025. Cost split between years.
Maricopa County	2023	TBD	None	Northern Parkway: Loop 101 to 91st	Design roadway widening	0.50	4	6	HURF	\$ 229,446	\$ -	\$ 98,334	\$ 327,780	STP-MAG	\$ 229,446	Amend. Work advanced from 2025.
Maricopa County	2024	TBD	None	Northern Parkway: Loop 101 to 91st	Acquisition of right-of-way for roadway widening	0.50	4	6	HURF	\$ 505,055	\$ -	\$ 216,452	\$ 721,507	STP-MAG	\$ 505,055	Amend. Work advanced from 2025.
Maricopa County	2025	TBD	None	Northern Parkway: Loop 101 to 91st	Construct roadway widening	0.50	4	6	HURF	\$ 2,840,816	\$ -	\$ 1,217,493	\$ 4,058,309	STP-MAG	\$ 2,840,816	Amend. Work advanced from 2026.

Transit														
Agency	Fiscal Year	TIP #	Project Location	Project Description	Length miles	Lanes Before	Lanes After	ALI	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Requested Change
Valley Metro Rail	2013	VMR13-102T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Utility Relocation (Non-Prior Rights)	3.2	n/a	n/a	13.75.95	PTF	\$ -	\$ 8,000,000	\$ -	\$ 8,000,000	Admin Mod: Modify Location and Work Description, increase costs from \$7.5 mil to \$8 mil.
Valley Metro Rail	2013	VMR13-103T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	19th Avenue Roadway Improvements	3.2	n/a	n/a	13.23.01	Local	\$ -	\$ -	\$ 28,682,000	\$ 28,682,000	Admin Mod: Increase funding from \$21 mill to \$ 28.682 mill (City of Phoenix Advance)
Valley Metro Rail	2014	NEW VMR13-111T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Utility Relocation (Non-Prior Rights)	3.2	n/a	n/a	13.75.95	PTF	\$ -	\$ 5,265,000	\$ -	\$ 5,265,000	Amend: New Project (City of Phoenix Advance)
Valley Metro Rail	2014	VMR14-103T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Construct Transitway	3.2	n/a	n/a	13.23.01	PTF	\$ -	\$ 33,760,000	\$ -	\$ 33,760,000	Admin Mod: Modify Location, modify work from design to construction. Costs increase from \$500K to \$33.76 mil.
Valley Metro Rail	2014	NEW VMR14-112T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Construct Transitway	3.2	n/a	n/a	13.23.01	Local	\$ -	\$ -	\$ 31,368,000	\$ 31,368,000	Amend: New Project (City of Phoenix Advance)
Valley Metro Rail	2015	NEW VMR14-111T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Utility Relocation (Non-Prior Rights)	3.2	n/a	n/a	13.75.95	PTF	\$ -	\$ 2,989,000	\$ -	\$ 2,989,000	Amend: New Project (City of Phoenix Advance)
Valley Metro Rail	2015	VMR15-103T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Design & Environmental	3.2	n/a	n/a	13.71.01	PTF	\$ -	\$ 250,000	\$ -	\$ 250,000	Admin Mod: Modify Location and Work Description
Valley Metro Rail	2015	VMR15-104T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	Construct Transitway	3.2	n/a	n/a	13.23.01	PTF	\$ -	\$ 75,640,000	\$ -	\$ 75,640,000	Admin Mod: Modify Location, Work Description, increase costs from \$16.55 mil to \$75.64 mil.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

July 17, 2012

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including new Arizona Department of Transportation projects and changes to Arterial Life Cycle Program 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 July 20, 2012.

**PUBLIC INPUT:**

An opportunity for public comment was provided at the July 11, 2012 Management Committee meeting and no public comments were received.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Consultation.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: This item was on the agenda of the July 11, 2012 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- David Cavazos, Phoenix, Chair
- Dr. Spencer Isom, El Mirage, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Rich Dlugas, Chandler
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Horatio Skeete, Glendale

- # Romina Khananisho for Brian Dalke, Goodyear
- \* Bill Hernandez, Guadalupe
- \* Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- \* Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Chief Alan Rodbell, Scottsdale
- Michael Celaya for Chris Hillman, Surprise
- Charlie Meyer, Tempe
- \* Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Loyce Robinson, Youngtown
- \* John Halikowski, ADOT
- Tom Manos, Maricopa County
- Steve Banta, Valley Metro/RPTA

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

**CONTACT PERSON:**

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

July 3, 2012

TO: Leslie Rogers, Federal Transit Administration  
Karla Petty, Federal Highway Administration  
John Halikowski, Arizona Department of Transportation  
Henry Darwin, Arizona Department of Environmental Quality  
Neal Young, City of Phoenix Public Transit Department  
Stephen Banta, METRO/RPTA  
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 AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including new Arizona Department of Transportation projects and changes to Arterial Life Cycle Program projects. Comments on the conformity assessment are requested by July 20, 2012.

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 March 15, 2012 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

## ATTACHMENT

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

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

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

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on March 15, 2012 remains unchanged by this action.

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

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT13-151	ADOT	74: I-17 and Lake Pleasant Parkway	Design Drainage Improvements	2013	0.3	2	2	STP	\$ 4,275	\$ 70,725	\$ -	\$ 75,000	Amend: Add a new district minor design project in FY 2013 for \$75,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-101	ADOT	10: SR85 - Dysart Rd	Preliminary Engineering, Ph 1 & 2 for sign rehabilitation	2013	16.0	6/8	6/8	IM	\$ 1,995	\$ 33,005	\$ -	\$ 35,000	Amend: Add a new sign rehabilitation design project in FY 2013 for \$35,000.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-104	ADOT	74: MP 22- MP 30	Pavement Preservation	2013	8.0	2	2	STP	\$ 285,000	\$ 4,715,000	\$ -	\$ 5,000,000	Amend: Add a new pavement preservation project in FY 2013 for \$5,000,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-162	ADOT	Various - SR 101L at Southern Ave., Broadway Rd., University Dr.; I-17 at Thomas Rd. and Van Buren St.	Construct Pump Station Improvements	2013	0.2	8	8	STP	\$ 95,190	\$ 1,574,810	\$ -	\$ 1,670,000	Amend: Add a new district minor construction project in FY 2013 for \$1,670,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-163	ADOT	Various - I-10 and SR 101L	Scope Drainage Tunnel System Improvements	2013	0.2	8	8	NH	\$ 5,700	\$ 94,300	\$ -	\$ 100,000	Amend: Add a new district minor scoping project in FY 2013 for \$100,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-164	ADOT	101: 27th Ave to 7th Ave	Construct EB Restripe	2013	2.0	8	8	NH	\$ 65,949	\$ 1,091,051	\$ -	\$ 1,157,000	Amend: Add a new district minor construction project in FY 2013 for \$1,157,000.	The new project is considered exempt under the category "Pavement marking." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT13-165	ADOT	101: Red Mountain - Chandler Blvd	Preliminary Engineering, Ph 1 & 2 for sign rehabilitation	2013	9.0	8	8	NH	\$ 11,400	\$ 188,600	\$ -	\$ 200,000	Amend: Add a new sign rehabilitation design project in FY 2013 for \$200,000.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-190	ADOT	10: 3rd Ave to 3rd St Deck Park Tunnel	Design Drainage Improvements	2013	1.0	10	10	IM	\$ 7,125	\$ 117,875	\$ -	\$ 125,000	Amend: Add a new district minor design project in FY 2013 for \$125,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-190	ADOT	MAG Region wide	Installation of PED Countdown Signal Heads	2013	0.2	8	8	HSIP	\$ 32,262	\$ 533,738	\$ -	\$ 566,000	Amend: Add a new safety improvement project in FY 2013 for \$566,000.	The new 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.
DOT13-191	ADOT	10: 3rd Ave and 3rd St	Design Pump Station Improvements	2013	0.1	10	10	IM	\$ 7,125	\$ 117,875	\$ -	\$ 125,000	Amend: Add a new district minor design project in FY 2013 for \$125,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-192	ADOT	10: Wild Horse Pass to Queen Creek	Design Widening, EB	2013	2.0	4	5	IM	\$ 14,250	\$ 235,750	\$ -	\$ 250,000	Amend: Add a new district minor design project in FY 2013 for \$250,000. Approx .8 miles of Auxiliary lanes, and 2 miles of pavement preservation.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT14-104	ADOT	88: Tonto Forest (Goldfield Rd - Canyon Lake)	Spot Safety Improvements	2014	7.1	2	2	HSIP	\$ 124,545	\$ 2,060,455	\$ -	\$ 2,185,000	Amend: Add a new safety improvement project in FY 2014 for \$2,185,000. Provide paved shoulders and install guard rail at nine locations.	The new 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.
DOT14-106	ADOT	10: SR85 - Dysart Rd	Construct Sign Rehabilitation	2014	16.0	6/8	6/8	IM	\$ 22,800	\$ 377,200	\$ -	\$ 400,000	Amend: Add a new sign rehabilitation construction project in FY 2014 for \$400,000.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-107	ADOT	10: SR85 - Verrado Way, EB	Pavement Preservation	2014	7.0	6.0	6.0	IM	\$ 299,307	\$ 4,951,693	\$ -	\$ 5,251,000	Amend: Add a new pavement preservation project in FY 2014 for \$5,251,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-108	ADOT	10: Wild Horse Pass to Riggs Rd	Pavement Preservation	2014	4.0	4	4	IM	\$ 213,750	\$ 3,536,250	\$ -	\$ 3,750,000	Amend: Add a new pavement preservation project in FY 2014 for \$3,750,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-110	ADOT	17: New River Bridge, Str #1290 & 1291	Scour Retrofit	2014	0.2	4	4	BR	\$ 39,900	\$ 660,100	\$ -	\$ 700,000	Amend: Add a new bridge preservation project in FY 2014 for \$700,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT14-111	ADOT	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	Design new freeway	2014	3	0	8	IM	\$ -	\$ 7,544,000	\$ 456,000	\$ 8,000,000	Amend: Add a new design project in FY 2014 based on the re-balancing efforts.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-114	ADOT	88: Apache Jct - Tortilla Flat	Pavement Preservation	2014	9.0	2	2	STP	\$ 228,000	\$ 3,772,000	\$ -	\$ 4,000,000	Amend: Add a new pavement preservation project in FY 2014 for \$4,000,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-133	ADOT	74: I-17 and Lake Pleasant Parkway	Preliminary Engineering Ph 1 & 2, Drainage Improvements	2014	0.3	2	2	STP	\$ 10,260	\$ 169,740	\$ -	\$ 180,000	Amend: Add a new district minor project in FY 2014 for \$180,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-190	ADOT	10: Deck Park Tunnel	Construct Drainage Improvements	2014	1.0	10	10	IM	\$ 59,964	\$ 992,036	\$ -	\$ 1,052,000	Amend: Add a new district minor project in FY 2014 for \$1,052,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-191	ADOT	10: 3rd Ave and 3rd St	Construct Pump Station Improvements	2014	0.1	10	10	IM	\$ 20,976	\$ 347,024	\$ -	\$ 368,000	Amend: Add a new district minor project in FY 2014 for \$368,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT14-192	ADOT	10: Wild Horse Pass to Queen Creek	Roadway Widening, EB	2014	2.0	4	5	IM	\$ 149,853	\$ 2,479,147	\$ -	\$ 2,629,000	Amend: Add a new district minor construction project in FY 2014 for \$2,629,000. Approx .8 miles of Auxiliary lanes, and 2 miles of pavement preservation.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. Also, the pavement preservation work 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.
DOT15-106	ADOT	17: Indian School Rd - Peoria Ave	Sign Rehabilitation	2015	6.0	8	8	IM	\$ 142,500	\$ 2,357,500	\$ -	\$ 2,500,000	Amend: Add a new sign rehabilitation project in FY 2015 for \$2,500,000.	The new 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.
DOT15-133	ADOT	17: Buckeye Rd, Grant St, Jefferson St & Adams St	Construct Electrical Rehabilitation	2015	0.1	6	6	IM	\$ 59,964	\$ 992,036	\$ -	\$ 1,052,000	Amend: Add a new district minor project in FY 2015 for \$1,052,000.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT15-150	ADOT	202: McKellips Rd	Preliminary Engineering Ph 1 & 2, Pump Station Flood Erosion Control	2015	0.1	6	6	STP	\$ 2,850	\$ 47,150	\$ -	\$ 50,000	Amend: Add a new district minor project in FY 2015 for \$50,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT15-161	ADOT	10: 16th Street	Construct Pump Station Improvements	2015	0.1	12	12	IM	\$ 10,488	\$ 173,512	\$ -	\$ 184,000	Amend: Add a new district minor construction project in FY 2015 for \$184,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT15-169	ADOT	MAG Region: in various locations of the I-10 and SR101L	Construct Drainage Tunnel Improvements	2015	0.2	8	8	STP	\$ 89,889	\$ 1,487,111	\$ -	\$ 1,577,000	Amend: Add a new district minor project in FY 2015 for \$1,577,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT15-838	ADOT	60: Sossaman Rd to Meridian Rd	Construct Drainage Improvements	2015	5.0	8	8	STP	\$ 54,036	\$ 893,964	\$ -	\$ 948,000	Amend: Add a new district minor project in FY 2015 for \$948,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 and Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	2014	6	4	4	CMAQ	\$ 90,000	\$ 210,000	\$ -	\$ 300,000	Amend: Request to defer the project to end of FY 2014 when AZPR2X is received (~Sept 30, 2014).	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	10.5	2	2	CMAQ	\$ 174,572	\$ 400,000	\$ -	\$ 574,572	Amend: Request to defer the project to end of FY 2014 when AZPR2X is received (~Sept 30, 2014).	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
ELM14-101	El Mirage	Various Arterial Traffic Signals within City of El Mirage	Construct arterial traffic signal enhancements	2015	13	0	0	CMAQ	\$ 101,805	\$ 383,495	\$ -	\$ 485,300	Amend: Defer project in the TIP 2-years to 2015	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
ELM14-102	El Mirage	Thunderbird Road to Port Royale Lane	Construct multiuse path	2014	0.9	0	0	CMAQ	\$ 339,786	\$ 792,835	\$ -	\$ 1,132,621	Amend: Delete the project in the TIP	The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
GLB13-102	Gilbert	164th Street: Coldwater to Stacey Rd. and north from Riggs to Cloud	Construct pave unpaved road project	2014	0.75	2	2	CMAQ	\$ 15,000	\$ 248,125	\$ -	\$ 263,125	Amend: Change project location description	A minor project revision is needed to change the project location. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLB13-906	Gilbert	Seven intersections near Baseline Rd. and Val Vista Dr. (approximately three miles)	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	2013	9.5	0	0	CMAQ	\$ 63,000	\$ 122,234	\$ -	\$ 185,234	Amend: Request to change the location description.	The revised project is considered exempt under the category "Traffic signal synchronization projects" and may be approved, funded, and implemented prior to regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
QNC12-804	Queen Creek	Ellsworth Rd: Sierra Park Blvd to Empire Blvd (Hunt Hwy)	Phase III of the Town's ITS program: Connecting 6 traffic signals/CCTV's to existing system	2013	2.5	n/a	n/a	CMAQ	\$ -	\$ 254,235	\$ -	\$ 254,235	Amend: Defer project to 2013	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
QNC13-902	Queen Creek	Various Locations Town-wide	Ten wireless traffic signal connections	2013	10	4	4	CMAQ	\$ 45,000	\$ 105,000	\$ -	\$ 150,000	Amend: Delete the project. The improvements are being completed as part of other projects.	The revised project is considered exempt under the category "Traffic signal synchronization projects" and may be approved, funded, and implemented prior to regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT13-902	Scottsdale	Citywide	Last mile connections from city Fiber Network	2014	1	0	0	CMAQ	\$ 350,000	\$ 350,000	\$ -	\$ 700,000	Amend: Defer project to 2014	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
SUR12-801C	Surprise	Dove Valley Rd: 187th Ave to 203rd Ave	Pave Unpaved Road	2013	0	2	2	CMAQ	\$ -	\$ 925,000	\$ -	\$ 925,000	Amend: Defer the project to allow for time for right of way acquisition. The design and clearances are complete. A federally funded right of way phase has obligated for the project.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SUR13-901	Surprise	Loop 303: Peoria Ave to Mountain View Blvd; Loop 303 & Waddell Rd. to Cotton Ln.	Construct fiber optic interconnect to connect TI traffic signals, CCTC cameras, DMS, and connect ITS Fiber	2013	-	n/a	n/a	CMAQ	\$ 322,901	\$ 753,437	\$ -	\$ 1,076,338	Amend the limits of the project to the following: Loop 303: Peoria Ave to Mountain View Blvd; Loop 303 & Waddell Rd. to Cotton Ln.	The revised project is considered exempt under the category "Traffic signal synchronization projects" and may be approved, funded, and implemented prior to regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length	A.L.I.	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
VMR13-928T	VMR	Central Mesa Light Rail	Sm Starts: Professional Services	2013	2016	3.1	14.08.80	2013	5309 SS	\$ -	\$ 5,519,188	\$ 4,265,622	\$ 9,784,810	Amend: Increase budget \$4,145,138 (increase fed \$2,338,093, increase regional \$1,807,045).	A minor project revision is needed to increase the project budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR14-928T	VMR	Central Mesa Light Rail	Sm Starts: Professional Services	2014	2016	3.1	14.08.80	2014	5309 SS	\$ -	\$ 6,628,801	\$ 5,123,211	\$ 11,752,012	Amend: Increase budget \$4,145,138 (increase fed \$2,338,093, increase regional \$1,807,045).	A minor project revision is needed to increase the project budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR13-926T	VMR	Central Mesa Light Rail	Sm Starts: Unallocated Contingency	2013	2016	3.1	14.09.90	2013	5309 SS	\$ -	\$ 1,339,717	\$ 1,035,429	\$ 2,375,146	Amend: Decrease budget \$547,002 (decrease fed \$308,540, decrease regional \$238,462).	A minor project revision is needed to decrease the project budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR14-926T	VMR	Central Mesa Light Rail	Sm Starts: Unallocated Contingency	2014	2016	3.1	14.09.90	2014	5309 SS	\$ -	\$ 1,342,382	\$ 1,037,489	\$ 2,379,871	Amend: Decrease budget \$547,003 (decrease fed \$308,541, decrease regional \$238,462).	A minor project revision is needed to decrease the project budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR13-927T	VMR	Central Mesa Light Rail	Sm Starts: Finance Charges	2013	2016	3.1	14.10.10	2013	5309 SS	\$ -	\$ 687,595	\$ 531,422	\$ 1,219,017	Amend: Decrease budget \$1,219,017 (decrease fed \$127,199, decrease regional \$98,309).	A minor project revision is needed to decrease the project budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR14-927T	VMR	Central Mesa Light Rail	Sm Starts: Finance Charges	2014	2016	3.1	14.10.10	2014	5309 SS	\$ -	\$ 654,710	\$ 506,007	\$ 1,160,717	Amend: Decrease budget \$225,509 (decrease fed \$127,200, decrease regional \$98,309).	A minor project revision is needed to decrease the project budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP ID	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
Outside	ADOT	101: Red Mountain - Chandler Blvd	Construct sign rehabilitation	2016	Sep-16	9.0	8	8	NH	\$ 114,000	\$ 1,886,000	\$ -	\$ 2,000,000	Amend: Add a new sign rehabilitation construction project in FY 2016 for \$2,000,000.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Outside	ADOT	17: Peoria Ave	Construct Drainage Grate Improvements	2016	Oct-16	0.1	8	8	IM	\$ 9,006	\$ 148,994	\$ -	\$ 158,000	Amend: Add a new district minor project in FY 2016 for \$158,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Outside	ADOT	202: McKellips Rd	Preliminary Engineering Ph 1 & 2, Pump Station Flood Erosion Control	2016	Apr-17	0.1	6	6	NH	\$ 3,990	\$ 66,010	\$ -	\$ 70,000	Amend: Add a new district minor project in FY 2016 for \$70,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Outside	ADOT	202: McKellips Rd	Construct, Pump Station Flood Erosion Control	2016	Apr-17	0.1	6	6	NH	\$ 11,970	\$ 198,030	\$ -	\$ 210,000	Amend: Add a new district minor project in FY 2016 for \$210,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Outside	ADOT	74: I-17 and Lake Pleasant Parkway	Construct Drainage Improvements	2016	Mar-16	0.3	2	2	STP	\$ 59,964	\$ 992,036	\$ -	\$ 1,052,000	Amend: Add a new district minor project in FY 2016 for \$1,052,000.	The new project is considered exempt under the category "Projects that correct, improve, eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Gilbert	2010	2012	GLB400-11D	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	Bonds	\$ -		\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2011	2012	GLB11-108DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	Bonds	\$ -		\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2010	2012	GLB09-725RW	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	1.5	4	6	Bonds	\$ -		\$ 2,865,602	\$ 2,865,602	RARF	\$ 2,005,922	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2011	2013	GLB10-005RWZ	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	1.5	4	6	Bonds	\$ -		\$ 4,781,290	\$ 4,781,290	RARF	\$ 2,453,329	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2012	2013	GLB09-726C	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Bonds	\$ -		\$ 4,235,648	\$ 4,235,648	RARF	\$ 2,964,954	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Gilbert	2012	2014	GLB10-731C	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Bonds	\$ -		\$ 14,464,038	\$ 14,464,038	RARF	\$ 6,988,640	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2010	2012	MES12-126RZ	Power Rd: Santan Fwy to Pecos Rd	Reimburseme nt for advance design of roadway widening	1.50	4	6	Bonds	\$ -		\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2011	2012	MES11-126DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.50	4	6	Bonds	\$ -		\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2010	2012	MES12-126RZ2	Power Rd: Santan Fwy to Pecos Rd	Reimburse- ment for advance acquisition of right-of-way for roadway widening	1.50	4	6	Bonds	\$ -		\$ 2,865,602	\$ 2,865,602	RARF	\$ 2,005,922	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2011	2013	MES11-126RWZ	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	1.50	4	6	Bonds	\$ -		\$ 4,781,290	\$ 4,781,290	RARF	\$ 2,453,329	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2012	2013	MES12-126CZ	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.50	4	6	Bonds	\$ -		\$ 4,235,648	\$ 4,235,648	RARF	\$ 2,964,954	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2012	2014	MES12-126CZ2	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.50	4	6	Bonds	\$ -		\$ 14,464,038	\$ 14,464,038	RARF	\$ 6,988,640	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.	A minor project revision is needed to change the lead agency. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

July 17, 2012

**SUBJECT:**

2012 Heat Relief Network

**SUMMARY:**

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

These efforts began in 2005 when record numbers of homeless people died as a result of the heat. The number of sites offering assistance has doubled since these efforts began. This year, there are 89 hydration, refuge locations, and donation sites across the region, a record number for the network. The maps are updated throughout the summer as additional partners join the network.

**PUBLIC INPUT:**

A presentation on the Heat Relief Network was given for information and discussion at the May 24, 2012, MAG Human Services Coordinating Committee meeting. Members of the public had the opportunity to provide feedback on the efforts. There were not any public comments at the meeting. This item was on the July 11, 2012, MAG Management Committee meeting. One member of the public commented that she appreciated the heat relief maps as resources for the community.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

Two maps have been created to aid in the prevention efforts. The first map shows where each of the water hydration stations and refuge locations is located throughout the county. The second map shows water collection and donation sites in the county. The maps will be distributed throughout the community, available on the MAG website at [www.azmag.gov](http://www.azmag.gov), and provided to staff at the CONTACTS shelter (hotline: 602-263-8900). CONTACTS will send outreach teams to people reported as being in need of assistance.

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

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

The Heat Relief Network was on the July 11, 2012, MAG Management Committee agenda.

MEMBERS ATTENDING

- |  |  |
|--|--|
| David Cavazos, Phoenix, Chair  | * Bill Hernandez, Guadalupe                                  |
| Dr. Spencer Isom, El Mirage, Vice Chair                                | * Darryl Crossman, Litchfield Park                           |
| # Matt Busby for George Hoffman, Apache Jct.                           | Kari Kent for Christopher Brady, Mesa                        |
| Rogene Hill for Charlie McClendon, Avondale                            | * Jim Bacon, Paradise Valley                                 |
| David Johnson for Stephen Cleveland, Buckeye                           | Carl Swenson, Peoria   |
| * Gary Neiss, Carefree   | # John Kross, Queen Creek                                    |
| Wayne Anderson for Usama Abujbarah,<br>Cave Creek                      | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| Rich Dlugas, Chandler  | Chief Alan Rodbell, Scottsdale                               |
| Alfonso Rodriguez for Phil Dorchester, Fort<br>McDowell Yavapai Nation | Michael Celaya for Chris Hillman, Surprise                   |
| Ken Buchanan, Fountain Hills   | Charlie Meyer, Tempe   |
| Rick Buss, Gila Bend   | * Reyes Medrano, Tolleson                                    |
| * David White, Gila River Indian Community                             | Joshua Wright, Wickenburg                                    |
| Patrick Banger, Gilbert  | Lloyce Robinson, Youngtown                                   |
| Horatio Skeete, Glendale   | * John Halikowski, ADOT                                      |
| # Romina Khananisho for Brian Dalke, Goodyear                          | Tom Manos, Maricopa County                                   |
|  | Steve Banta, Valley Metro/RPTA                               |

\* Those members neither present nor represented by proxy.

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

The Heat Relief Network was presented for information and discussion at the May 24, 2012, Human Services Coordinating Committee.

MEMBERS ATTENDING

- |   |   |
|---|---|
| + Barbara Lloyd, Tempe Community Council                            | Councilmember Michael Nowakowski,<br>Phoenix, Chair   |
| + Vice Mayor Trinity Donovan, Chandler, Chair                       | + JoAnne Osborne, Vice Mayor, Goodyear,<br>Vice Chair |
| * Councilmember Alex Finter, Mesa                                   | + Councilmember Jordan Ray Gilbert                    |
| Councilmember Frank Scott for Mayor Marie<br>Lopez Rogers, Avondale | * Supervisor Mary Rose Wilcox, Maricopa Co.           |
| + Councilmember Manuel Martinez, Glendale                           | * Councilmember Mike Woodard, Surprise                |

+Those members present by audio/videoconferencing.

\*Those members neither present nor represented by proxy.

**CONTACT PERSON:**

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

# Water Hydration Stations and Refuge Locations (Summer 2012)

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

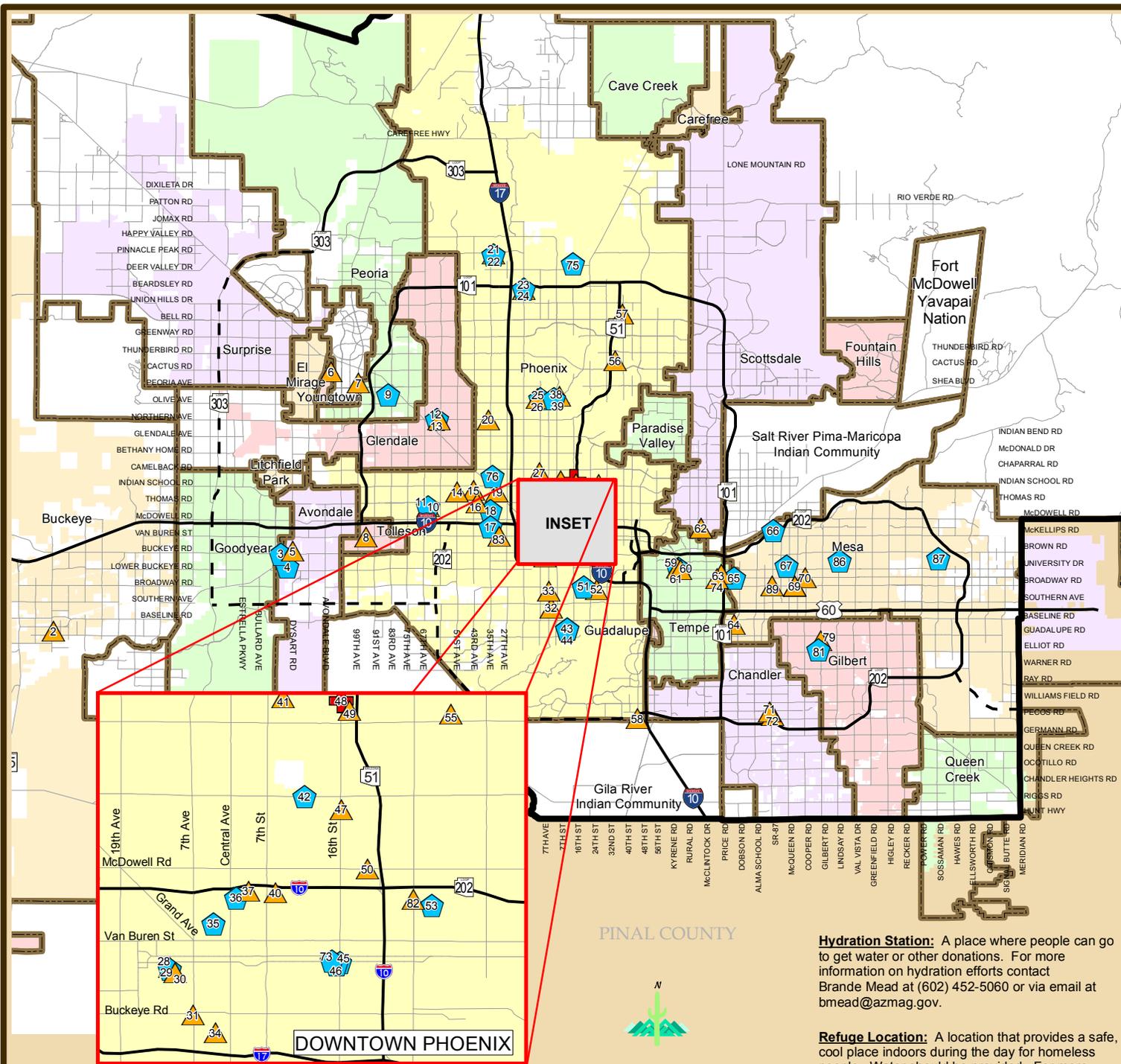
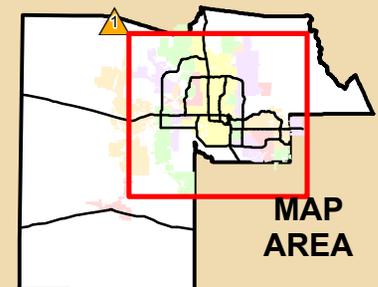
### Other Features

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

**CONTACTS Shelter Hotline (602) 263-8900**  
(CONTACTS = Community Network for Accessing Shelter)

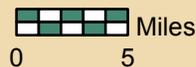


See back for location information



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

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



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

## Hydration and Refuge Sites – Summer 2012

<b>1-Wickenburg CAP Office</b> 255 N. Washington 923 684-7894 M-F 8am-5pm	<b>2- Buckeye Community Center</b> 201 E. Centre Ave. 623 349-6600 M-F 8am-5pm	<b>3-Care 1<sup>st</sup> Avondale Resource &amp; Housing</b> 328 W. Western Ave. 623 333-2700 M-F 9am-5pm	<b>4-City of Avondale</b> 1007 S. 3rd Street 623 333-2700 M-F 8am-5pm	<b>5-Salvation Army Estrella Mtn. Corps</b> 203 N. Dysart 623 206-4685 M-F 3-7:30pm	<b>6-Town of Youngtown</b> 12030 N. Clubhouse 623 933-8286 x 134 M-F 8am-4pm	<b>*7-Recovery Innovations</b> 11361 N. 99th Ave. 602 636-4372 Su-Sa 24-Hours a Day	<b>8-City of Tolleson</b> 9555 W. Van Buren St. 623 936-2760 M-F 8am-5pm	<b>9-City of Peoria</b> 9875 N. 85th Ave. 623 773-5140 M-Th 8am-5pm
<b>10-Desert West Senior Center</b> 6501 W. Virginia Ave. 602 495-3709 M-F 8am-5pm	<b>11-City of Phoenix Parks and Rec.</b> 6501 W. Virginia Ave. 602 495-3705 M-F 10am-8pm	<b>12-The Salvation Army Glendale</b> 6010 W. Northern 602 312-9648 M-F 8:30am-3pm	<b>13-Glendale CAP</b> 5949 W. Northern Ave., Ste. 205 623 930-2854 M-F 8am-5pm	<b>14-John F. Long Family Services Ctr.</b> 3454 N. 51st Ave. 602 262-6510 M-F 7:30am-5pm	<b>15-The Salvation Army Maryvale</b> 4318 W. Clarendon 602 233-9272 M-F 9am-3pm	<b>16-Adam Diaz Senior Center</b> 4115 W. Thomas Rd. 602 262-1609 M-F 8am-5pm	<b>*#17-Salvation Army Project HOPE</b> 1101 N. 35th Ave. 602 302-8861	<b>18-Rehoboth Saints Center</b> 2315 N. 35th Ave. 602 272-4133 M-F 9am-5pm
<b>*19-Church on the Street</b> 3294 W. Weldon 602 518-8287 M-F 5am-6pm	<b>20-Manzanita Senior Center</b> 3581 W. Northern Ave. 602 262-4949 M-F 8am-5pm	<b>21-Phoenix Golet Beuf Senior Ctr</b> 3435 W. Pinnacle Pk. 602 534-9743 M-F 8am-5pm	<b>22-Phoenix Parks &amp; Rec.</b> 3435 W. Pinnacle Pk. 602 534-9743 M-F 10am-8pm	<b>23-Deer Valley Senior Center</b> 2001 W. Wahalla Ln. 602 495-3733 M-F 10am-5pm	<b>24-City of Phoenix Parks and Recreation</b> 2001 W. Wahalla Ln. 602 495-3733 M-F 10am-8pm	<b>25-Trinity Lutheran Church</b> 9424 N. 7th Ave. 602 943-3311 M-F 10am-noon	<b>26-Sunnyslope Family Services Ctr.</b> 914 W. Hatcher Rd. 602 495-5229 M-F 7:30am-5pm	<b>27-Chinese Senior Center</b> 734 W. Elm St. 602 262-6411 M-F 8am-5pm
<b>*28-Human Services Campus</b> 204 S. 12th Ave. 602 229-1241 Su-Sa 7:30am-6pm	<b>*29-CASS</b> 230 S. 12th Ave. 602 256-6945 x3020 24-Hours a day.	<b>*30-LDRC</b> 1125 W. Jackson 602 258-4615 Su-Sa 7:30am-4:30 pm (closed 11am-12:30pm)	<b>31-Senior Opportunities W. Senior Center</b> 1220 S. Seventh Ave. 602 262-6610 M-F 8am-5pm	<b>32-South Mountain Senior Center</b> 212 E. Alta Vista Rd. 602 262-4093 M-F 8am-5pm	<b>33-Travis L. Williams Family Services Ctr.</b> 4732 S. Central Ave. 602 534-4732 M-F 7:30am-5pm	<b>34-Marcos de Niza Senior Center</b> 305 W. Pima St. 602 262-7249 M-F 8am-5pm	<b>*#35-Salvation Army Project HOPE</b> 628 N. 3rd Ave. 602 302-8861	<b>36-TERRORS, Inc.</b> 1029 N. 1st St. 602 685-6086 M-F 9am-5pm
<b>37-Grace Lutheran Church</b> 1124 N. Third St. 602 258-3787 T-Th 10am-4pm; M&F 10am-6pm	<b>*#38-Salvation Army Project HOPE</b> 401 E. Hatcher St. 602 302-8861	<b>39-Sunnyslope Senior Center</b> 802 E. Vogel Ave. 602 262-7572 M-F 8am-5pm	<b>40-Recovery Innovations</b> 751 E. Moreland 603 636-4457 M-F 8am-4:30pm	<b>41-Recovery Innovations</b> 911 East Turney 604 636-4457 M-F 8am-4:30pm	<b>42-Foundation for Senior Living</b> 1201 E. Thomas Rd. 602 285-0505 x 181 M-F 8am-5pm	<b>43-City of Phoenix Parks and Recreation</b> 1346 E. South Mountain Ave. 602 262-6599 M-F 10am-8pm	<b>44-City of Phoenix Parks and Recreation</b> 1346 E. South Mountain Ave. 602 495-0868 M-F 5-9pm	<b>*#45-Salvation Army Project HOPE</b> 1547 E. Jefferson St. 602 302-8861
<b>46-City of Phoenix Parks and Rec.</b> 1549 E. Jefferson St. 602 534-1598 M-F 10am-8pm	<b>47-Recovery Innovations</b> 2701 N. 16th St. 605 636-4457 M-F 8am-4:30pm	<b>#48-The Salvation Army Central Corps</b> 4343 N. 16th St. 602 396-9665	<b>49-Recovery Innovations</b> 4204 N. 17th St. 602 636-4457 M-F 8am-4:30pm	<b>50-McDowell Place Senior Center</b> 1845 E. McDowell Rd. 602 262-1842 M-F 8am-5pm	<b>51-Progressive C.O.G.I.C. Church</b> 2108 E. Broadway Rd. 602 243-1339 M-F 10am-2pm	<b>52-First Pentecostal</b> 2709 E. Marguerite 602 821-6065 W&F 5-7:30pm;Sa 9am-1pm	<b>*53-Maricopa Medical Center</b> 2601 E. Roosevelt 602 344-5127 Su-Sa 24-Hours a day.	<b>55-Devonshire Senior Center</b> 2802 E. Devonshire 602 262-7807 M-F 8am-5pm
<b>56-Shadow Mountain Senior Center</b> 3546 E. Sweetwater 602 534-2303 M-F 8am-5pm	<b>57-Paradise Valley Senior Center</b> 17402 N. 40th St. 602 495-3785 M-F 8am-5pm	<b>58-Pecos Senior Center</b> 17010 S. 48th St. 602 534-5366 M-F 8am-5pm	<b>*59-Tumbleweed</b> 17 East 7th St. 480 966-2036 M-F 10:15am-5:30pm	<b>60-Salvation Army Tempe</b> 714 S. Myrtle Ave. 480 967-8649 M-F 9am-4pm	<b>61-Urban Outreach</b> 215 E. University 480 967-3376 M&F 6-11am	<b>62-Vista del Camino</b> 7700 E. Roosevelt 480 312-2793 M-F 8am-5pm	<b>63-Tempe CAA</b> 2150 E. Orange St. 480 350-5893 M-F 9am-5pm	<b>64-Recovery Innovations</b> 2222 S. Dobson, #7 606 636-4457 M-F 8am-4:30pm
<b>*65-A New Leaf La Mesita</b> 2254 W. Main St. 480 834-8723 Su-Sa 24-Hours a day.	<b>*66-A New Leaf East Valley Men's Center</b> 2345 N. Country Club 480 610-6722 Su-Sa 9am-5pm	<b>67-The Salvation Army Mesa Corps</b> 241 E. 6th St. 480 962-9103 M-F 8am-4:30 pm	<b>68-A New Leaf Mesa CAN</b> 635 E. Broadway 480 833-9200 M-F 8am-5pm	<b>69-A New Leaf Mesa</b> 635 E. Broadway 480 833-9200 M-F 8am-5pm	<b>70-Resurrection St. Food Bank</b> 1135 E. Main St. 480 615-2799 M-Sa 9am-6pm	<b>71-Chandler Christian Community Center</b> 345 S. California St. 480 963-1423 M-F 8am-4pm	<b>72-The Salvation Army Chandler</b> 85 E. Saragosa St. 480 216-0565	<b>73-HIS Kingdom Ministries</b> 1540 E. Jefferson 602 373-7169 Sa 12-2pm
<b>74-Jacobs Journey House</b> 2051 E. Apache Blvd. 602 754-6558 Su-Sa 9am-9pm	<b>75-Sonlit Foundation</b> 22223 N. 16th St. 602 540-7984 M-Th 6am-7:30pm	<b>76-You Matter Ministries</b> 3402 W. Campbell (Cielito Park) 623 329-9915 Wed. 8am-5pm	<b>79-Open Arms Care</b> 522 N. Gilbert Rd. 480 539-0175 M&W 1-3pm; Tu & Th 9-11am; Sa 9am-11am	<b>81-Gilbert CAP Office</b> 132 N. Oak St. 602 571-2300 M,W,Th,F 7am-5:30pm; Tu 7am-12:30pm	<b>82-Set Free Ministries</b> 1034 N. 24th St. 602 267-1511 Su-Sa 4am-10pm	<b>83-Home on the Way Ministries</b> 3030 W. Van Buren 602 393-8333 Su-Sa 24 Hrs.	<b>86-Mesa Fire Dept. Volunteer Center</b> 2830 E. Adobe 480 644-4699 24 Hrs. a day in parking lot	<b>87-Red Mountain Multigenerational</b> 7550 E. Adobe 480 644-4699 M-F 8am-9pm; Sa 8am-1pm
<b>89-Paz de Cristo</b> 424 W. Broadway M-F 8am-8pm, Sa-Su 3-7pm			*Open on 4 <sup>th</sup> of July and Labor Day Holidays. #Open on heat emergency days only, as issued by the National Weather Service.					

## Collection/Donation Sites (Summer 2012)

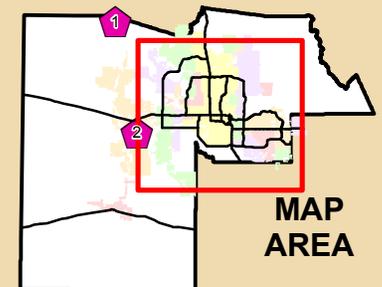
-  Collection/Donation Sites
- Other Features**
-  Municipal Planning Area
-  Maricopa County Boundary
-  Existing Freeway
-  Planned Freeway
-  Major Roads

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

**CONTACTS Shelter Hotline (602) 263-8900**  
(CONTACTS = Community Network for Accessing Shelter)

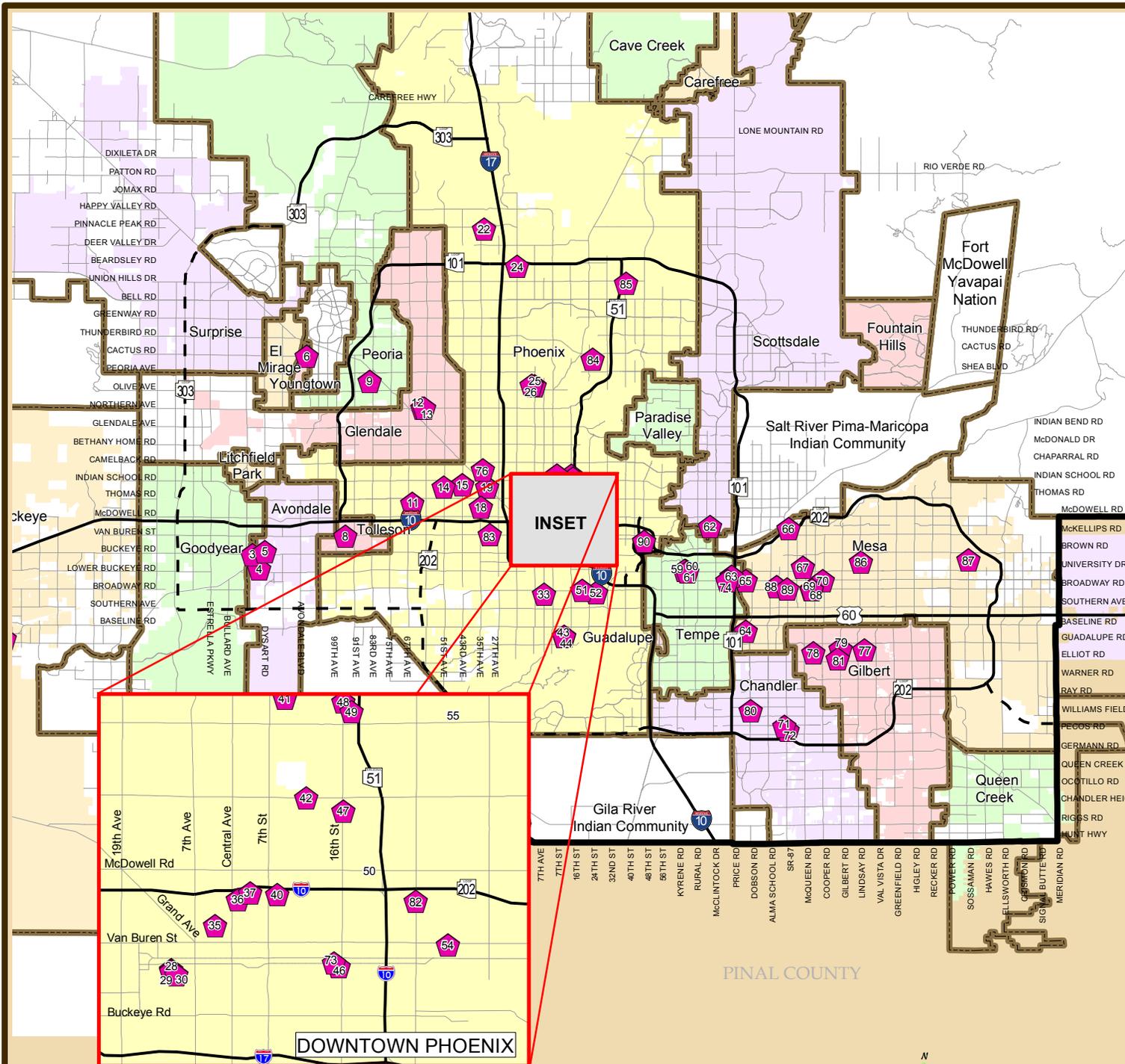


See back for location information



**MAP AREA**

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



## Collection/Donation Sites – Summer 2012

<b>1-Wickenburg CAP Office</b> 255 N. Washington 923 684-7894 M-F 8am-5pm	<b>2- Buckeye Community Center</b> 201 E. Centre Ave. 623 349-6600 M-F 8am-5pm	<b>3-Care 1<sup>st</sup> Avondale Resource &amp; Housing</b> 328 W. Western Ave. 623 333-2700 M-F 9am-5pm	<b>4-City of Avondale</b> 1007 S. 3rd St. 623 333-2700 M-F 8am-5pm	<b>5-Salvation Army Estrella Mtn. Corps</b> 203 N. Dysart 623 206-4685 M-F 3-7:30pm	<b>6-Town of Youngtown</b> 12030 N. Clubhouse 623 933-8286 x 134 M-F 8am-4pm	<b>8-City of Tolleson</b> 9555 W. Van Buren St. 623 936-2760 M-F 8am-5pm	<b>9-City of Peoria</b> 9875 N. 85th Ave. 623 773-5140 M-Th 8am-5pm	<b>11-City of Phoenix Parks and Rec.</b> 6501 W. Virginia Ave. 602 495-3705 M-F 10am-8pm
<b>12-The Salvation Army Glendale</b> 6010 W. Northern 602 312-9648 M-F 8:30am-3pm	<b>13-Glendale CAP</b> 5949 W. Northern Ave., Ste. 205 623 930-2854 M-F 8am-5pm	<b>14-John F. Long Family Services Ctr.</b> 3454 N. 51st Ave. 602 262-6510 M-F 7:30am-5pm	<b>15-The Salvation Army Maryvale</b> 4318 W. Clarendon 602 233-9272 M-F 9am-3pm	<b>18-Rehoboth Saints Center</b> 2315 N. 35th Ave. 602 272-4133 M-F 9am-5pm	<b>*19-Church on the Street</b> 3294 W. Weldon 602 518-8287 M-F 5am-6pm	<b>22-Phoenix Parks &amp; Rec.</b> 3435 W. Pinnacle Pk. 602 534-9743 M-F 10am-8pm	<b>24-City of Phoenix Parks and Recreation</b> 2001 W. Wahalla Ln. 602 495-3733 M-F 10am-8pm	<b>25-Trinity Lutheran Church</b> 9424 N. 7th Ave. 602 943-3311 M-F 10am-noon
<b>26-Sunnyslope Family Services Center</b> 914 W. Hatcher Rd. 602 495-5229 M-F 7:30am-5pm	<b>*28-Human Services Campus</b> 204 S. 12th Ave. 602 229-1241 Su-Sa 7:30am-6pm	<b>*29-CASS</b> 230 S. 12th Ave. 602 256-6945 x3020 24-Hours a day.	<b>*30-LDRC</b> 1125 W. Jackson 602 258-4615 Su-Sa 7:30am-4:30 pm (closed 11am-12:30pm)	<b>33-Travis L. Williams Family Services Ctr.</b> 4732 S. Central Ave. 602 534-4732 M-F 7:30am-5pm	<b>*35-Salvation Army Project HOPE</b> 628 N. 3rd Ave. 602 302-8861 <b>On Heat Emergency Days Only.</b>	<b>36-TERROS, Inc.</b> 1029 N. 1st St. 602 685-6086 M-F 9am-5pm	<b>37-Grace Lutheran Church</b> 1124 N. Third St. 602 258-3787 T-Th 10am-4pm; M&F 10am-6pm	<b>40-Recovery Innovations</b> 751 E. Moreland 603 636-4457 M-F 8am-4:30pm
<b>41-Recovery Innovations</b> 911 East Turney 604 636-4457 M-F 8am-4:30pm	<b>42-Foundation for Senior Living</b> 1201 E. Thomas Rd. 602 285-0505 x 181 M-F 8am-5pm	<b>43-City of Phoenix Parks and Recreation</b> 1346 E. south Mountain Ave. 602 262-6599 M-F 10am-8pm	<b>44-City of Phoenix Parks and Recreation</b> 1346 E. south Mountain Ave. 602 495-0868 M-F 5-9pm	<b>46-City of Phoenix Parks and Rec.</b> 1549 E. Jefferson St. 602 534-1598 M-F 10am-8pm	<b>47-Recovery Innovations</b> 2701 N. 16th St. 605 636-4457 M-F 8am-4:30pm	<b>48-The Salvation Army Central Corps</b> 4343 N. 16th St. 602 396-9665 <b>On Heat Emergency Days Only.</b>	<b>49-Recovery Innovations</b> 4204 N. 17th St. 602 636-4457 M-F 8am-4:30pm	<b>51-Progressive C.O.G.I.C. Church</b> 2108 E. Broadway Rd. 602 243-1339 M-F 10am-2pm
<b>52-First Pentecostal Church</b> 2709 E. Marguerite 602 821-6065 W&F 5-7:30pm; Sa 9am-1pm	<b>54-The Salvation Army Headquarters</b> 2707 E. Van Buren 602 267-4174 M-F 8am-3pm	<b>*59-Tumbleweed Center for Youth Development</b> 17 East 7th St. 480 966-2036 M-F 10:15am-5:30pm	<b>60-Salvation Army Tempe</b> 714 S. Myrtle Ave. 480 967-8649 M-F 9am-4pm	<b>61-Urban Outreach Tempe First United Methodist Church</b> 215 E. University 480 967-3376 M&F 6-11am	<b>62-Vista del Camino</b> 7700 E. Roosevelt 480 312-2793 M-F 8am-5pm	<b>63-Tempe Community Action Agency</b> 2150 E. Orange St. 480 350-5893 M-F 9am-5pm	<b>64-Recovery Innovations</b> 2222 S. Dobson, #7 606 636-4457 M-F 8am-4:30pm	<b>*65-A New Leaf La Mesita</b> 2254 W. Main St. 480 834-8723 Su-Sa 24-Hours a day.
<b>*66-A New Leaf East Valley Men's Center</b> 2345 N. Country Club Dr. 480 610-6722 Su-Sa 9am-5pm	<b>67-The Salvation Army Mesa Corps</b> 241 E. 6th St. 480 962-9103 M-F 8am-4:30 pm	<b>68-A New Leaf Mesa CAN</b> 635 E. Broadway 480 833-9200 M-F 8am-5pm	<b>69-A New Leaf Mesa Community Action Network</b> 635 E. Broadway 480 833-9200 M-F 8am-5pm	<b>70-Resurrection St. Ministry Manna Food Bank</b> 1135 E. Main St. 480 615-2799 M-Sa 9am-6pm	<b>71-Chandler Christian Community Center</b> 345 S. California St. 480 963-1423 M-F 8am-4pm	<b>72-The Salvation Army Chandler</b> 85 E. Saragosa St. 480 216-0565	<b>73-HIS Kingdom Ministries</b> 1540 E. Jefferson 602 373-7169 M-F 8am-5pm	<b>74-Jacobs Journey House</b> 2051 E. Apache Blvd. 602 754-6558 Su-Sa 9am-9pm
<b>76-You Matter Ministries</b> 3402 W. Campbell (Cielito Park) 623 329-9915 Wed. 8am-5pm	<b>77-Freestone Recreation Center</b> 1045 E. Juniper Ave. 480 503-6230 M-F 5:15 am-10:00 pm; Sa-Su 7am-9pm	<b>78-McQueen Activity Center</b> 510 N. Horne St. 480 503-6230 M-F 8am-9pm; Sa 9:30am-5pm	<b>79-Open Arms Care Center</b> 522 N. Gilbert Rd. 480 539-0175 M&W 1-3pm; Tu & Th 9-11am; Sa 9am-11am	<b>80-Emeritus at Chandler Senior Living</b> 1919 W. Carla Vista Dr. 480 855-6500 Su-Sa 10am-4pm	<b>81-Gilbert CAP Office</b> 132 N. Oak St. 602 571-2300 M, W, Th, F 7am-5:30pm; Tu 7am-12:30pm	<b>82-Set Free Ministries</b> 1034 N. 24th St. 602 267-1511 Su-Sa 4am-10pm	<b>83-Home on the Way Ministries</b> 3030 W. Van Buren 602 393-8333 Su-Sa 24 Hrs.	<b>84-Paradise Valley Retirement Center</b> 11645 N. 25th Pl. 602 992-0710 Su-Sa 8am-4pm
<b>85-Emeritus at Phoenix Senior Center</b> 4050 E. Bluefield Avenue 602 996-6268 Su-Sa 8am-5:30pm	<b>86-Mesa Fire Dept. Volunteer Center</b> 2830 E. Adobe 480 644-4699 24 Hrs. a day in parking lot	<b>87-Red Mountain Multigenerational Center</b> 7550 E. Adobe 480 644-4699 M-F 8am-9pm; Sa 8am-1pm	<b>88-United Food Bank</b> 245 S. Nina Dr. 480 398-4440 M-F 7am-5pm, bins available on weekend	<b>89-Paz de Cristo</b> 424 W. Broadway M-F 8am-8pm, Sa-Su 3-7pm	<b>90-Magellan</b> 4801 E. Washington 602 572-5952 Staff water drive			

\*Open on 4<sup>th</sup> of July and Labor Day Holidays.

Economic Development Committee Member Agency Positions  
(as recommended by the MAG Executive Committee on July 16, 2012)

MAG Member Agency Elected Officials

<u>POSITION</u>	<u>REPRESENTATIVE</u>	
RC Immediate Past Chair	Mayor Tom Schoaf, Litchfield Park (Chair)	WV
Regional Council Chair	Mayor Marie Lopez Rogers, Avondale (Vice Chair)	WV
Regional Council Vice Chair	Mayor Scott Smith, Mesa	EV
TPC Chair	Mayor Jim Lane, Scottsdale	EV
TPC Vice Chair	Mayor Jackie Meck, Buckeye	WV
	Mayor Gail Barney, Queen Creek	EV
	Supervisor Fulton Brock, Maricopa County	MC
	Mayor Michael LeVault, Youngtown	WV
	Mayor John Lewis, Gilbert	EV
	Mayor Mark Mitchell, Tempe	EV
	Mayor Elaine Scruggs, Glendale	WV
	Councilmember Jack Sellers, Chandler	EV
	Mayor Greg Stanton, Phoenix	Central City
	Mayor Sharon Wolcott, Surprise	WV

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

July 17, 2012

**SUBJECT:**

Phoenix West Extension Locally Preferred Alternative Report Recommendations

**SUMMARY:**

The Regional Transportation Plan (RTP) and the Transit Life Cycle Program (TLCP) include an 11 mile, high capacity/light rail transit (HCT/LRT) extension in the Interstate 10 (I-10) corridor west to 79<sup>th</sup> Avenue. Valley Metro Rail (METRO), in partnership with the City of Phoenix and the Federal Transit Administration (FTA), initiated a study in May 2007 to analyze potential HCT improvements in the west Phoenix area. As part of the process to request funding from the FTA, the project underwent an Alternatives Analysis (AA) where several modes and alignments were evaluated to address the project's purpose and need.

The Phoenix West Locally Preferred Alternative (LPA) Report is attached. For more detailed information, the appendices and technical report can be found on the MAG Transit Committee webpage, under resources: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>.

Through the results of the AA study process, METRO recommends that LRT is selected as the preferred transit technology for the Phoenix West corridor.

The recommended LRT alignment is shown on page 2 of the Phoenix West AA, Figure 1. The recommended alignment would connect with the existing LRT system along Washington and Jefferson Streets in the downtown Phoenix core. The new corridor would extend west along Washington and Jefferson Streets, and converge to one guideway along Jefferson Street at approximately 8th Avenue, continuing through the State Capitol area to 18th Avenue where it would turn north to Van Buren Street. The guideway would run along the south side of Van Buren Street and transition to the I-17 corridor where it would parallel Interstate 17 (I-17) using the southbound frontage road north to I-10. West of I-17, the LRT guideway would utilize a 50-foot freeway median, originally preserved for high-capacity transit along I-10, to approximately 47th Avenue. From this point, the guideway would transition to the north of I-10 and parallel an open-drainage channel along an unimproved access road. The extension would follow this alignment until connecting to the 79th Avenue park-and-ride. In addition, a turnaround at 5th Street between Washington and Jefferson in the downtown area is recommended for operational flexibility.

Cost estimates for the project range from \$1.224 billion to \$1.248 billion in year of expenditure dollars. The range of capital cost estimates is a result of uncertainty in project elements such as stations, grade separations, placement of underground utilities, etc. METRO will refine the cost estimates during the environmental and preliminary engineering phase of the study.

Funding is programmed through a combination of regional Public Transportation Funds (PTF), City of Phoenix funds, federal Congestion Mitigation and Air Quality (CMAQ) funds, and FTA Section 5309 New Starts discretionary funds. Annual operating expenses are estimated at \$17 million (79th Avenue to downtown Phoenix) in 2023 dollars and will be paid from fares and City of Phoenix funds.

The Phoenix West AA was accepted by the City of Phoenix Council on May 15, 2012, and the METRO Board of Directors on May 17, 2012.

In July 2008, the MAG Regional Council adopted the I-10 Freeway Right of Way, west of I-17, as the LPA for HCT improvements, and to explore further options to the west in the MAG Transit Framework Study including intermodal connections.

**PUBLIC INPUT:**

METRO prepared a Public Involvement Plan for the Phoenix West AA study. The overall goal was to inform residents, stakeholders, and agencies about the study and to present alternatives and issues for public and agency review. During the course of the study, the public involvement team conducted 12 public meetings attended by more than 300 people and gave more than 70 presentations to advisory committees, met with neighborhood associations and civic organizations, and provided continuous updates via websites, e-mails, newsletters and fact sheets. Key stakeholders include residents from the St. Matthew's neighborhood west of the State Capitol, the State of Arizona (including: the Governor's Office, the Department of Administration and the Department of Public Safety). The full Public Process can be reviewed on pages 30-32 of the attached Phoenix West AA Study. At the July 11, 2012, MAG Management Committee meeting, a citizen expressed concerns for light rail's accident rate and suggested using express bus along the proposed route, and once their usage is proven, then fixed rail could be constructed. The citizen stated that the Broadway curve has the most pollution, congestion and accidents on the Interstate 10 corridor, and creating more heat island effect with more traffic lanes is not needed. The citizen commented on the light rail extension and expressed concern for how the Transit 2000 bus funds will be repaid with Proposition 400 revenue, which is lower than expected. The citizen commented that she did not support the light rail extension along Interstate 10 and suggested getting the federal government interested with the TIGER program and having elevated transportation, whether it be buses, etc., at the Broadway curve, not at grade systems. The citizen suggested that this system could even run from the Arizona-Mexico border through Tucson to Las Vegas.

**PROS & CONS:**

PROS: Approval of the Phoenix West AA Study will allow METRO to proceed with the project development process for the Phoenix West LRT project.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The AA conducted by METRO found that the recommended LPA will best meet the purpose and need for the project, meeting the travel demands of increased riders anticipated within the Phoenix West study area as well as providing the potential to promote economic development opportunities in coordination with transit-supportive policies and investments by the City of Phoenix.

POLICY: The Phoenix West AA was accepted by the City of Phoenix Council on May 15, 2012, and the METRO Board of Directors on May 17, 2012.

**ACTION NEEDED:**

Acceptance of the Phoenix West Alternatives Analysis for (1) A Locally Preferred Alternative (LPA) for the Phoenix West project, including a light rail alignment along I-10 from 79th Avenue to I-17; southbound along I-17 southbound frontage road; east along Van Buren Street to 18th Avenue; southbound along 18th Avenue to Jefferson Street and then east to downtown Phoenix along Jefferson Street; (2) Inclusion of the Corridor Advanced Transit Opportunities (CATO) Program that consists of near term improvements and investments to improve existing mobility, enhance transit service and lay the groundwork for future high capacity transit (HCT) service within the study area.

The set of proposed projects includes: construction of a direct HCT access ramp from I-10 to I-17, expansion of the 79th Avenue Park-and-Ride, identification and development of new park and ride stations, and construction of direct connection I-10 HOV ramps on the west side of 79th Avenue; and (3) Future consideration for increased transit service for areas within and west of the study area, per the long range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process.

**PRIOR COMMITTEE ACTIONS:**

Transportation Policy Committee: This item is on the July 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee.

MAG Management Committee: On July 11, 2012, MAG Management Committee recommended acceptance of the Phoenix West Alternatives Analysis for (1) A Locally Preferred Alternative (LPA) for the Phoenix West project, including a light rail alignment along I-10 from 79th Avenue to I-17; southbound along I-17 southbound frontage road; east along Van Buren Street to 18th Avenue; southbound along 18th Avenue to Jefferson Street and then east to downtown Phoenix along Jefferson Street; (2) Inclusion of the Corridor Advanced Transit Opportunities (CATO) Program that consists of near term improvements and investments to improve existing mobility, enhance transit service and lay the groundwork for future high capacity transit (HCT) service within the study area. The set of proposed projects includes: construction of a direct HCT access ramp from I-10 to I-17, expansion of the 79th Avenue Park-and-Ride, identification and development of new park and ride stations, and construction of direct connection I-10 HOV ramps on the west side of 79th Avenue; and (3) Future consideration for increased transit service for areas within and west of the study area, per the long range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process.

MEMBERS ATTENDING

- David Cavazos, Phoenix, Chair
- Dr. Spencer Isom, El Mirage, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Rich Dlugas, Chandler
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Horatio Skeete, Glendale

- # Romina Khananisho for Brian Dalke, Goodyear
- \* Bill Hernandez, Guadalupe
- \* Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- \* Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Chief Alan Rodbell, Scottsdale
- Michael Celaya for Chris Hillman, Surprise
- Charlie Meyer, Tempe
- \* Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Lloyce Robinson, Youngtown
- \* John Halikowski, ADOT
- Tom Manos, Maricopa County
- Steve Banta, Valley Metro/RPTA

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

MAG Transportation Review Committee: On June 28, 2012, the MAG Transportation Review Committee recommended acceptance of the Phoenix West Alternatives Analysis for (1) A Locally Preferred Alternative (LPA) for the Phoenix West project, including a light rail alignment along I-10 from 79th Avenue to I-17; southbound along I-17 southbound frontage road; east along Van Buren Street to 18th Avenue; southbound along 18th Avenue to Jefferson Street and then east to downtown Phoenix along Jefferson Street; (2) Inclusion of the corridor Advanced Transit Opportunities (CATO) Program that consists of near term improvements and investments to improve existing mobility, enhance transit service and lay the groundwork for future HCT service within the study area. The set of proposed projects, include: construction of a direct HCT access ramp from I-10 to I-17, expansion of the 79th Avenue Park-and-Ride, identification and development of new park and ride stations, and construction of direct connection I-10 HOV ramps on the west side of 79th Avenue; and (3) Future consideration for increased transit service for areas within and west of the study area, per the long range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process.

MEMBERS ATTENDING

Scottsdale: David Meinhart, Chair  
 Avondale: David Fitzhugh, Vice-Chair  
 ADOT: Kwi-Sung Kang for Floyd Roehrich  
 Buckeye: Scott Lowe  
 Chandler: Patrice Kraus  
 El Mirage: Jorge Gastelum for Lance Calvert  
 Fountain Hills: Randy Harrel  
 \* Gila Bend: Eric Fitzer  
 \* Gila River: Doug Torres  
 Gilbert: Kurt Sharp for Leah Hubbard  
 Glendale: Robert Darr for Terry Johnson  
 Goodyear: Cato Esquivel  
 # Guadalupe: Gino Turrubiarres

Litchfield Park: Woody Scoutten  
 Maricopa County: John Hauskins  
 Mesa: Jeff Martin for Scott Butler  
 \* Paradise Valley: Bill Mead  
 Peoria: Andrew Granger  
 Phoenix: Rick Naimark  
 \* Queen Creek: Troy White  
 RPTA: Bryan Jungwirth  
 Surprise: Nick Mascia for Bob Beckley  
 Tempe: Chad Heinrich  
 Valley Metro Rail: John Farry  
 Wickenburg: Rick Austin  
 Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

\* Street Committee: Charles Andrews, Avondale  
 ITS Committee: Debbie Albert, Glendale

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

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

MAG Transit Committee: On June 14, 2012, the MAG Transit Committee recommended acceptance of the Phoenix West Alternatives Analysis for (1) A Locally Preferred Alternative (LPA) for the Phoenix West project, including a light rail alignment along I-10 from 79th Avenue to I-17; southbound along I-17 southbound frontage road; east along Van Buren Street to 18th Avenue; southbound along 18th Avenue to Jefferson Street and then east to downtown Phoenix along Jefferson Street; (2) Inclusion of the corridor Advanced Transit Opportunities (CATO) Program that consists of near term improvements and investments to improve existing mobility, enhance transit service and lay the groundwork for future HCT service within the study area. The set of proposed projects, include: construction of a direct HCT access ramp from I-10 to I-17, expansion of the 79th Avenue Park-and-Ride, identification and development of new park and ride stations, and construction of direct connection I-10 HOV ramps on the west side of 79th Avenue; and (3) Future consideration for increased transit service for areas within and west of the study area, per the long

range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process.

MEMBERS ATTENDING

- \* ADOT: Nicole Patrick
- Avondale: Rogene Hill
- # Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: John Aleman for Lance Calvert
- # Gilbert: Ken Maruyama
- Glendale: Cathy Colbath, Chair
- \* Goodyear: Cato Esquivel
- Maricopa County DOT: Mitch Wagner
- Mesa: Mike James
- \* Paradise Valley: William Mead
- Peoria: Maher Hazine
- Phoenix: Kini Knudson for Neal Young
- \* Queen Creek: Kevin Johnson
- Scottsdale: Madeline Clemann
- Surprise: David Kohlbeck
- # Tempe: Robert Yabes for Greg Jordan
- \* Tolleson: Chris Hagen
- Valley Metro Rail/Metro: John Farry for Wulf Grote
- \* Youngtown: Jim Fox
- Regional Public Transportation Authority: Paul Hodgins for Carol Ketcherside

\*Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

Regional Council: The Regional Council met on July 23, 2008 and adopted the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements, and to explore further options to the west in the MAG Transit Framework Study including intermodal connections.

MEMBERS ATTENDING

- Mayor Mary Manross, Scottsdale, Chair
- Vice Mayor Peggy Neely, Phoenix, Vice Chair
- \* Councilmember Robin Barker, Apache Junction
- # Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- # Mayor Wayne Fulcher, Carefree
- Councilmember Dick Esser, Cave Creek
- # Mayor Boyd Dunn, Chandler
- Mayor Fred Waterman, El Mirage
- Treasurer Pamela Mott for President Clinton Pattea, Fort McDowell Yavapai Nation
- Mayor Jay Schlum, Fountain Hills
- Mayor Fred Hull, Gila Bend
- \* Governor William Rhodes, Gila River Indian Community
- Mayor Steven Berman, Gilbert
- \* Mayor Elaine Scruggs, Glendale
- Mayor James M. Cavanaugh, Goodyear
- Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Supervisor Max W. Wilson, Maricopa Co.
- Mayor Scott Smith, Mesa
- \* Mayor Vernon Parker, Paradise Valley
- Councilmember Joan Evans for Mayor Bob Barrett, Peoria
- \* Mayor Art Sanders, Queen Creek
- \* President Diane Enos, Salt River Pima-Maricopa Indian Community
- \* Mayor Lyn Truitt, Surprise
- # Mayor Hugh Hallman, Tempe
- \* Mayor Adolfo Gamez, Tolleson
- # Mayor Ron Badowski, Wickenburg
- Mayor Michael LeVault, Youngtown
- Felipe Zubia, State Transportation Board
- \* Victor Flores, State Transportation Board
- \* David Martin, Citizens Transportation Oversight Committee

\* Those members neither present nor represented by proxy.

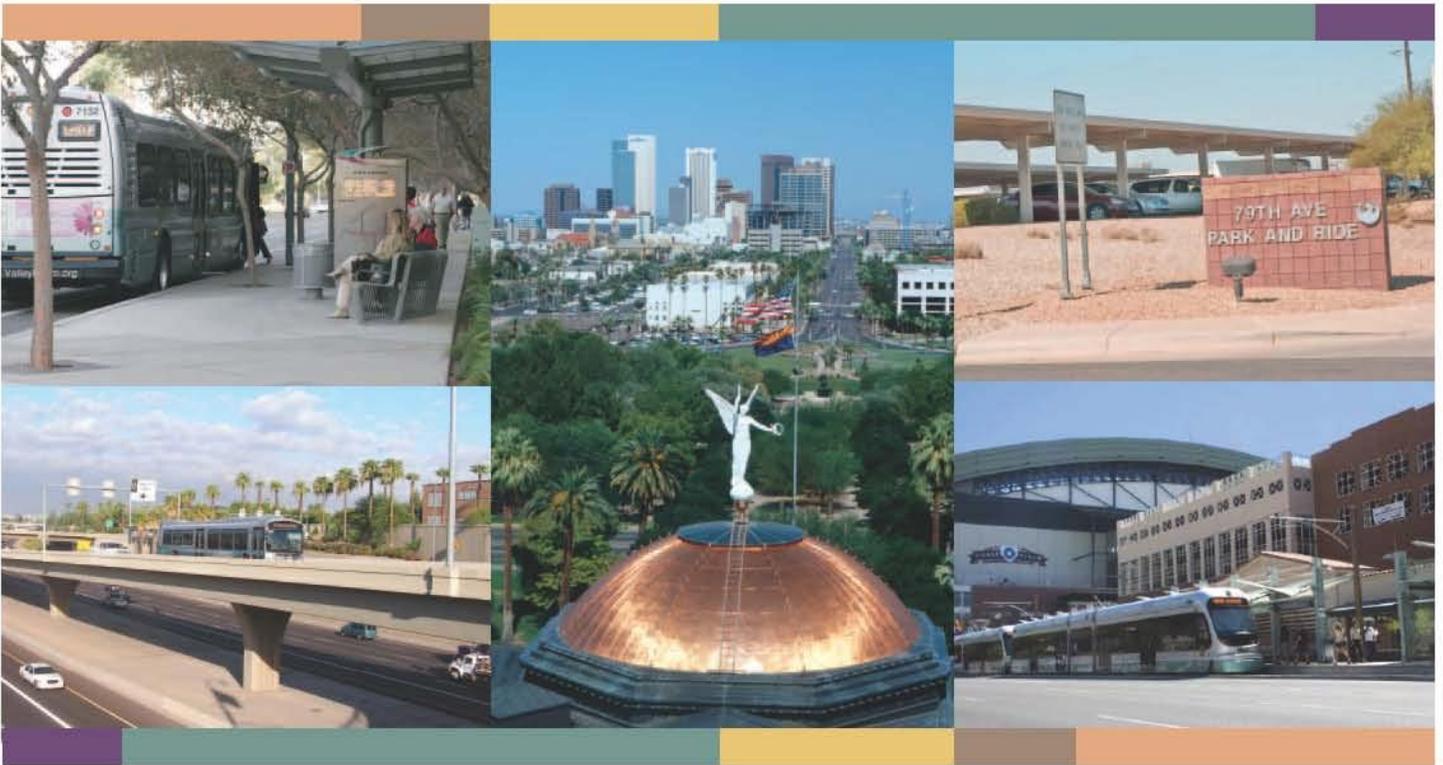
# Attended by telephone conference call.

+ Attended by videoconference call.

**CONTACT PERSON:**

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# PHOENIX WEST EXTENSION



## DRAFT LOCALLY PREFERRED ALTERNATIVE REPORT

June 2012





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- Appendix A:** Conceptual Design of LPA – Phoenix West LRT
- Appendix B:** Standard Cost Category Worksheet – Build Alternative



## LIST OF ACRONYMS

AA	Alternatives Analysis
ADOT	Arizona Department of Transportation
BNSF	BNSF Railway
BRT	Bus Rapid Transit
CATO	Corridor Advanced Transit Opportunities
FTA	Federal Transit Administration
HCT	High Capacity Transit
HOV	High Occupancy Vehicle
I-10	Interstate 10
I-17	Interstate 17
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MAG	Maricopa Association of Governments
METRO	Valley Metro Rail, Inc.
NEPA	National Environmental Policy Act
NOI	Notice of Intent
ROW	Right-of-Way
RTP	Regional Transportation Plan
YOE	Year of Expenditure

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## 1.0 SUMMARY

This document summarizes the Phoenix West Extension Alternatives Analysis (AA) Study and includes the Recommendations and Locally Preferred Alternative Report. The purpose of the Phoenix West Extension AA Study is to identify high capacity transit (HCT) improvements that respond to transportation needs in an 11-mile corridor approved by Maricopa County voters in 2004. The AA study was conducted by Valley Metro Rail, Inc. (METRO) and complies with the Federal Transit Administration (FTA) New Starts project development process. As a result of this planning effort, a recommended alignment and transit mode, or Locally Preferred Alternative (LPA), was developed for further evaluation under the National Environmental Policy Act (NEPA). This document describes the planning process that occurred and the build alternative recommended as a result of the study. The LPA was approved by the Phoenix City Council in May 2012.

In 2008, METRO conducted the I-10 West Transportation Assessment to better quantify the projected future transportation needs in the corridor. The results of this study indicated that the I-10 West study corridor is expected to face substantial transportation demand in the future. Driving this demand is the high population growth over the next 25 years in areas surrounding the I-10 study area. I-10 will be one of the main east/west facilities providing a direct connection for this population into and out of the larger Phoenix region. The following summarizes this assessment effort:

- Vehicle miles and hours traveled are predicted to grow substantially in the Southwest Valley, nearly twice as much as the region overall.
- System average speeds are predicted to be slower on all facilities by 2030, but most dramatically on the freeway system.
- Traffic volumes are expected to increase most dramatically on the west end of the corridor.
- High occupancy vehicle (HOV) volumes will more than double by 2030 at the west end of the corridor.
- I-10 is currently operating at highly congested conditions (Level of Service [LOS] E-F) in both the AM and PM peak periods for the primary travel movement (eastbound in the AM and westbound in the PM).
- I-10 levels of service are expected to become worse by 2030, with congestion in both the AM and PM peak periods in both directions.
- Travel times are projected to increase by 2030, most dramatically for transit trips.
- Existing transit ridership is growing within the study area, which is being served by some of the highest ranked routes in terms of ridership.
- Existing transit is experiencing overcrowding on various routes, indicating additional transit capacity is needed.
- Unrestrained 2030 model runs indicate a significant amount of additional (and unmet) travel demand within the I-10 corridor.

METRO examined alternatives for light rail transit (LRT), bus rapid transit (BRT), and enhanced local bus. A comparison summary of these modes is provided in Table 1. BRT alternatives were



considered through the Tier 1 and Tier 2 processes and assumed key features including off-line fare payment, specialized vehicles, stations with improved amenities (over existing bus stations), and branded service. The BRT alternatives considered assumed mix-traffic operation in downtown Phoenix with exclusive guideway along I-10. As noted in this report, several BRT alternatives were considered through Tier 1 and Tier 2. Following a lengthy evaluation, METRO selected LRT as the preferred transit mode for the Phoenix West study area. LRT was selected based on the following key considerations:

1. Provides a direct integration with the existing LRT service and a one seat ride for passengers traveling between West Phoenix and central Phoenix
2. Lower long-term operating costs compared to BRT
3. Higher ridership potential compared to BRT
4. Higher passenger capacity compared to buses
5. Provides a faster travel time compared to bus travel

**Table 1. Comparison of LRT and BRT Alternatives**

Issue	LRT	BRT
<b>Capital Costs</b>	\$1 Billion*	\$496 Million
<b>Total Cost per Boarding</b> (Annualized Capital + Operating Costs)/ Annualized Boardings	\$16.2*	\$40.8
<b>Ridership Potential</b> (2030 Average Daily Boardings)	32,900*	9,200
<b>Hourly Capacity in One Direction</b> (number of passengers per hour per direction)	5,000	1,000
<b>Travel Times</b> (from 79 <sup>th</sup> Avenue to Central Avenue/Washington)	19 Minutes	26 Minutes

Source: METRO 2012

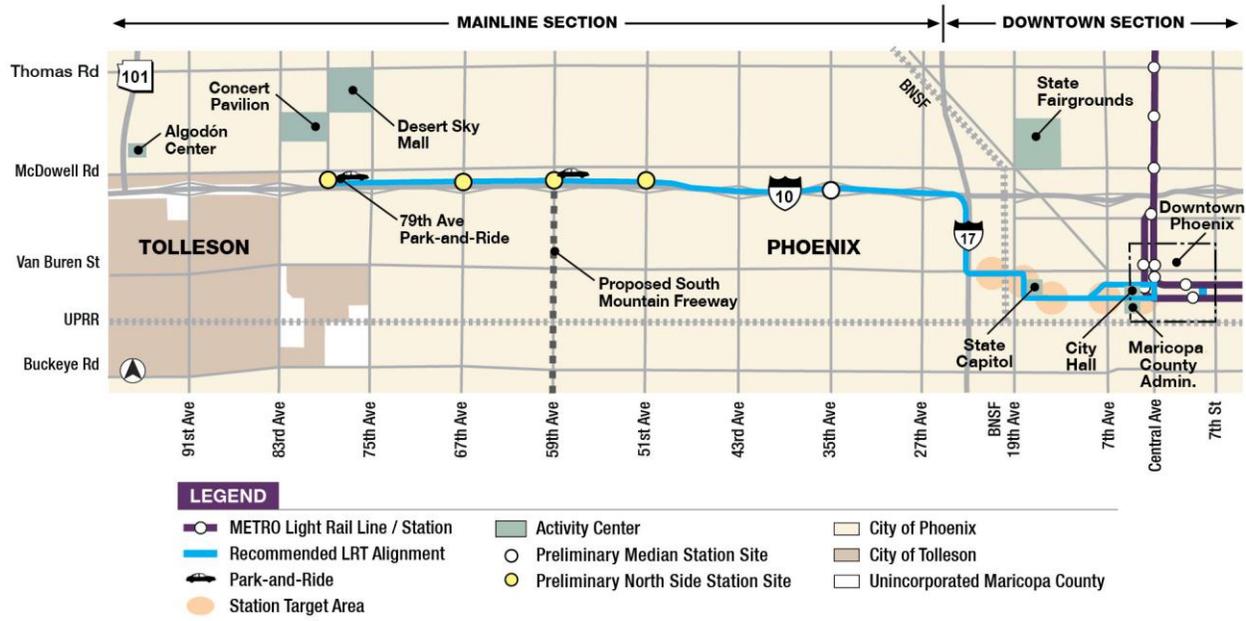
\*Based on 2010 Evaluation.

The AA process also resulted in a recommended alignment for the LRT guideway within the Phoenix West study area. The recommended alignment would connect with the existing LRT system along Washington and Jefferson Streets in the downtown Phoenix core as shown in Figure 1. The new corridor would extend west along Washington and Jefferson Streets, and converge to one guideway along Jefferson Street at approximately 8<sup>th</sup> Avenue, continuing through the State Capitol area to 18<sup>th</sup> Avenue where it would turn north to Van Buren Street. The guideway would run along the south side of Van Buren Street and transition to the I-17 corridor where it would parallel Interstate 17 (I-17) using the southbound frontage road north to Interstate 10 (I-10). West of I-17, the LRT guideway would utilize a 50-foot freeway median, originally preserved for high-capacity transit along I-10, to approximately 47<sup>th</sup> Avenue. From this point, the guideway would transition to the north of I-10 and parallel an open-drainage channel along an unimproved access road. The extension would follow this alignment until connecting to the 79<sup>th</sup> Avenue park-and-ride. In addition, a turnaround at 5<sup>th</sup> Street between Washington and Jefferson in the downtown area is recommended for operational flexibility. LRT would generally operate at or below posted speed limits at an average of about 32 miles per hour.

METRO has identified preliminary station sites along the I-10 portion of the Phoenix West Extension at 35<sup>th</sup> Avenue, 51<sup>st</sup> Avenue, 59<sup>th</sup> Avenue, 67<sup>th</sup> Avenue and 79<sup>th</sup> Avenue. METRO proposes a new park-and-ride at 59<sup>th</sup> Avenue as well as expansion of the 79<sup>th</sup> Avenue Park-and-Ride to increase parking capacity in support of the HCT transit investment.



**Figure 1. Phoenix West LPA Recommendation**



Source: METRO 2012

Although this document signifies the close of the AA planning phase, the recommended HCT alternative would be subject to further refinement and evaluation during the upcoming environmental planning phase that will proceed in compliance with the FTA New Starts Process and NEPA. In addition to the LPA, METRO is recommending a priority set of projects known as the Corridor Advanced Transit Opportunities (CATO) Program. These projects would support current and future high capacity transit in the I-10 corridor and would each be able to operate with independent utility. These projects are described further in Chapter 5.

Chapter 2 provides background information on the study area. Chapter 3 describes the transportation needs in the study area and the purpose and need for the Phoenix West extension that guided the AA process and ultimate selection of the recommended alternative. Chapter 4 summarizes the Tier 1 and Tier 2 evaluation phases of the study as well as the Post-Tier 2 and Final Definition of Alternatives work that was conducted based on public input during the process. Chapter 5 details the recommended HCT alternative including a physical description of the alternative, justification for selection of the recommended alternative, and outstanding issues to be considered during the next phase of study. Finally, Chapter 6 outlines the full set of recommendations including projects recommended for early action and an improved feeder bus system as well as the next steps METRO will take to advance the recommended alternative for formal acceptance by the FTA.

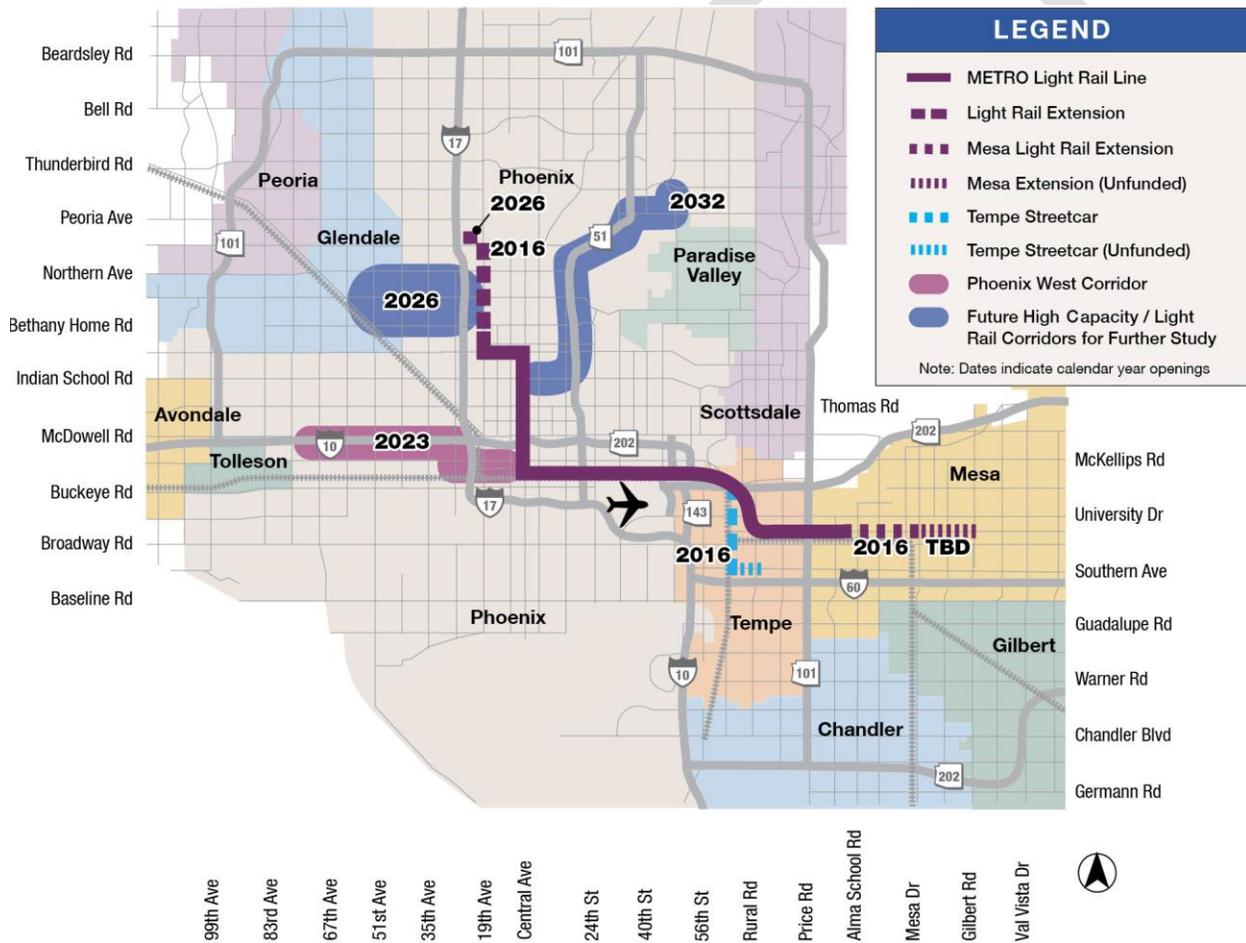


## 2.0 PROJECT BACKGROUND

Funds from the Proposition 400 one-half-cent transportation sales tax extension were allocated toward the 57.7-mile HCT/LRT system identified in the 2003 Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP). MAG is the designated Metropolitan Planning Organization for approving proposed HCT corridors in Maricopa County.

The existing regional LRT system that serves the cities of Phoenix, Tempe, and west Mesa opened for passenger service in December 2008. The MAG RTP identified an 11-mile extension along I-10, from downtown Phoenix to the vicinity of 79<sup>th</sup> Avenue, as one of six additional HCT/LRT corridors within Maricopa County. This segment of I-10, referred to as the Phoenix West Extension, is scheduled to be in operation by 2023 with the remaining system to be operational by 2031. Figure 2 shows the proposed 57.7-mile system.

**Figure 2. High Capacity Transit/Light Rail Transit Corridors**

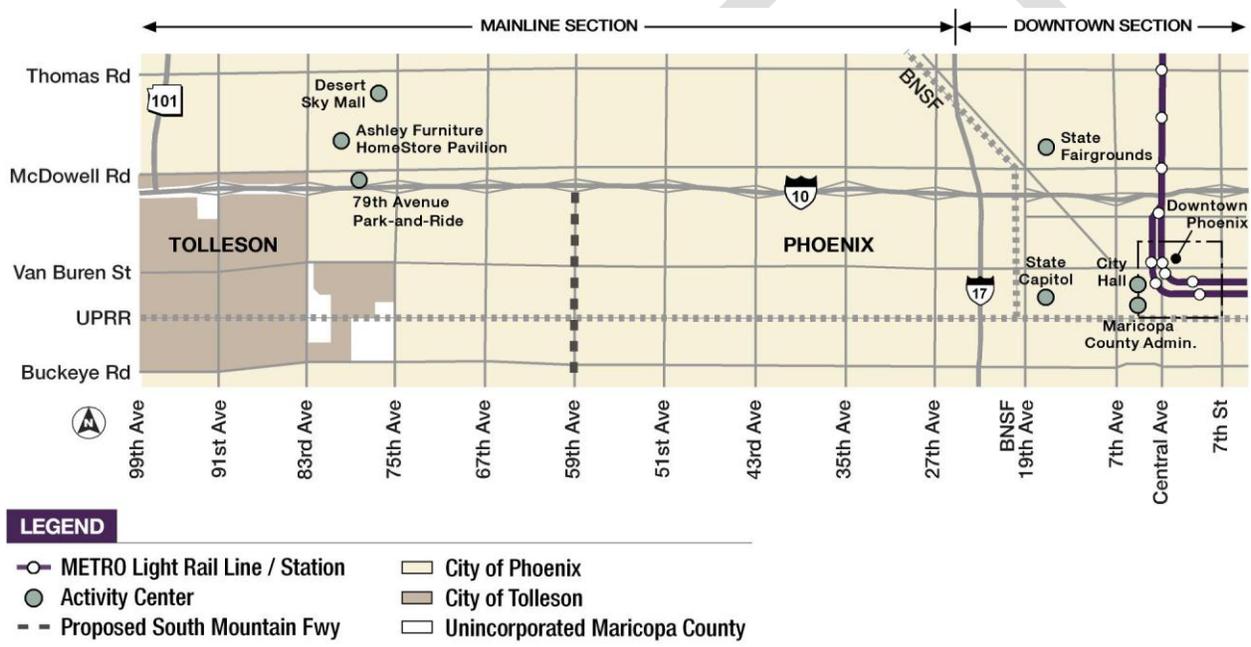




The Phoenix West study area is bounded on the north by Thomas Road, on the south by Buckeye Road, on the west by State Route 101 (Loop 101), and on the east by 7<sup>th</sup> Street, as depicted in Figure 3. For the purposes of alternatives development and analysis, the corridor was divided into two sections that have different characteristics in terms of alignment opportunities, station needs, key types of impact, and transit service needs.

- The portion east of I-17 is referred to as the **Downtown Section**. The Downtown Section contains most of the employment destinations in the corridor and is also where Phoenix West would connect to the existing system.
- The portion west of I-17 is referred to as the **Mainline Section**. This section would generally operate at a higher speed with greater station spacing than other portions of the system currently in operation.

**Figure 3. Phoenix West AA Study Area**



Source: METRO 2012



### 3.0 PURPOSE AND NEED FOR THE PROJECT

The purpose of the proposed HCT improvements in the Phoenix West study area is to provide a dependable, efficient, and cost-effective HCT option that connects central Phoenix and the southwest valley in support of regional plans and policies outlined in the MAG RTP. The implementation of transit improvements within the Phoenix West study area would meet the following objectives:

- Offer a viable transportation alternative that will facilitate the safe and efficient movements of people, particularly commuters, through and within the Phoenix West study area;
- Provide more reliable travel times through the project corridor;
- Help to alleviate AM and PM peak period traffic conditions along I-10 in the Southwest Valley that are currently operating at LOS E-F and are anticipated to steadily deteriorate by providing additional capacity as part of a “shared solution” incorporating transit, highway improvements, and existing service such as HOV lanes and bus service;
- Enhance economic development potential within the corridor by improving access to existing and planned employment and activity centers throughout the Phoenix West corridor;
- Support regional plans and policies that reinforce an efficient transit system; and
- Support regional air quality goals.

The recommended Phoenix West Extension project would provide an HCT option that addresses regional growth, increased travel demand, changes in land use patterns, access to activity centers, and regional planning goals. The major employment concentrations served include downtown Phoenix and the State Capitol. The project would help to satisfy the four primary needs within the corridor:

- 1) **A need for added peak period travel capacity and a more reliable mode as part of a balanced transportation system.** According to the *I-10 West Transportation Assessment* (METRO 2008), congestion during both the AM and PM peak periods along I-10 within the Study Area is expected to become worse by 2030, with HOV volumes expected to more than double. Transit improvements are needed to address the future demands as part of a “shared solution” to facilitate the reliable, safe, and efficient movement through and within the study area, specifically along I-10.
- 2) **A need for increased transit system connectivity.** Transit service coverage in the study area is limited, especially for longer peak period commute trips. Improved services and connections are needed among the destinations within and connected to the study area to improve the functionality of the system to better meet travel demands.

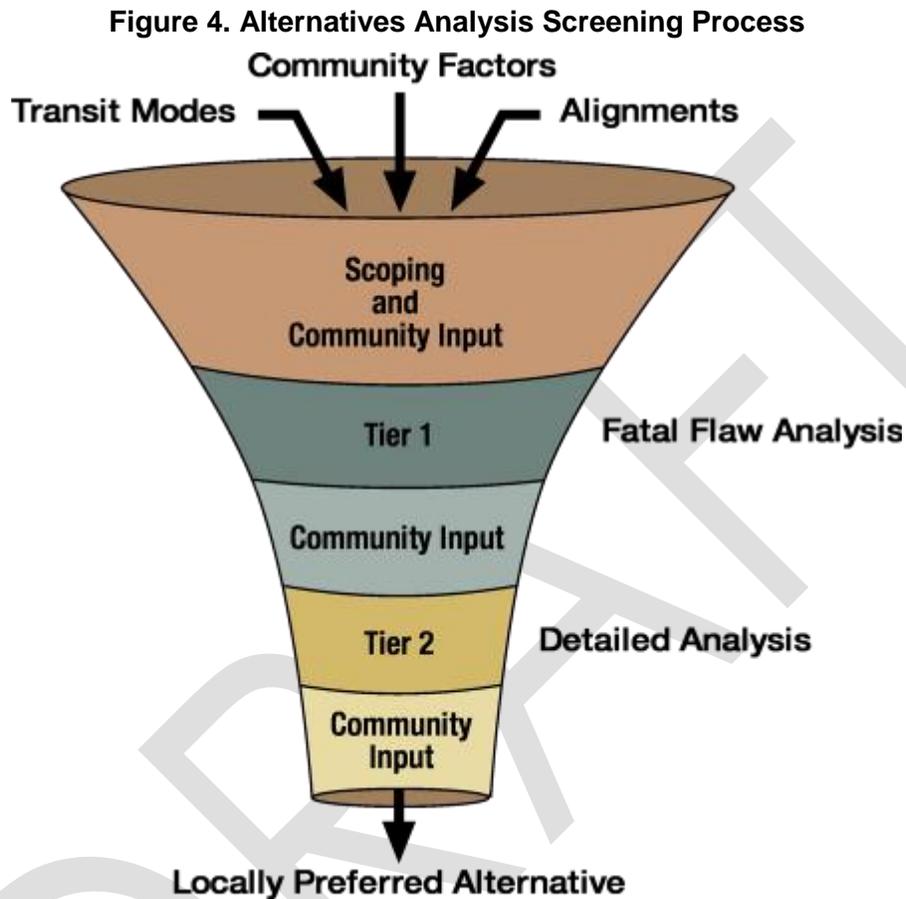


- 3) **A need for improved mobility and access to corridor destinations.** Improved transit service should be implemented to provide safe and efficient access to numerous local and regional employment destinations within and adjacent to the Phoenix West study area including the State Capitol, the City of Phoenix/Maricopa County Government Center, Phoenix Governmental Mall, and entertainment destinations including downtown Phoenix sports and arts venues and the Ashley Furniture HomeStore Pavilion. In addition, a substantial reverse-commute travel pattern also needs to be served by transit in this corridor.
- 4) **A need to reinforce economic development opportunities.** Investments in HCT should be leveraged to encourage more intensive transit-oriented development in the study area consistent with local policies and plans.

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## 4.0 ALTERNATIVES ANALYSIS PROCESS

A multi-level screening process was applied during the AA to develop an LPA, as illustrated in Figure 4.



Source: METRO 2012

The full list of alignment alternatives considered for all modes for the Phoenix West AA Study is provided in Figure 5. Each phase of analysis is described in detail in the subsequent sections.



**Figure 5. Phoenix West AA Alignment Alternative Screening**

ALIGNMENT ALTERNATIVE	Pre-Tier 1 Screening	Tier 1 Screening	Tier 2 Screening		Final Definition of Alternatives	Post Tier 2/ Final Def. of Alternatives	Locally Preferred Alternative
			Conceptual	Detailed			
<b>Mainline Section</b>							
I-10							●
Thomas Road	■						
McDowell Road	■						
Van Buren Street	■						
Buckeye Road	■						
<b>Downtown Section (East-West Alignment Alternatives)</b>							
Thomas Road	■						
McDowell Road	■						
I-10 (BRT)				■			
I-10 (LRT)				■			
Van Buren Street				■			
Adams Street					■		
Jefferson Street (2-Track)						■	
Madison Street*				■			
Jackson Street*				■			
Buckeye Road	■						
Van Buren Street/ Jefferson Street							●
<b>Downtown Section (North-South Alignment Alternatives)</b>							
27th Avenue				■			
I-17 Southbound Frontage Road							●
19th Avenue					■		
17th Avenue					■		
Grand Avenue				■			
15th Avenue (via Grand Avenue)					■		
7th Avenue	■						
5th Avenue	■						
3rd Avenue	■						

■ = Removed from consideration    ▶ = Carried forward for further evaluation    ● = LPA

\*Subsequent to the completion of Tier 1 Screening, community stakeholders requested that HCT options along Madison and Jackson Streets be analyzed as downtown Phoenix east-west alignments.

Source: METRO 2012

#### 4.1 PRE-TIER 1 AND TIER 1 ALTERNATIVES EVALUATION AND SCREENING

The AA process was initiated with the “Pre-Tier 1 Screening” phase, which assessed the broad range of HCT modes including LRT and BRT, and possible alignments within the study area based on minimal constraints. The “Universe of Alternatives” examined during the Pre-Tier 1 Screening phase was developed based on an examination of existing physical characteristics in the study area (e.g., potential connections to the METRO system and rights-of-way that could accommodate HCT alignments, etc.) with input from METRO, members of the public,



stakeholders, and agency representatives. During this Pre-Tier 1 Screening phase, transportation deficiencies and constraints in the study area were clarified and factored into the Purpose and Need.

A key decision that emerged from the Pre-Tier 1 Screening phase was the selection of the I-10 freeway right-of-way (ROW) as the recommended HCT option within the Mainline Section of the Phoenix West corridor. The I-10 alignment between 27<sup>th</sup> and 83<sup>rd</sup> Avenues is:

- consistent with the 1978 Interstate 10-91<sup>st</sup> Avenue to Junction I-10 Final Environmental Impact Statement and Section 4(f) Statement that addressed the preservation of the freeway ROW for future transit;
- consistent with the MAG RTP alignment approved by voters in 2004;
- the alignment that provides a competitive service compared to automobile travel in terms of providing a reliable option that travels at a higher speed and has a greater passenger capacity;
- the lowest overall cost since construction within some portion of the existing freeway ROW would minimize property acquisition, require minimal street construction, and result in minimal utility relocations. In comparison, utilization of arterial street options would result in significant property impacts.

As an important step early in the Phoenix West Extension study process, the MAG Regional Council endorsed this recommendation west of I-17 within the Phoenix West study area in July 2008.

As part of the project scoping process, METRO invited representatives from the City of Phoenix, Maricopa County, and State of Arizona departments and agencies to gather preliminary feedback about potential high-capacity corridors and identify areas of interest or potential projects that may influence the study. The workshop was focused specifically on the downtown Phoenix area between 27<sup>th</sup> Avenue and Central Avenue to the west and east, respectively, and Grant Street to McDowell Road to the south and north, respectively. Early coordination during the AA in the downtown area was considered a significant requirement in the planning process since downtown Phoenix is a dynamic area where a variety of development and planning projects are ongoing and diverse constraints and opportunities exist. Each of the six breakout groups identified HCT corridors that could connect an alignment along I-10 to the existing light rail along Central Avenue. The corridors that were identified followed existing roadway alignments and are shown in Figure 6. Workshop participants felt HCT could serve several destinations in the downtown area. Buildings associated with the Capitol Mall Corridor located along Washington and Jefferson Streets between 19<sup>th</sup> and Central Avenues were identified as a potential source of riders due to the large number of employees projected for the area. Other areas identified that should be served by the HCT service included the downtown Arizona State University Campus, residential communities, the Arts and Entertainment Districts, and the Arizona State Fairgrounds. Several north-south corridors were suggested from I-10 including 27<sup>th</sup> Avenue, I-17, 19<sup>th</sup> Avenue, 17<sup>th</sup> Avenue, Grand Avenue, and 15<sup>th</sup> Avenue.

Figure 6 illustrates the alternatives considered in the complex downtown portion of the study area. During the Pre-Tier 1 and Tier 1 analysis phases, each alignment alternative shown in Figure 6 was analyzed as an individual segment to determine the feasibility of implementing either LRT or BRT using the existing ROWs.



Alternatives within the Downtown Section were categorized as either north-south or east-west alignment alternatives based on their directional orientation. The Tier 1 Evaluation eliminated some segments through a “fatal flaw” analysis, designed to efficiently screen alternatives based on criteria that are consistent with project goals. The evaluation criteria used during the Pre-Tier 1 and Tier 1 Evaluation, along with the associated goals, are listed in Table 2. A summary of the alignments considered and the rationale for removing them from further consideration during Pre-Tier 1 and Tier 1 evaluations is provided in Table 3. Table 3 also lists where in the AA process alternative alignments were removed from, which corresponds with the Alternatives Progression flowchart shown in Figure 5.

**Table 2. Pre-Tier 1 and Tier 1 Fatal Flaw Analysis and Evaluation Criteria**

Phoenix West Extension Goal	Evaluation Criteria
Increase Regional Travel and Mobility	Transit Patron Travel Time Savings
Connect Local and Express Bus and LRT System with the West Valley	Populations Served
Provide Cost-Effective Transit Improvements	Technical Feasibility
Support Economic Development and Serve Major Employment Centers, including the State Capitol. Also, Enhance Connectivity among Existing and Planned Regional and Local Activity Centers and Attractions	Consistency with Existing Plans and Studies and Connections to Existing and Planned Activity Centers, including the State Capitol
Minimize Environmental Impacts	Irresolvable Environmental Impacts on Cultural Resources/Environmental Justice Populations

Source: METRO 2008

**Table 3. Summary of Pre-Tier 1 and Tier 1 HCT Alignments Considered**

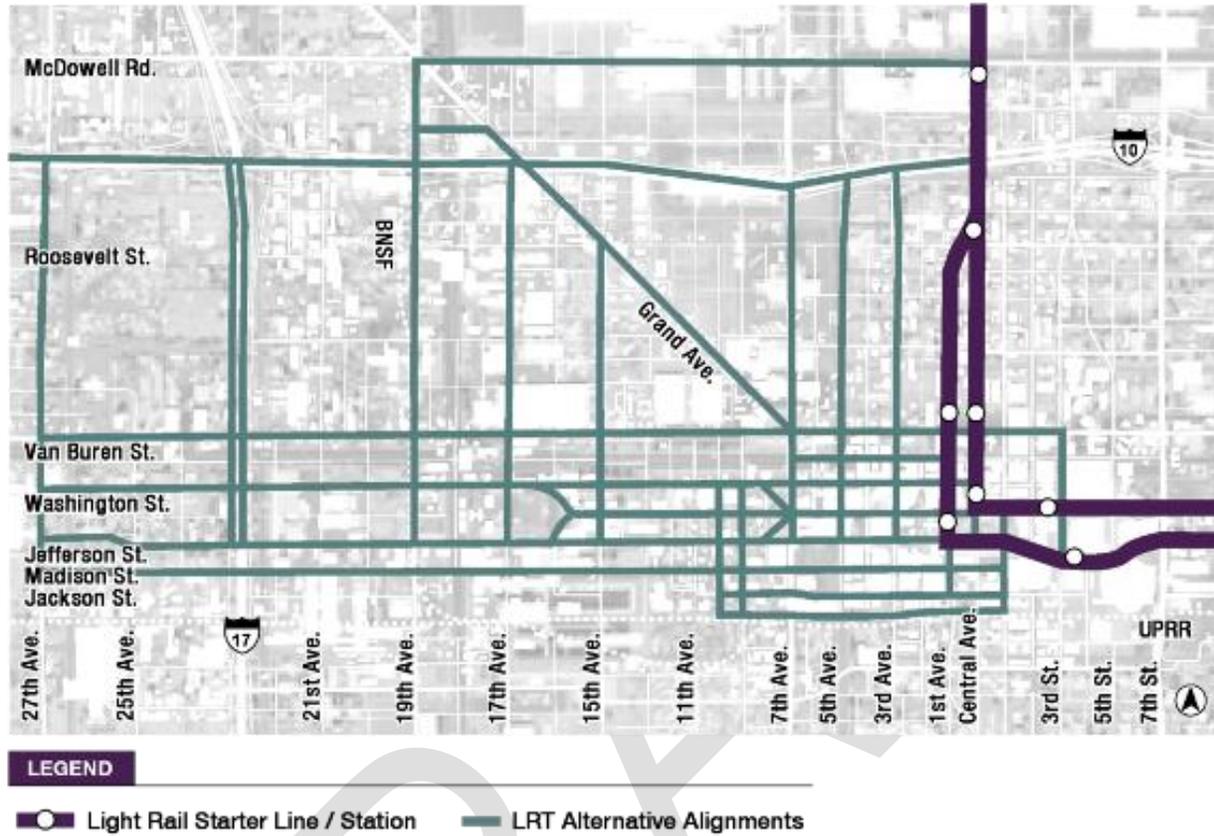
Alignment Alternative	Mode	Rationale for Removal from Further Consideration
<b>PRE-TIER 1</b>		
<b>Mainline Section</b>		
- Thomas Road - McDowell Road - Van Buren Street - Buckeye Road	LRT	<ul style="list-style-type: none"> <li>• Difficult crossings of Grand Avenue and the BNSF railroad tracks would be required along both McDowell and Thomas Roads.</li> <li>• Operations are constrained by lower posted speed limits compared to the freeway.</li> <li>• Travel time savings would be reduced by about 5 minutes due to lower operating speeds and signalized intersections along the arterials compared to the I-10 alignment.</li> <li>• Construction of a LRT guideway would result in numerous impacts to existing rights-of-way and adjacent land uses.</li> <li>• Increased costs resulting from utility impacts compared to the I-10 alignment.</li> </ul>
- Thomas Road - McDowell Road - Van Buren Street - Buckeye Road	BRT	<ul style="list-style-type: none"> <li>• Operations are constrained by lower posted speed limits compared to the freeway.</li> <li>• Travel time savings would be reduced due to lower operating speeds, signalized intersections, and increased number of stations required compared to I-10.</li> </ul>
<b>Downtown Section (East-West)</b>		
Thomas Road	LRT/BRT	<ul style="list-style-type: none"> <li>• Would not provide direct access to the primary ridership base in downtown Phoenix, including major employment centers such as the State Capitol.</li> <li>• Extensive ROW required for LRT Option</li> </ul>



Alignment Alternative	Mode	Rationale for Removal from Further Consideration
McDowell Road	LRT/BRT	<ul style="list-style-type: none"> <li>• Would not provide direct access to the primary ridership base in downtown Phoenix, including major employment centers such as the State Capitol.</li> <li>• Extensive ROW required for LRT Option</li> </ul>
Buckeye Road	LRT/BRT	<ul style="list-style-type: none"> <li>• Would not provide direct access to the primary ridership base in downtown Phoenix, including major employment centers such as the State Capitol.</li> <li>• Extensive ROW required for LRT Option</li> </ul>
<b>Downtown Section (North-South)</b>		
7 <sup>th</sup> Avenue	LRT/BRT	<ul style="list-style-type: none"> <li>• Does not provide either a single trip (no transfer) or direct access to the primary ridership base in downtown Phoenix major employment centers and the State Capitol.</li> <li>• Inadequate space for a new guideway without reconstruction of the I-10 mainline and 7<sup>th</sup> Avenue interchange.</li> </ul>
5 <sup>th</sup> Avenue	LRT/BRT	<ul style="list-style-type: none"> <li>• Does not provide either a single trip (no transfer) or direct access to the primary ridership base in downtown Phoenix major employment centers and the State Capitol.</li> <li>• Inadequate space for a new guideway without reconstruction of the I-10 mainline and 5<sup>th</sup>/3<sup>rd</sup> Avenue HOV direct access ramp.</li> </ul>
3 <sup>rd</sup> Avenue	LRT/BRT	<ul style="list-style-type: none"> <li>• Does not provide either a single trip (no transfer) or direct access to the primary ridership base in downtown Phoenix major employment centers and the State Capitol.</li> <li>• Inadequate space for a new guideway without reconstruction of the I-10 mainline and 5<sup>th</sup>/3<sup>rd</sup> Avenue HOV direct access ramp.</li> </ul>
<b>TIER 1 SCREENING</b>		
<b>Mainline Section</b>		
<i>Note: No alternatives were screened for the Mainline Section in Tier 1 since the I-10 ROW recommended by METRO was approved for HCT by MAG Regional Council</i>		
<b>Downtown Section (East-West)</b>		
I-10	LRT	<ul style="list-style-type: none"> <li>• Use of I-10 would not provide a direct connection with the existing LRT line, which crosses above the I-10 freeway.</li> <li>• The design of the Hance Park Transit Facility, located within the median of the I-10 freeway and originally constructed to accommodate HCT, does not meet the dimensions necessary to operate LRT.</li> <li>• I-10 would not serve the State Capitol.</li> </ul>
<b>Downtown Section (North-South)</b>		
27 <sup>th</sup> Avenue	LRT/BRT	<ul style="list-style-type: none"> <li>• Implementation of LRT would require substantial reconstruction of existing infrastructure (i.e., the direct access from the I-10 ROW) and expansion of existing ROW along 27<sup>th</sup> Avenue and the selected East-West alignment.</li> <li>• The alignment would result in increased travel time due to lower operating speeds and signalized intersections on arterials.</li> </ul>
Grand Avenue	LRT/BRT	<ul style="list-style-type: none"> <li>• Would not provide a direct connection to the existing LRT system.</li> <li>• Would not serve the State Capitol.</li> <li>• Would require extensive right-of-way acquisition.</li> </ul>

Source: METRO 2012

Figure 6. Tier 1 Universe of Alignment Alternatives



Source: METRO 2008

#### 4.1.1 Alternatives Moving forward in the Process following Pre-Tier 1 and Tier 1 Screening

Based on the analysis of alternatives performed during the Pre-Tier 1 and Tier 1 screening process, the following alternatives were advanced to Tier 2:

##### Mainline:

- I-10 between I-17 and 83<sup>rd</sup> Avenue – moved forward because of the projected travel time savings, consistency with future plans, and overall cost savings due to the ROW preservation that has already occurred.



### **Downtown Section (East-West Alignment Alternatives):**

The alternatives that moved forward beyond Tier 1 provide a direct connection to the existing LRT system in downtown and serve the most key activity and employment centers.

- Van Buren Street
- Adams Street
- Jefferson Street 2-Track to Washington/Jefferson Street Couplet
- I-10 (for BRT only, because the constraints associated with the connection to downtown at Hance Park are more pronounced for LRT)

*Subsequent to the completion of Tier 1 screening, community stakeholders requested that HCT options along Madison and Jackson Streets be analyzed as downtown Phoenix east-west alignments.*

### **Downtown Section (North-South Alignment Alternatives):**

The alternatives that moved forward beyond Tier 1 would provide a direct connection to the existing LRT system, serve the most activity centers, and fewer potential infrastructure conflicts.

- I-17
- 19<sup>th</sup> Avenue
- 17<sup>th</sup> Avenue
- 15<sup>th</sup> Avenue (via Grand Avenue)

## **4.2 TIER 2 ALTERNATIVES AND FINAL DEFINITION OF ALTERNATIVES EVALUATION AND SCREENING**

The Tier 2 and Final Definition of Alternatives evaluation and screening process resulted in further examination of potential Mainline Section station locations and downtown alignment alternatives remaining after the Tier 1 evaluation. The downtown alignment alternatives were subjected to a qualitative conceptual analysis, followed by a more detailed quantitative analysis during the Tier 2 Evaluation and Screening phase. With the I-10 ROW selected and approved by MAG as the HCT alternative for the Mainline Section, the Tier 2 evaluation and screening focused on analysis of the station locations along the I-10 freeway.

### **4.2.1 Tier 2 Mainline Station Area Evaluation Results**

Early in the AA planning process, METRO identified and evaluated several station target areas along the I-10 Mainline Section. Station target areas were generally identified at intersections along I-10 that provide logical access to a potential HCT system. Through discussions with local stakeholders and a Community Working Group formed specifically for the Mainline Section (described further in Section 5.2), station target areas listed in Table 4 were recommended for the I-10 Mainline Section.



**Table 4. Recommended Mainline Station Target Areas**

Station Target Area	Justification
35 <sup>th</sup> Avenue	<ul style="list-style-type: none"> <li>• 35<sup>th</sup> Avenue connects north Phoenix to the South Mountain and Laveen areas.</li> <li>• Commercial uses buffer residential neighborhoods.</li> <li>• Provides connectivity and mobility to high school and middle school students in close proximity.</li> </ul>
51 <sup>st</sup> Avenue	<ul style="list-style-type: none"> <li>• Provides a connection to the Maryvale Secondary Village Core to the north.</li> <li>• 51<sup>st</sup> Avenue, one of the longest north-south arterials in west Phoenix, has the potential to attract high ridership.</li> </ul>
59 <sup>th</sup> Avenue	<ul style="list-style-type: none"> <li>• Provides a connection to the Estrella Secondary Urban Village Core to the south.</li> <li>• Provides a connection for passenger of Valley Metro Route 59, which currently experiences high ridership.</li> <li>• Includes vacant parcels that could potential serve as park-and-ride locations.</li> <li>• Placement of a park-and-ride at 59<sup>th</sup> Avenue serves as a potentially high demand station with the proposed direct connection for passenger vehicle users of the South Mountain Freeway.</li> </ul>
67 <sup>th</sup> Avenue	<ul style="list-style-type: none"> <li>• Preferred by local stakeholders based on the proximity to planned development activity and access to local activity centers.</li> <li>• Similar to 51<sup>st</sup> Avenue, 67<sup>th</sup> Avenue is also one of the longest north-south arterials in west Phoenix and has the potential to attract high ridership.</li> </ul>
79 <sup>th</sup> Avenue	<ul style="list-style-type: none"> <li>• Currently an existing park-and-ride facility, this location serves as the Phoenix West Extension terminus. To support anticipated HCT ridership, METRO would proposes expanding capacity of the facility through either site expansion or construction of a garage structure.</li> </ul>

Source: METRO 2012

#### **4.2.2 Tier 2 Downtown Evaluation Results**

The Tier 2 Detailed Evaluation examined downtown HCT alternatives based on a comprehensive quantitative evaluation that focused on the following criteria:

- Traffic Issues
- Population and Employment Served
- Design and Constructability
- Costs
- Impacts to Designated Historic Resources
- Potential Property Impacts
- Available ROW
- Community Support

Ultimately, the alignment alternatives in the Downtown Section were narrowed to two north-south options (I-17 southbound frontage road and 19<sup>th</sup> Avenue) and three east-west options (Adams Street, Jefferson Street, and a couplet option using both Washington and Jefferson Streets). This section provides a summary of the comparison among the remaining alignment alternatives.



## North-South Alternatives Comparison

The I-17 southbound frontage road alternative compared more favorably to the 19<sup>th</sup> Avenue alternative in terms of travel time, property acquisition requirements, environmental impacts, and necessary coordination with Arizona Department of Transportation (ADOT) and other stakeholders, notably BNSF Railway (BNSF), to connect to the east-west alignment alternative. Table 5 summarizes the results of the evaluation of the two remaining north-south Alternatives.

**Table 5. I-17 Southbound Frontage Road/19<sup>th</sup> Avenue Comparison**

Issue	I-17 Southbound Frontage Road	19 <sup>th</sup> Avenue
<b>Capital Costs (in Year of Expenditure)</b>	\$90 - \$95 Million	\$195 - \$210 Million
<b>Designated Historical Properties Impacted</b>	1	8
<b>Railroad Interaction</b>	Grade Separation	Grade Separation; Pedestrian Separation
<b>Property Impacts (Estimated)</b>	6	51
<b>Travel Speeds</b>	Better travel time due to being adjacent to the freeway and able to abide by higher posted speed limits.	Slower travel time resulting from vehicles operating within an elevated structure north of I-10 that turns to connect via a clover-leaf structure at-grade to 19 <sup>th</sup> Avenue via Grand Avenue. Additionally, trains would be subject to a lower posted speed limit along 19 <sup>th</sup> Avenue.
<b>Economic Development Opportunity</b>	Limited	Greater

Source: METRO 2012

Subsequent to the completion of the *I-17 and 19<sup>th</sup> Avenue – Final Definition of Alternatives Technical Evaluation*, METRO further evaluated the southbound frontage road option based on its relatively higher performance compared to the other connections. The Federal Highway Administration requested that METRO complete a report to document the change in access to the federal interstate highway system. This work included a comparison of traffic counts along the I-17 southbound frontage road, assessment of future impacts to nearby intersection LOS, potential operational conflicts caused by closing the roadway to vehicle traffic, and impacts to adjacent properties.

Initial findings of the report indicated existing and forecasted traffic counts along the section of the I-17 southbound frontage road were relatively low and the LOS at nearby intersections would be unaffected as a result of closing the I-17 southbound frontage road to vehicular traffic. METRO is considering the termination of the current access to the I-17 southbound frontage road from gated access points from the Beth El Greenwood and Memory Lawn cemeteries, located directly west of the section of the I-17 frontage road that would be used for the LRT guideway. METRO will continue working with representatives from the cemeteries to further explore potential property impacts.



## East-West Alternatives Comparison

The downtown east-west alternative is identified as the Washington Street/Jefferson Street Couplet between Central Avenue and 8<sup>th</sup> Avenue and transitions to a two track alignment along Jefferson Street west of 8<sup>th</sup> Avenue. This alternative is considered as the favorable option for LRT for several reasons:

- The direct connection to the existing LRT system would result in fewer ROW impacts and would reduce travel time compared to options requiring out-of-direction travel.
- The wide ROWs on Washington and Jefferson Streets would result in fewer impacts to curbs, landscaping, and adjacent properties, compared to narrow ROWs associated with Monroe, Adams, and Jackson Streets.
- The Washington Street/Jefferson Street Couplet option serves several downtown Phoenix destinations and employment centers, including Phoenix City Hall, that were not served by the Jefferson Street (two-track) or Adams Street (via Jackson Street) options.
- Stakeholders, the local community, and decision makers view this option as the favorable alternative based on the direct connection to key activity centers and minimal impacts to adjacent properties compared to other alternatives.

### 4.3 SUMMARY OF ALTERNATIVES ALIGNMENT ANALYSIS

Table 6 provides a summary of the AA evaluation and screening results for individual alignments considered as HCT options within the Phoenix West study area as part of the Tier 2 and Final Definition of Alternatives Analysis. Alignments are described in terms of the arterial location and transit mode considered. Table 6 also lists where in the AA process alternative alignments were removed from, which corresponds with the alternatives progression flowchart shown in Figure 5.

**Table 6. Summary of Tier 2 and Final Definition of Alternatives HCT Alignments Considered**

Alignment Alternative	Mode	Rationale for Removal from Further Consideration
<b>CONCEPTUAL TIER 2 SCREENING</b>		
<b>Mainline Section</b>		
<i>Note: No Alternatives were screened for the Mainline Section in Tier 2 since the I-10 ROW recommended by METRO was approved for HCT by the MAG Regional Council</i>		
<b>Downtown Section (East-West)</b>		
I-10	BRT	<ul style="list-style-type: none"> <li>• Would not provide a direct connection to the CP/EV Starter Line, which crosses above the I-10 freeway.</li> <li>• Would result in a low cost-effectiveness rating due to capital costs necessary to upgrade the Hance Park Transit Facility and modify the I-10 freeway lanes to accommodate freeway BRT service.</li> <li>• Costly challenges associated with Hance Park Transit Facility's suitability for HCT use.</li> </ul>



<b>Alignment Alternative</b>	<b>Mode</b>	<b>Rationale for Removal from Further Consideration</b>
Madison Street	LRT/BRT	<ul style="list-style-type: none"> <li>• Would not provide direct access to downtown Phoenix major employment and entertainment centers.</li> <li>• Would result in substantial impacts to property and travel lanes along Madison Street with LRT transit mode.</li> <li>• Future plans for modification along Madison Street, near the new County government complex, are not compatible with a HCT investment due to the ROW needed and the access to the future facility.</li> </ul>
Jackson Street	LRT/BRT	<ul style="list-style-type: none"> <li>• Would not provide direct access to downtown Phoenix major employment and entertainment centers.</li> <li>• Jackson Street is not a continuous street in the downtown/Capitol area due the presence of cemeteries located between 15<sup>th</sup> and 13<sup>th</sup> Avenues.</li> <li>• Would require substantial property impacts to preserve the existing travel lane configuration if LRT were implemented.</li> </ul>
<b>Downtown Section (North-South)</b>		
17 <sup>th</sup> Avenue	LRT/BRT	<ul style="list-style-type: none"> <li>• Narrow right-of-way would require substantial property acquisition to accommodate a transit guideway.</li> <li>• Vehicle travel along 17<sup>th</sup> Avenue north of Van Buren requires travel speeds lower than adjacent roadways due to heavy truck volume, narrow right-of-way, and proximity to an elementary school.</li> <li>• Capitol Elementary is located along 17<sup>th</sup> Avenue between Van Buren and Polk Streets, and transit traffic would bisect an important walk-to-school route.</li> <li>• Numerous properties along 17<sup>th</sup> Avenue south of Fillmore Street would be impacted that are part of the Oakland Historic District</li> </ul>
<b>DETAILED TIER 2 SCREENING</b>		
<b>Mainline Section</b>		
<i>Note: No alternatives were screened for the Mainline Section in Tier 2 since the I-10 ROW recommended by METRO was approved for HCT by the MAG Regional Council</i>		
<b>Downtown Section (East-West)</b>		
Van Buren Street	LRT/BRT	<ul style="list-style-type: none"> <li>• Would result in a greater number of traffic lane conflicts.</li> <li>• LRT would result in a higher number of property acquisitions due to narrow right-of-way.</li> <li>• LRT has the potential to impact individual historic properties and the Oakland and Woodland Historic Districts adjacent to Van Buren Street.</li> <li>• Compared to the other East-West alignment alternatives, Van Buren Street does not directly serve the State Capitol area.</li> </ul>
<b>Downtown Section (North-South)</b>		
15 <sup>th</sup> Avenue (via Grand Avenue)	LRT/BRT	<ul style="list-style-type: none"> <li>• Does not directly serve the State Capitol.</li> <li>• An LRT guideway would result in greater traffic issues and a higher number of utility conflicts.</li> <li>• LRT was not a favorable option with local stakeholders due to potential impacts along Grand Avenue to existing businesses.</li> </ul>



Alignment Alternative	Mode	Rationale for Removal from Further Consideration
<b>FINAL DEFINITION OF ALTERNATIVES</b>		
<b>Mainline Section</b>		
<i>Note: During the Final Definition of Alternatives planning phase, METRO worked with the City of Phoenix, ADOT, and MAG to refine the Mainline Section alignment</i>		
<b>Downtown Section (East-West)</b>		
Adams Street	LRT	<ul style="list-style-type: none"> <li>• Arizona Department of Administration has voiced concern about the use of the abandoned right-of-way between 17<sup>th</sup> Avenue and 15<sup>th</sup> Avenue along Adams Street as this space is currently used as public open space.</li> <li>• Vibration resulting from LRT could impact sensitive monitoring equipment in government buildings along Adams Street.</li> <li>• LRT would result in the removal of on-street parking along Adams Street.</li> <li>• Narrow right-of-way along Adams Street would adversely impact City Hall and Comerica Theater loading docks and Orpheum Lofts' on-street parking.</li> <li>• Would result in access impacts to parking garages at state buildings.</li> </ul>
<b>Downtown Section (North-South)</b>		
19 <sup>th</sup> Avenue	LRT/BRT	<ul style="list-style-type: none"> <li>• Maintaining existing traffic configuration along 19<sup>th</sup> Avenue would result in a higher number of property acquisitions compared to the I-17 alignment, including within the Oakland Historic District.</li> <li>• Representatives of the BNSF Railyard, which is located directly adjacent to 19<sup>th</sup> Avenue, have expressed concerns over safety of the proximity of an LRT guideway along 19<sup>th</sup> Avenue.</li> <li>• The grade-separation structure required from the I-10/I-17 interchange to 17<sup>th</sup> Avenue would result in a higher overall cost compared to the I-17 alternative.</li> <li>• The sharp turn required to transition from the I-10 freeway to 19<sup>th</sup> Avenue would result in a slower travel time to access downtown Phoenix compared to the I-17 alternative.</li> </ul>

Source: METRO 2012

Ultimately, the recommended HCT investment in the Downtown Section for both the LRT Alternative includes the use of the I-17 southbound frontage road with a connection to Washington and Jefferson Streets as a couplet near 7<sup>th</sup> Avenue.

#### **4.3.1 Alternatives Moving forward in the Process following Tier 2 and Final Definition of Alternatives Screening**

Based on the analysis of alternatives performed during the Tier 2 and Final Definition of Alternatives screening process, the following alternatives were advanced:

##### **Mainline:**

- I-10 between I-17 and 83<sup>rd</sup> Avenue – moved forward because of the projected travel time savings; consistency with future plans; and overall cost savings due to the ROW preservation that has already occurred.



### Downtown Section (East –West Alignment Alternatives):

- Jefferson Street 2-Track to Washington/Jefferson Street Couplet – moved forward based on stakeholder input and because wider ROW on these streets will allow for greater avoidance or mitigation of potential adverse impacts on traffic, parking, vibration, and ROW requirements on adjacent properties.

### Downtown Section (North-South Alignment Alternatives):

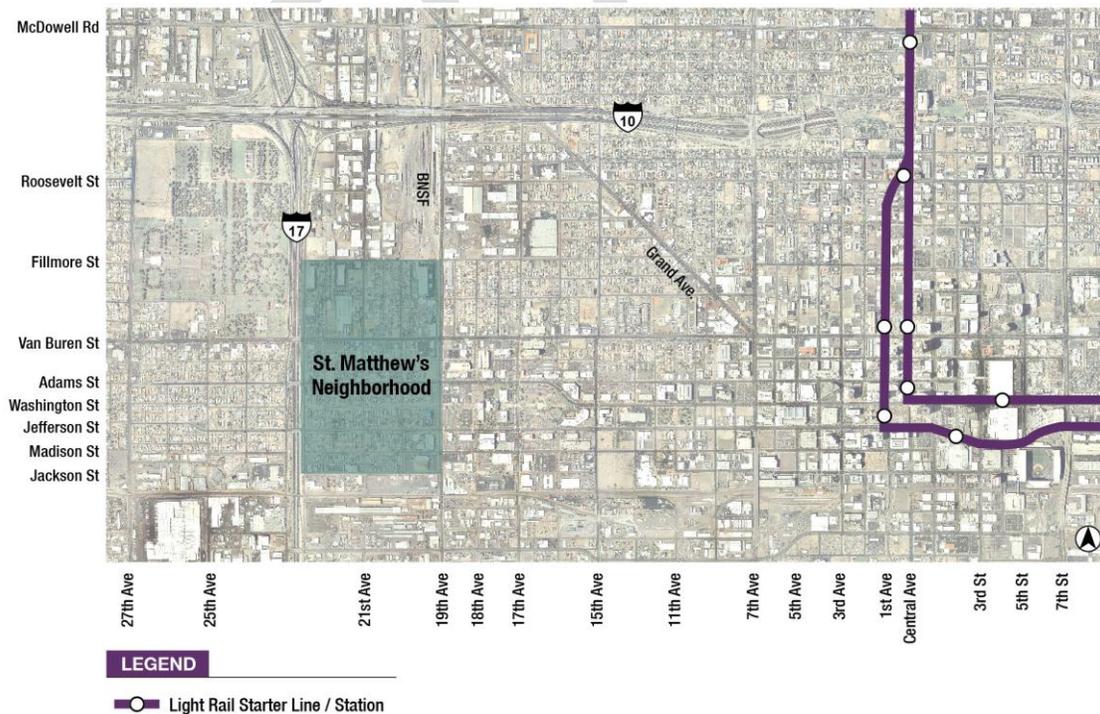
- I-17 – moved forward based on stakeholder input and this alignment provides fewer potential adverse impacts on adjacent properties and communities.

## 4.4 POST TIER-2 AND FINAL DEFINITION OF ALTERNATIVES ANALYSIS

### 4.4.1 Background

As discussed in previous sections of this report, METRO conducted a full evaluation of all of the project alternative alignments and documented Jefferson Street as the preferred alignment following the Tier 2 evaluation and subsequent Final Definition of Alternatives. The analysis was conducted based on several criteria documented in the study, but specifically focused on meeting the Purpose and Need for the project. One of the needs identified for the Phoenix West Extension was to serve the state employment hub and the state capitol located in downtown Phoenix. In order to complete a viable alignment that serves this area, a connection is necessary across the nearby St. Matthew’s neighborhood, shown in Figure 7.

**Figure 7. St. Matthew’s Neighborhood Boundaries**



Source: METRO 2012



#### **4.4.2 Neighborhood Concern Regarding the Jefferson Street Alignment**

Although a thorough evaluation was conducted with public input, crossing the St. Matthew's neighborhood presented continuing concerns from residents. The alignment of concern was specifically noted between 19<sup>th</sup> Avenue and I-17 along Jefferson Street, particularly the crossing of the BNSF railroad at 19<sup>th</sup> Avenue. Concerns raised by the community included impacts to their neighborhood character which they considered to be potentially historic; noise; vibration; and bifurcation of the neighborhood. Initially, the Phoenix City Council expressed concerns with neighborhood reaction to a potential Jefferson Street alignment, instructing staff at the May 3, 2011 City Council Policy meeting to perform additional neighborhood outreach and technical review of alignments for the State Capitol area, specifically between 19<sup>th</sup> Avenue to I-17 and from Van Buren to Jefferson Street.

The team worked closely with the neighborhood and met with as many homeowners as possible to discuss the alternatives. In addition, METRO worked with the St. Matthew's Community Action Group as well as a newly formed Light Rail Working Group. During these meetings, additional concern was raised regarding the Jefferson Street alternative and the proximity of the rail line to adjacent homes.

METRO undertook additional analysis of the potential connections from downtown to I-17 to try to locate any additional feasible alternatives that would still meet the purpose of and need for the project. This was done in conjunction with meetings with the stakeholders and public that occurred on an almost weekly basis. Over the course of 10 months, staff coordinated and/or participated in 25 community meetings involving over 300 residents.

In the initial Tier 1 analysis, the project team worked to minimize the need for purchase of additional ROW in order to maintain the viability of the project as a candidate for federal funds. Due to this criterion in the initial review of alternatives, the Van Buren Street alignment (originally between I-17 and the connection to the LRT on Central Avenue) was dismissed. The Tier 2 Evaluation conducted in 2009 concluded that Van Buren Street did not perform well due to its distance from employment destinations along Washington and Jefferson Streets, potential adverse traffic impacts, and relative inefficiency in connecting to existing LRT service.

The community's stated concerns included the close proximity between the light rail line and adjacent homes and the potential for bifurcation of the neighborhood both from the rail line and the grade-separated crossing over the BNSF railroad at 19<sup>th</sup> Avenue. In general, the community did support light rail and transit, but did not support a rail line, station, or railroad crossing along Jefferson Street west of 19<sup>th</sup> Avenue. Knowing that crossing St. Matthew's neighborhood in some location was a necessity for the project, the project team reconsidered all of the arterial streets in additional evaluation between 19<sup>th</sup> Avenue and I-17. As Van Buren Street was the most commercial of all of the east-west alignments and posed the least amount of potential residential impacts, the project team reviewed this alternative but added in a consideration to take ROW in approximately 1/2 mile span between the crossing of the BNSF railroad and I-17. The community also stated their preference for Van Buren Street due to its economic development potential as well as the potential for revitalization.



#### **4.4.3 North-South Connections and State Concerns**

The project team also considered several potential north-south options for reconnecting with Jefferson Street so that the project alignment could still meet the Purpose and Need for the project of serving the State Capitol and nearby employment centers. These north-south options included 15<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, and 19<sup>th</sup> Avenues plus variations of each. Of these options, 18<sup>th</sup> Avenue was preferred due to lack of significant engineering constraints.

A key stakeholder in the study area is the State of Arizona which includes a variety of departments: Governor's Office, Department of Administration and Department of Public Safety. Like the neighborhoods regarding the Jefferson alignment, the State has concerns and considerations regarding a potential Van Buren/18<sup>th</sup> Avenue alignment. In essence, the State has identified that any light rail alignment near their facilities could be subject to closures during protest or other public activities held at the State Capitol. Other issues include having a light rail system in close proximity to the Executive Tower along with access to the secure garage under the Executive Tower.

#### **4.4.4 Preferred Alignment**

Based on continuing coordination with stakeholders, an LPA for the Phoenix West corridor was refined. The recommended alignment would extend west along Washington and Jefferson Streets, and converge to one guideway along Jefferson Street at approximately 8<sup>th</sup> Avenue, continuing through the State Capitol area to 18<sup>th</sup> Avenue where it would turn north to Van Buren Street. The guideway would run along Van Buren Street and transition to the I-17 corridor where it would parallel I-17 using the southbound frontage road north to I-10. West of I-17, the LRT guideway would utilize a 50-foot freeway median, originally preserved for high-capacity transit along I-10, to approximately 47<sup>th</sup> Avenue. From this point, the guideway would transition to the north of I-10 and travel parallel to an open-drainage channel along an unimproved access road. The extension would follow this alignment until connecting to the 79<sup>th</sup> Avenue Park-and-Ride. In addition, a turnaround at 5<sup>th</sup> Street between Washington and Jefferson is recommended for operational flexibility.

This recommendation is a preliminary alignment option. METRO staff will continue to analyze and refine the 18<sup>th</sup> Avenue alignment with a clear understanding of issues involving the proximity to the State Capitol. If during the environmental phase of the project, METRO and the City of Phoenix are unable to mitigate the State's issues as they relate to the alignment, the project team will address other feasible alignments in this vicinity.



## 5.0 RECOMMENDED ALTERNATIVE

### 5.1 ALTERNATIVE DEFINITION

This section outlines the transit mode and physical location of the LPA within the Phoenix West study area, the operational characteristics of the LPA, and the policies referenced throughout the Phoenix West AA supporting the selection of the recommended LPA.

#### 5.1.1 *Transit Mode*

Based on the results of the AA study process, METRO recommends that LRT technology is selected for the Phoenix West corridor. It was concluded that LRT would best meet the purpose and need for the project by meeting the travel demands of more riders. In addition, the LRT fixed guideway investment has the potential to promote economic development opportunities in coordination with transit-supportive City of Phoenix policies and investments. LRT presents a favorable option over the BRT option based on the comparison of transit modes listed in Table 1 under the Summary (Section 1.0) of this document.

#### 5.1.2 *Physical Location*

As described in Section 2.0, for planning purposes the Phoenix West study area was divided into two distinct areas for evaluation: the Mainline and Downtown Sections. Each is described separately below. The physical location of the guideway described below is based on preliminary conceptual design as presented in Appendix A; the specific track location is subject to modification within the recommended alignment during the NEPA or Preliminary Engineering phases.

##### **Downtown Section**

The LPA would operate approximately 3 miles in the Downtown Section of the Phoenix West study area. The recommended alignment would connect with the existing LRT system at 1<sup>st</sup> Avenue at both Jefferson and Washington Streets, and operate as a single-track along Washington Street (westbound) and Jefferson Street (eastbound) for approximately 0.5 mile to 7<sup>th</sup> Avenue. In addition, a turnaround at 5<sup>th</sup> Street between Washington and Jefferson is recommended for operational flexibility. Just west of 8<sup>th</sup> Avenue, the westbound LRT trackway would divert southwest across a vacant parcel owned by the City of Phoenix and continue to operate westbound along Jefferson Street. This would effectively create a double-track, two-way operation in a single guideway for the remainder of the Phoenix West Extension. The guideway would be exclusively reserved for light rail vehicles, physically separated from automobile traffic through use of a barrier such as a trackway curb. Preliminary design efforts concluded that modification of Jefferson Street, currently a four-lane one-way arterial road for eastbound traffic, to accommodate the LRT guideway could result in the preservation of two lanes for general traffic with a frontage road for local access.

At approximately 18<sup>th</sup> Avenue, the LRT alignment would turn north to Van Buren Street, and west along the south side of Van Buren where new ROW would be acquired to I-17. One of the major issues the LRT guideway would face in this area is crossing the BNSF railroad tracks along 19<sup>th</sup> Avenue. BNSF operates freight along a railroad track that parallels 19<sup>th</sup> Avenue on the west side of the road. A grade separation structure would be required to cross the tracks at 19<sup>th</sup> Avenue. METRO is evaluating whether an overpass or underpass would be constructed to



accommodate the railroad crossing. Issues associated with construction of an overpass at this location include the visual intrusion a structure of this magnitude would have on the surrounding neighborhood. Additionally, construction of an underpass would encounter constraints due to utility, drainage, and stormwater considerations.

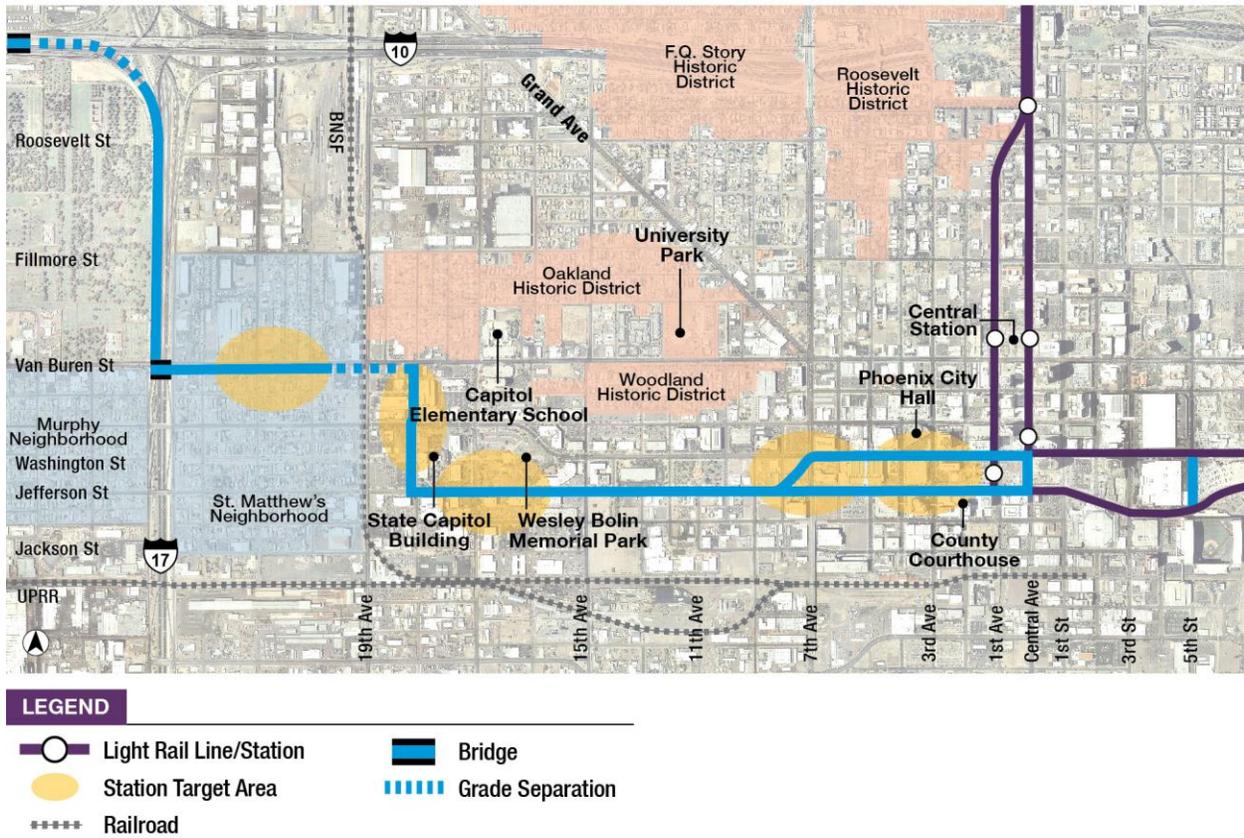
As the LRT alignment heads west of downtown Phoenix, the two-way LRT guideway would cross over I-17 along the south side of Van Buren Street by either using the existing arterial bridge crossing or constructing a new freeway overpass structure to accommodate the guideway. METRO is coordinating with ADOT regarding the appropriate design. After the LRT guideway crosses the freeway, it would continue north along the I-17 southbound frontage road before operating within the I-10 ROW.

The I-17 southbound frontage road, which currently accommodates southbound automobile traffic, would be modified to accommodate the LRT guideway. The I-17 southbound frontage road would be converted to a transit-only ROW between the access point at McDowell Road and Van Buren Street. This option has support from ADOT, MAG, and Federal Highway Administration staff. North of Van Buren Street, the frontage road would be converted to an exclusive LRT guideway, removing all other traffic from this section of road.

METRO has identified preliminary station areas within the Downtown Section based on their proximity to downtown activity centers and residential neighborhoods, as shown in Figure 8. Generally, station target areas are identified to serve the State Capitol, city and county government buildings, high-rise employment buildings, and entertainment venues. METRO will continue planning and stakeholder coordination efforts to select specific station sites throughout the NEPA phase of the Phoenix West Extension Study.



Figure 8. Downtown LRT LPA Recommendation



04-24-12

Source: METRO 2012

### Mainline Section

From the Phoenix West Downtown Section, the Mainline Section guideway would connect directly from the I-17 southbound frontage road to the I-10 median via a direct access ramp constructed west of the I-17/I-10 confluence, commonly known as the “Stack Interchange.” Between I-17 and 83<sup>rd</sup> Avenue, the 50-foot freeway median is currently vacant, preserved for HCT when the I-10 freeway was originally designed and constructed. The recommended LPA guideway would operate within the freeway median for approximately 3 miles before transitioning near 47<sup>th</sup> Avenue via grade separation over the westbound freeway traffic lanes to the north side of I-10, as shown in Figure 9. METRO is working with ADOT, the City of Phoenix, and other stakeholders to identify the specific location of the north side transition within the freeway.

The guideway would be placed on the south side of a drainage channel that parallels I-10 to the north, within the ADOT freeway ROW. From approximately 47<sup>th</sup> Avenue, the LRT guideway would parallel the drainage channel to connect with the 79<sup>th</sup> Avenue Park-and-Ride. Preliminary analysis shows that the access road on the south side of the drainage channel could accommodate the light rail guideway.



Along the Phoenix West Mainline Section, the LPA would require crossing of several arterials along the north side of the freeway. METRO is working with ADOT, the City of Phoenix, and other stakeholders to identify appropriate crossing mechanisms including elevated trackway crossings and at-grade crossings.

**Figure 9. Proposed Median to North Side Transition along I-10**

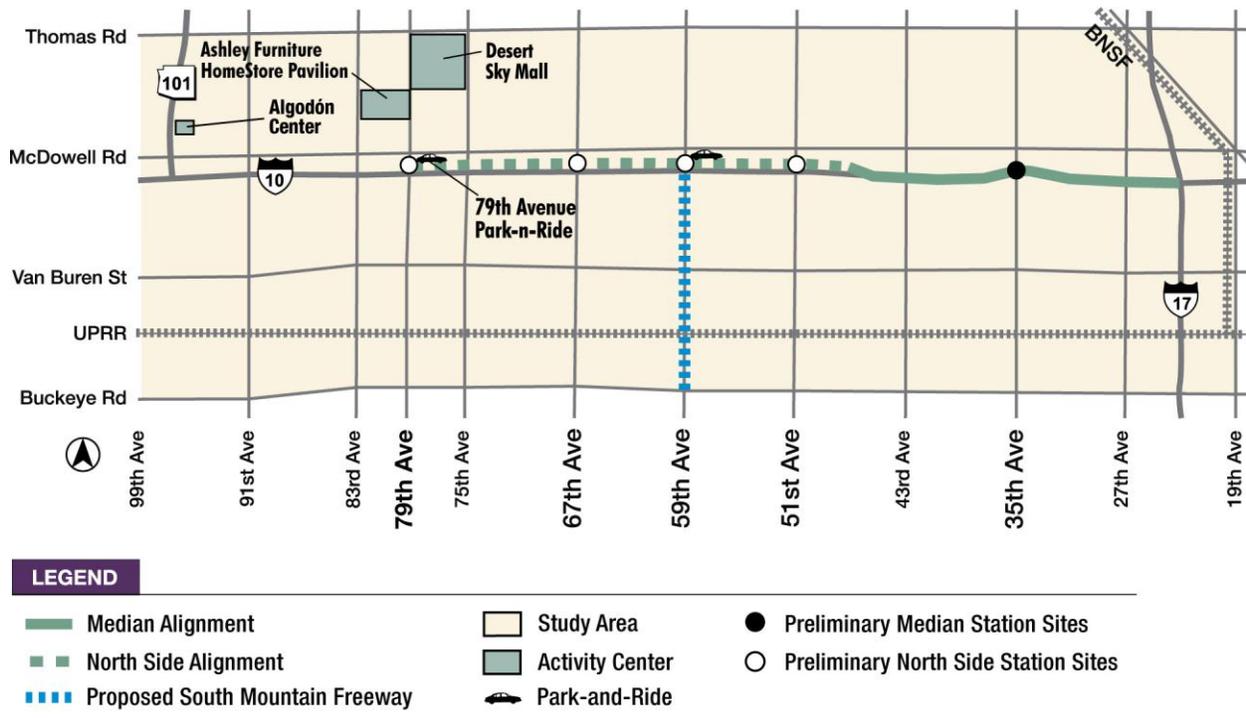


Source: METRO 2012

METRO has worked with local stakeholders in an effort to identify preliminary station sites along the Mainline Section, shown in Figure 10. The number of stations along the Mainline Section, in addition to the general location, present favorable ridership numbers based on travel forecasting results. These station sites are located where arterials intersect with I-10, and local bus routes currently operate along these streets.

The only freeway median station would be located at 35<sup>th</sup> Avenue, with the remaining new stations at 51<sup>st</sup>, 59<sup>th</sup>, and 67<sup>th</sup> Avenues located directly north of the I-10 westbound freeway lanes. A new park-and-ride facility is proposed at 59<sup>th</sup> Avenue to enhance the numbers of potential HCT passengers from the South Mountain Freeway connection. METRO also recommends increasing the capacity of the existing park-and-ride at 79<sup>th</sup> Avenue to support future transit use within the Phoenix West Extension study area. The route is planned to be designed with the potential to extend either west and/or northwest from 79<sup>th</sup> Avenue.

**Figure 10. Proposed Median to North Side Transition along I-10**



Source: METRO 2012

### 5.1.3 Operational Characteristics

Light rail service within the Phoenix West corridor would operate daily service consistent with the METRO system in place in the year 2023. It is also assumed that METRO vehicles would resume the original operating frequency of 10-minute service upon inception of the Phoenix West Extension. Currently, METRO is considering interlining the Phoenix West Extension with existing LRT service on Central/1<sup>st</sup> Avenue in downtown Phoenix. This system connection would result in light rail vehicles offering 5-minute service along Central and 1<sup>st</sup> Avenues, improving transit service in the central Phoenix core.

The recommended LRT alignment is intended to support and enhance systemwide ridership through connections to existing and planned bus routes. Additionally, METRO recommends implementation of several new local bus circulators and feeder routes to enhance and support transit connections in the West Valley to the Phoenix West Extension. Table 7 lists the new bus service enhancements proposed to support the Phoenix West Extension. METRO would work with regional agencies to facilitate additional transit service to improve ridership in the West Valley. More analysis will be needed at the local and regional level to determine the most appropriate bus routing. This effort will be on-going until LRT is implemented in this corridor.



It is assumed that current express bus service would be modified so that a number of West Valley routes terminate at the 79<sup>th</sup> Avenue Park-and-Ride. Table 7 summarizes the operational characteristics of the Phoenix West LRT system and modifications to express and local bus service. Figure 11 shows the bus routes and potential station locations that are recommended to serve the Phoenix West study area in conjunction with the LPA.

**Table 7. LPA Proposed LRT and Bus Headways, Opening Year**

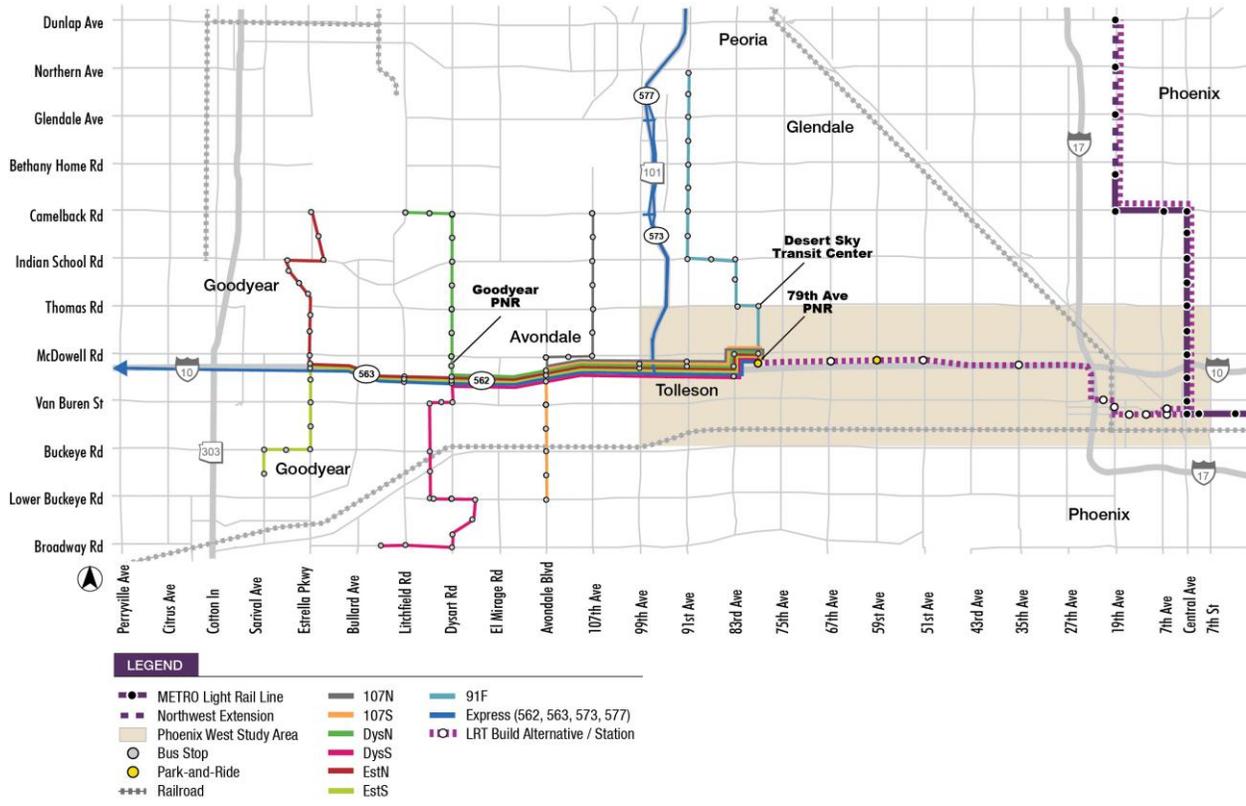
Route No.	Description	Headways (minutes)	
		Peak	Off-peak
<b>Light Rail</b>			
-	CP/EV Starter Line	10	10
NEW	<b>New</b> 79 <sup>th</sup> Avenue Park-and-Ride to State Capitol to Downtown Phoenix north to 19 <sup>th</sup> Avenue and Dunlap Avenue	10	10
<b>Express Bus</b>			
460	<b>Removed</b> I-10 West RAPID	N/A	N/A
563	Buckeye Express	30	N/A
562	Goodyear/Downtown Express	30	N/A
573	Arrowhead-Downtown Phoenix	30	N/A
577	Peoria Express	30	N/A
579	<b>Removed</b> Loop 303 Express	N/A	N/A
<b>Local Bus/Supergrid</b>			
1	Washington Street	30	30
3	Van Buren Street	15	30
8	7 <sup>th</sup> Avenue	30	30
10	Roosevelt Street	30	30
13	Buckeye Road	30	30
15	15 <sup>th</sup> Avenue	30	30
17	McDowell/McKellips Road	15	30
19	19 <sup>th</sup> Avenue	30	30
27	27 <sup>th</sup> Avenue	30	30
29	Thomas Road	20	30
35	35 <sup>th</sup> Avenue	20	30
43	43 <sup>rd</sup> Avenue	30	30
51	51 <sup>st</sup> Avenue	35	35
59	59 <sup>th</sup> Avenue	30	30
67	67 <sup>th</sup> Avenue	30	30
685	Gila Bend Connector	180	180
<b>Circulators</b>			
DASH-G	DASH – Government Loop	12	12
MARY	Maryvale Circulator	30	30
<b>Feeder Bus Service (Suggested)*</b>			
<b>91</b>	<b>New Service</b>	<b>15</b>	<b>30</b>
<b>107N</b>	<b>New Service</b>	<b>15</b>	<b>30</b>
<b>107S</b>	<b>New Service</b>	<b>15</b>	<b>30</b>
<b>DysN</b>	<b>New Service</b>	<b>15</b>	<b>30</b>
<b>DysS</b>	<b>New Service</b>	<b>15</b>	<b>30</b>
<b>EstN</b>	<b>New Service</b>	<b>15</b>	<b>30</b>
<b>EstS</b>	<b>New Service</b>	<b>15</b>	<b>30</b>

Source: METRO 2012

\* *Bold text indicates proposed new bus service for the Phoenix West Extension not currently identified in MAG's Regional Transportation Plan*



**Figure 11. Phoenix West LPA and Bus Routes**



Source: METRO 2012

### 5.1.4 Travel Forecasting Estimates

Daily boardings for the LPA are estimated to be 18,900 by 2031 for the project segment extending from 79<sup>th</sup> Avenue to downtown Phoenix. For travel forecasting purposes, the LPA was interlined with existing LRT service on Central Avenue to travel north along Central Avenue to 19<sup>th</sup> Avenue and Dunlap Road. The daily boardings estimate for the entire interlined alternative is 39,900. This ridership forecast assumes a bus feeder and circulator system is developed to provide access to travel markets in the West Valley and south of the I-10 corridor as discussed in Section 5.1.3. The feeders coming to and from the West Valley provide access to expanding population and employment centers. Table 8 illustrates forecasted boardings on the recommended LRT alternative.

**Table 8. Daily Boarding Estimates for the Recommended LRT Alternative**

Daily Boardings Estimate	Phoenix West LRT (2031) (79 <sup>th</sup> Ave to Downtown Phoenix) 9.85 Track Miles	Phoenix West LRT (2031) (79 <sup>th</sup> Ave to 19 <sup>th</sup> Ave/Dunlap) 19.55 Track Miles
Average Daily Boardings	18,900	39,900
Boardings Per Mile	1,918	2,040

Source: METRO 2010



### 5.1.5 Fiscal Impact of the Locally Preferred Alternative

The draft 2012 Transit Life Cycle Report identifies a capital budget for the Phoenix West project of \$1,101 million, in year of expenditure (YOE) dollars. The capital cost estimate for the Phoenix West project is estimated to be between \$1,224 million and \$1,248 million in YOE dollars. The range of capital cost estimates is a result of uncertainty in project elements such as stations, grade separations, placement of underground utilities, etc. A standard cost category workbook, corresponding to the average of this cost estimate range, is included as Appendix B. METRO will refine the cost estimates during the environmental documentation and project development phases of the study to narrow the estimated cost range. As shown in Table 9, funding is programmed through a combination of federal funding through the FTA Section 5309 New Starts program and CMAQ, with a local match to be provided through the regional Public Transportation Funds and the City of Phoenix. Depending on the availability of federal funding, a phased implementation of the project may also be considered.

**Table 9. Capital Funding Sources for the Phoenix West Extension LRT Project (YOE\$ millions)**

Funding Source	Amount (YOE \$ million)
Public Transportation Fund	\$183.6 – \$194.5
T-2000 (City of Phoenix)	\$220.3 – \$233.4
Congestion Mitigation Air Quality (CMAQ)	\$208.1
FTA Section 5309 New Starts	\$612.0
<b>Total</b>	<b>\$1,224-\$1,248</b>

Source: METRO 2012

The cost estimate in Table 9 includes 55 conventional buses and 27 light rail vehicles. The additional fleet of 55 buses is included in the capital costs towards additional feeder connections to the light rail end-of-line station. The capital costs assume Phoenix West light rail interlining with the existing 20-mile system and therefore require 27 additional light rail vehicles. The capital costs also include spare parts for all of the buses and light rail vehicles.

The costs for light rail operations were estimated for various routing options. The annual opening year operating costs, in 2023 dollars, are:

79<sup>th</sup> Avenue to Downtown Phoenix – \$17.0 Million

79<sup>th</sup> Avenue to 19<sup>th</sup> Avenue/Dunlap – \$29.3 Million

These expenses will be paid through fare box revenue and City of Phoenix funds and assumes extension of the City of Phoenix Transit 2000 tax.

### 5.1.6 Consistency with Policies Related to the Phoenix West Extension

At the onset of the Phoenix West AA Study, METRO identified certain physical, operational, and policy level criteria as guiding principles for development of alternatives. The LPA presented in this document is consistent with those objectives as presented in Table 10.



**Table 10. Policy Objectives for the Recommended Alternative**

	<b>Objectives</b>
<b>Physical Location</b>	<ul style="list-style-type: none"> <li>• Where feasible, the HCT alternative would utilize existing ROW to minimize property impacts.</li> <li>• Along the I-10 ROW within the Mainline Section, stations are to be spaced no closer than 1 mile apart in an effort to provide an efficient level of service and reduce delay time.</li> <li>• In the Downtown Section, it is assumed that the proposed HCT investment along the Phoenix West Extension would connect to the existing LRT service in Downtown Phoenix, generally between I-10 and Buckeye Road, based on the existing and planned LRT/HCT corridors identified in the Public Transit chapter of the <i>MAG RTP 2010 Update</i>.</li> </ul>
<b>Operational Characteristics</b>	<ul style="list-style-type: none"> <li>• 10 minute all day headways are assumed for the HCT alternative in an effort to provide high levels of service.</li> <li>• For the LPA, it was assumed that introduced local/ circulator bus routes would connect to an LRT system and express bus routes would be truncated at the 79<sup>th</sup> Avenue Park-and-Ride to connect with the LRT system.</li> <li>• The LPA should interline with existing LRT service to reduce the transfer connection time with the Phoenix West Extension.</li> </ul>
<b>Supporting Policies</b>	<ul style="list-style-type: none"> <li>• All alternatives identified assume implementation of the most cost-effective feeder bus service.</li> <li>• Where feasible, the proposed alternatives should not duplicate existing HCT service.</li> </ul>

Source: METRO 2012

## 5.2 PUBLIC PROCESS

METRO prepared a Public Involvement Plan for the study. The overall goal was to inform the residents, stakeholder interest groups, and involved agencies about the Phoenix West Extension Study and to present the alternatives and issues for public and agency review. During the course of the study, the public involvement team conducted 12 public meetings with more than 300 people attending; over 70 presentations to advisory committees, neighborhood associations and civic organizations; and continuous updates via website, e-mails, newsletters and fact sheets. Additional public meetings were conducted in the St. Matthew's neighborhood from July 2011 to May 2012. Throughout the planning process, METRO also convened two Community Working Groups to meet regularly and provide input on the alternatives development and screening.

Through the public outreach program, general themes have emerged through feedback from the community, as follows:

- Provide enhanced mobility options connecting to the regional transit system, accommodating the current and future travel demand that exists within the study area;
- Connect residents and employment to the destination points within their community and to other regional centers;
- Promote integration of fixed guideway and land use planning to support sustainability and livable community initiatives as well as economic development;



- Pay close attention to the fabric of the neighborhood, including potential or existing historic properties/neighborhood elements;
- Conduct detailed analysis of the BNSF overpass/underpass area and work very closely with the surrounding community to make decisions regarding that element of the project; and
- Approach and communicate about the project from a holistic perspective; that is, consider all related opportunities of implementing this light rail transit system that may be desired by the community, e.g., landscaping, economic development, and street improvements.

Several community organizations, businesses, and residents have supported the Phoenix West AA study recommendations. In response to specific issues with the alignment between 18<sup>th</sup> Avenue and I-17, METRO canvassed all homes along Jefferson Street, where the initial project alignment was proposed and then met with both the St. Matthew's Community Action Group and St. Matthew's Light Rail Working Group on a monthly basis to discuss the project process. As a result of this process and other public and stakeholder input, the alignment of the LPA was moved to Van Buren Street. Additional outreach was conducted to all properties along Van Buren that could be impacted by the proposed alignment.

To date, the project has received 57 comments in support of the extension including letters of support from the following community organizations:

- St. Matthew's Church
- Downtown Phoenix Partnership
- Phoenix Community Alliance
- Greater Phoenix Chamber of Commerce Board
- Greater Phoenix Chamber of Commerce Transportation Committee
- Greater Phoenix Chamber of Commerce Economic Development Committee
- Friends of Transit
- Phoenix Union High School District
- Carl Hayden High School
- Phoenix Elementary School District
- Isaac Middle School

The study recommendations have also received official approval from local and regional governing bodies, including:

- City of Phoenix Citizen Transit Commission
- Central City Village Planning Committee
- Maryvale Village Planning Committee
- Estrella Village Planning Committee
- City of Phoenix Planning Commission
- City of Phoenix Transportation and Infrastructure Subcommittee
- City of Phoenix Council



METRO plans to present the study recommendations to the following governing bodies in 2012.

- MAG Transit Committee
- MAG Transportation Review Committee
- MAG Management Committee
- MAG Transportation Policy Committee
- MAG Regional Council

### 5.3 RATIONALE FOR RECOMMENDED ALTERNATIVE

Table 11 summarizes the rationale for selecting LRT as the recommended alternative for the Phoenix West Extension.

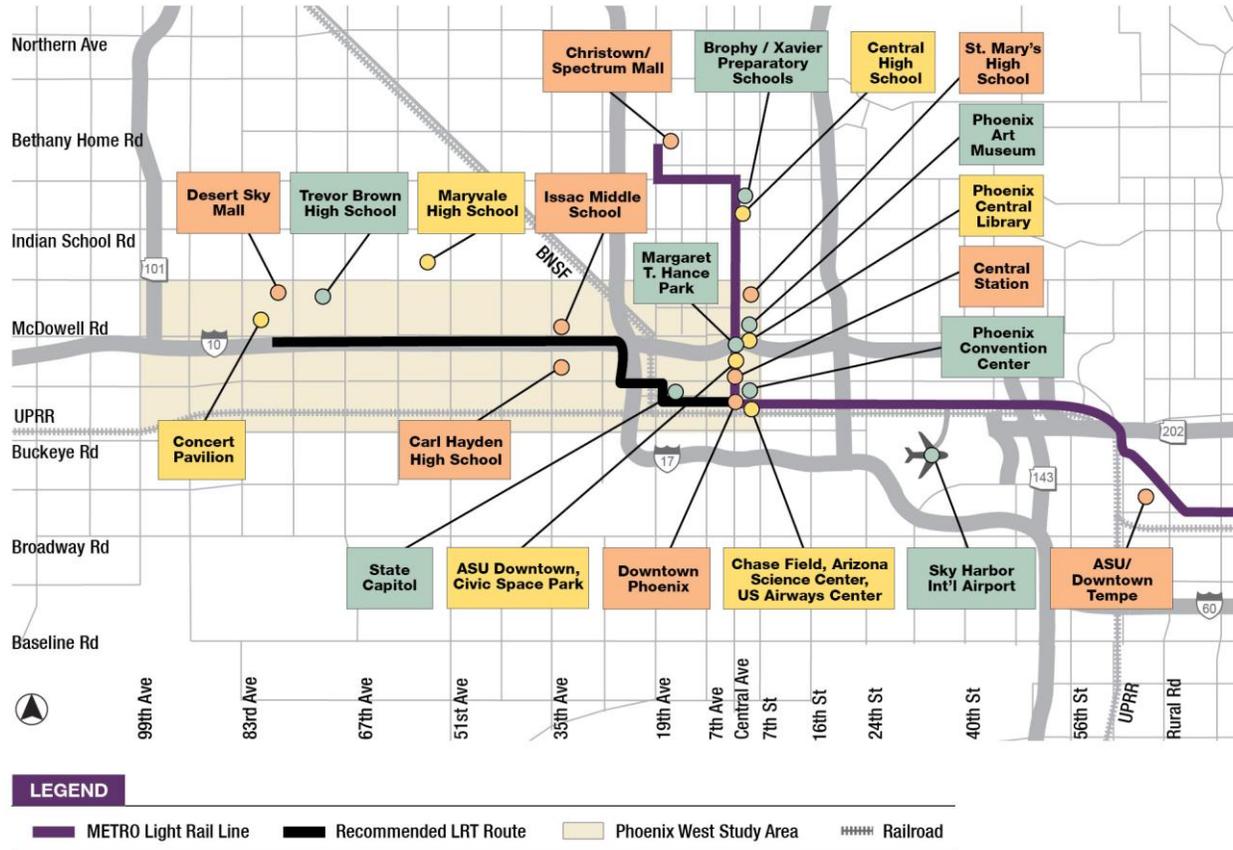
**Table 11. Benefits Associated with the Recommended LPA**

	<b>Benefits</b>
<b>Transportation Benefits</b>	<ul style="list-style-type: none"> <li>• Offers a more reliable travel time than automobiles, which are subject to delays as a result of rush hour traffic congestion and accidents.</li> <li>• Provides West Valley residents with improved access to the entire transit network.</li> <li>• Results in overall travel time savings for travelers in this part of the region.</li> <li>• Provides an additional travel option, giving commuters a choice between their automobiles and transit.</li> <li>• Offers an additional travel option for special events.</li> <li>• This project is the only major east/west transit project planned that would improve travel conditions in the West Valley along the I-10 corridor.</li> </ul>
<b>Community and Economic Development Benefits</b>	<ul style="list-style-type: none"> <li>• Generates economic development interest in the central Phoenix core.</li> <li>• Provides opportunities for community enhancement and Transit Oriented Development at light rail stations adjacent to I-10, within the St. Matthew's Neighborhood and near 7<sup>th</sup> Avenue.</li> <li>• Promotes a renewed sense of place affiliated with the State Capitol Mall through implementation of a regional transit connection.</li> </ul>
<b>Social Benefits</b>	<ul style="list-style-type: none"> <li>• Provides an additional and improved transit option for residents who depend on public transportation.</li> <li>• Provides a reliable transportation option for households with one or no automobiles.</li> <li>• Provides a regional transit connection to major designations as shown in Figure 12.</li> </ul>
<b>Light Rail System Benefits</b>	<ul style="list-style-type: none"> <li>• Paves the way for possible future extensions to serve more West Valley cities.</li> <li>• Connects the West Valley to the East Valley and all points along the existing light rail line.</li> </ul>

Source: METRO 2012



**Figure 12. Activity Centers Accessible by the Phoenix West LPA**



Source: METRO 2012

## 5.4 CORRIDOR ADVANCED TRANSIT OPPORTUNITIES PROGRAM

### 5.4.1 Purpose

The CATO Program consists of a set of near term improvements and investments to improve existing mobility, enhance transit service and to lay the groundwork for future HCT service within the Phoenix West study area. During the development of the LPA, transit improvements were identified that could be implemented now to benefit the current bus service along the alignment. These projects would also be utilized for the service that light rail would ultimately provide; serving to provide both near-term and future access and service improvements for a relatively modest cost. These enhancements are not part of the LPA but rather are intended to be included in the regional plan such that future funding opportunities may be pursued.

These improvements could potentially be eligible for near-term federal funding opportunities. The CATO Program is intended to capitalize on opportunities within the study area at strategic locations. The objectives of the CATO Program include:

- ROW Coordination and Preservation
- Improved Mobility



- Investment for the Future
- Multi-modal Coordination
- Enhanced Connectivity to the State Capitol

### **Right-of-Way Coordination and Preservation**

ADOT has plans for projects within the Phoenix West study area, including improvements to I-10 and I-17, and development of the South Mountain Freeway (Loop 202). These projects may require land acquisition to create the needed ROW for the projects and could present opportunities for efficiencies with the Phoenix West Extension. One of the objectives of the CATO Program for Phoenix West is to coordinate with ADOT and the Federal Highway Administration to find opportunities to identify land or ROW that would be beneficial to the Phoenix West project during the development of these ADOT projects. This ROW would likely be associated with future HCT station locations.

### **Improved Mobility**

Congestion on the freeway results in longer travel times for transit patrons. An objective of the CATO Program is to improve mobility within the corridor. Currently the express/RAPID buses utilize HOV lanes during peak travel periods to make trips to the State Capitol and downtown Phoenix. Improving bus access to and from the HOV lanes will improve transit service by reducing travel times as well as reduce the impact on freeway traffic flows by eliminating merging/crossing movements by buses to entering and exiting the freeway.

### **Investment for the Future**

Another objective of the CATO Program is to make investments that will support the implementation of HCT in the future. These investments are intended to improve transit ridership through system improvements and improved access. Expanding the 79<sup>th</sup> Avenue park and ride and developing a new facility at 59<sup>th</sup> Avenue are elements of the CATO Program. The intent is to take advantage of potential ROW opportunities to minimize costs. Prioritizing these projects would also help to build transit ridership and gain familiarity with I-10 as a major transit corridor. The proposed 59<sup>th</sup> Avenue station would also provide a benefit to populations within the study area by improving access to transit.

Once HCT is built there will be established ridership patterns, and a set of transit riders in place to take advantage of HCT. These early investments will be developed so that they can be easily transitioned and used by different technologies and support transit-oriented development policies set forth in City of Phoenix adopted plans.

### **Multi-modal Coordination**

The coordination between highways and transit is a key objective of the CATO Program. The intent is to help position the region for future funding opportunities within the study area for all users. As ADOT continues to invest in improvements to I-10, I-17, and Loop 202 this program provides a strategic guideline for coordinated transit investments.

### **Enhanced Connectivity to the State Capital Complex**

Another key objective of this program is to provide a faster connection to the State Capitol complex by using an exclusive ramp from I-10 to I-17 as well as an associated transit-only bus



lane along the southbound frontage road. The State Capitol complex is an important employment destination as well as the center of government for the State of Arizona.

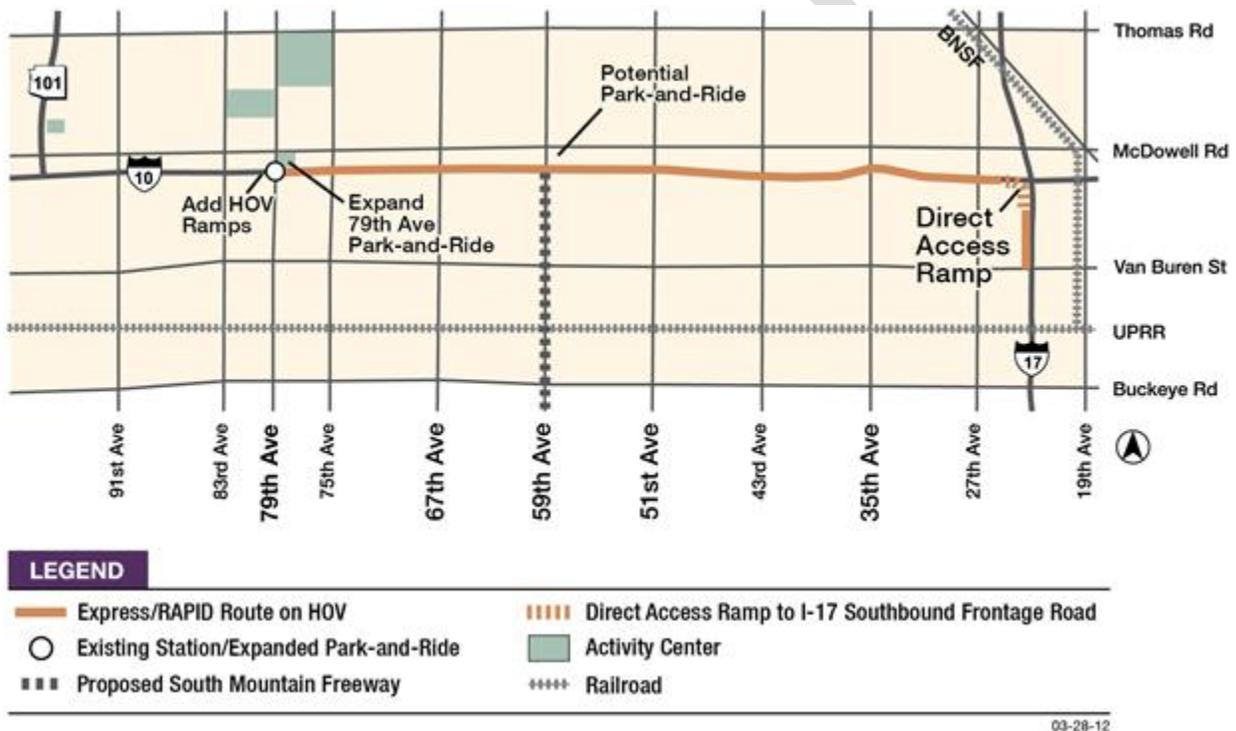
### 5.4.2 CATO Program Elements

The CATO Program consists of a set of proposed projects to achieve the objectives mentioned in Section 5.4.1 and include:

- Construction of direct access ramps from I-10 to I-17
- Expanding the 79<sup>th</sup> Avenue Park and Ride
- Identifying and developing a new park and ride station at 59<sup>th</sup> Avenue
- Construction of direct connection I-10 HOV ramps on the west side of 79<sup>th</sup> Avenue and north of I-10

Figure 13 shows the location of these proposed projects in relation to the overall study area.

**Figure 13: Overview Map of the Corridor Advanced Transit Opportunities**



Source: METRO 2012

## 5.5 OUTSTANDING ISSUES

Although METRO has recommended a transit technology and alignment for the LPA as described in this document, several issues will continue to be evaluated with input from local stakeholders, agency officials, and decision-makers during the NEPA process. These issues include:



## Mainline Section

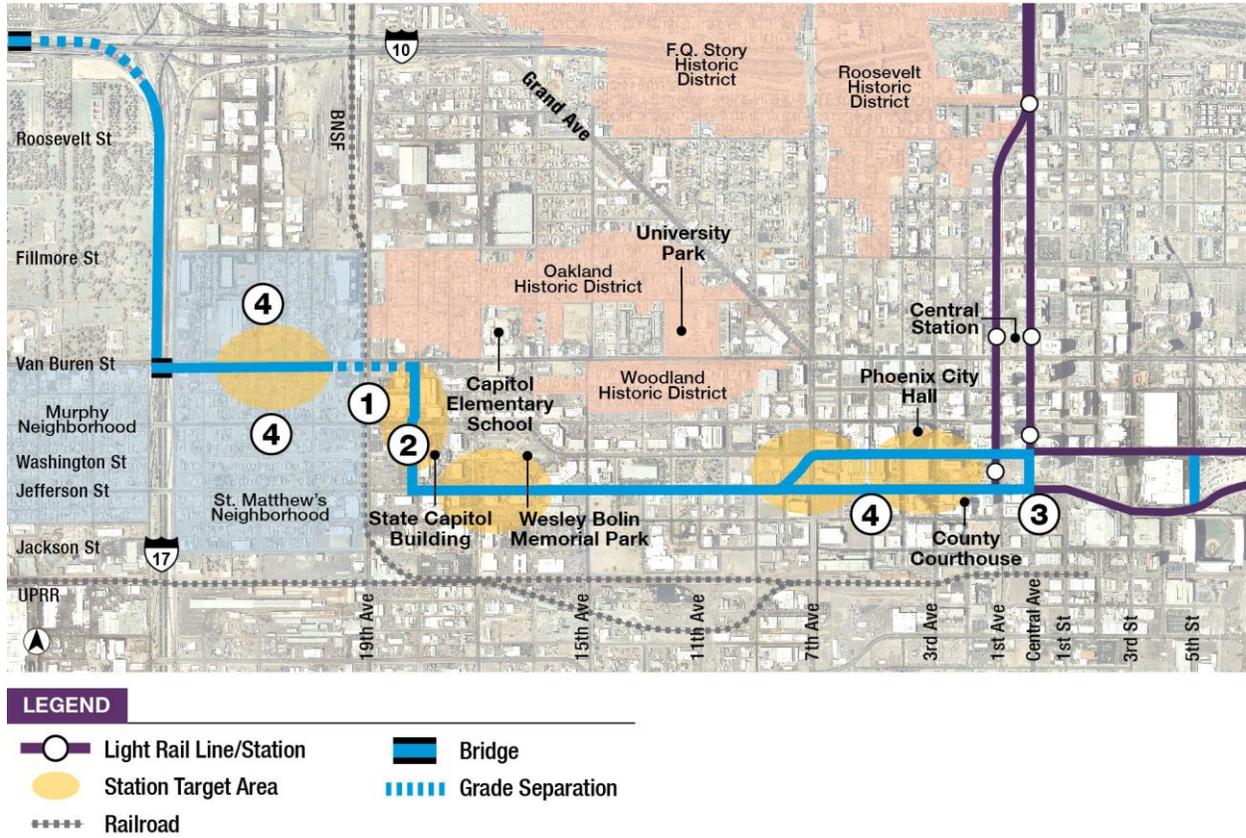
- Determine specific location between 43<sup>rd</sup> and 51<sup>st</sup> Avenues where LRT guideway would transition from the I-10 freeway median to the north side of the freeway, parallel to the drainage channel. A traffic study was completed to determine an appropriate approach to meeting grade separation requirements to accommodate the physical transition of the guideway.
- Further analysis of the need for grade separation at interchanges along I-10.
- Select station locations and designs that would maximize ridership potential.
- Evaluate the capacity and potential future expansion of the 79<sup>th</sup> Avenue Park-and-Ride to meet future transit demands.
- Allow for future extensions into the West Valley.

## Downtown Section

The following issues listed numerically correspond to the labels shown in Figure 14.

- (1) METRO will evaluate the grade separation required at 19<sup>th</sup> Avenue for the LRT crossing of the BNSF railroad in greater detail. This area is one of the most significant design challenges along the alignment.
- (2) Consider security concerns expressed by the State regarding the 18<sup>th</sup> Avenue alignment and determine potential mitigation measures or alternate connections between Jefferson and Van Buren Streets.
- (3) Determine how the Phoenix West Extension should connect to existing LRT service in downtown Phoenix.
- (4) Determine appropriate station locations and designs, with special attention to the sensitive residential environment of the St. Matthew's Neighborhood.

**Figure 14. Areas for Further Study Following LPA Adoption**



05-11-12

Source: METRO 2012

## 5.6 SUMMARY OF PHOENIX WEST EXTENSION STUDY RECOMMENDATIONS

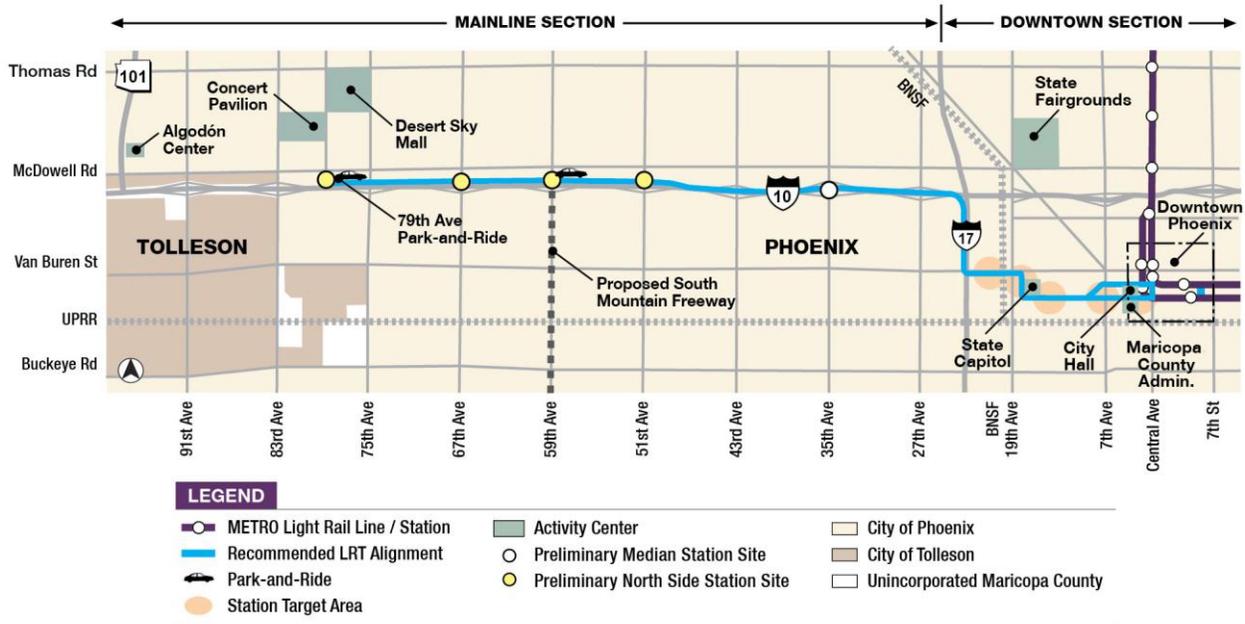
This section summarizes the preliminary METRO recommendations from the Phoenix West Extension AA Study.

1. A Locally Preferred Alternative (LPA) for the Phoenix West project (Figure 15), including a light rail alignment along I-10 from 79<sup>th</sup> Avenue to I-17; southbound along I-17 southbound frontage road; east along Van Buren Street to 18<sup>th</sup> Avenue; southbound along 18<sup>th</sup> Avenue to Jefferson Street and then east to downtown Phoenix along Jefferson Street.
2. Inclusion of the CATO Program that consists of near term improvements and investments to improve existing mobility, enhance transit service and lay the groundwork for future HCT service within the study area. The set of proposed projects, shown in Figure 13, include:
  - a. Construction of a direct HCT access ramp from I-10 to I-17
  - b. Expansion of the 79<sup>th</sup> Avenue Park-and-Ride
  - c. Identification and development of new park and ride stations



- d. Construction of direct connection I-10 HOV ramps on the west side of 79<sup>th</sup> Avenue
- 3. Future consideration for increased transit service for areas within and west of the study area, per the long range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process.

**Figure 15. Phoenix West Locally Preferred Alternative**



Source: METRO 2012



## **6.0 NEXT STEPS**

### **6.1 PROJECT DEFINITION**

As appropriate to respond to federal funding opportunities, METRO will explore opportunities to potentially phase the project construction and implementation in segments that have independent utility. Project definition will provide more detail on the ROW needs and street configuration as well as costs for the project. Operational characteristics will also be defined, especially in connecting with the existing system. In addition, further design and planning will be conducted to determine station locations; park and ride space requirements; traction power substation requirements, signal requirements, and utility relocations. During the project definition, in addition to defining the segments of potential independent utility, the early action projects will also be further defined.

### **6.2 ENGAGE IN NEPA**

The purpose of the NEPA process is to explore, in a public setting, the effects of a proposed project and its alternatives on the physical, human, and natural environment. The FTA and METRO will evaluate all significant environmental, social, and economic impacts of the construction and operation of the LPA during the NEPA process. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified and evaluated. Disciplines to be evaluated during the NEPA process may include the following:

- Air Quality
- Community Disruption
- Consistency with Local Plans
- Construction
- Cultural Resources
- Development Potential
- Ecologically Sensitive Areas
- Endangered Species
- Economic Impacts
- Ecosystems
- Energy Requirements
- Title VI/Environmental Justice
- Existing and Planned Land Use
- Hazardous Materials
- Historic Properties/Archaeological Sites
- Land Acquisition and Relocation
- Noise and Vibration
- Parklands and Section 4(f) Resources
- Recreational Areas
- Safety and Security
- Secondary Development related to the project
- Traffic/Parking/Pedestrian/Bicycles
- Visual and Aesthetics
- Water Quality
- Wetlands/Floodplains

### **6.3 NOTICE OF INTENT**

FTA issued a Notice of Intent (NOI) on October 2, 2007 stating that the FTA and METRO intended to prepare an AA on proposed HCT improvements in the Phoenix West Corridor. METRO will continue to coordinate with FTA on the NEPA process.

### **6.4 PUBLIC INVOLVEMENT AND SCOPING**

METRO intends to continue working with groups identified in Section 5.2 as well as additional project stakeholders throughout the NEPA process for this project. METRO has remained committed to engaging numerous stakeholders throughout the planning process and will continue stakeholder and public outreach as the study progresses. As the project moves



forward into the NEPA phase, public involvement will shift to the evaluation and refinement of the LPA and potential impacts to the human environment, anticipated to commence in Summer/Fall 2012.

## 6.5 SCHEDULE

Table 12 outlines the estimated project schedule for the local, regional, and federal processes.

**Table 12. Phoenix West Extension Project Schedule**

Process	Timeline
<b>Local / Regional</b>	
Preliminary Engineering	Spring 2015 – Summer 2017
Final Design	Summer 2017 – Summer 2019
Construction/Testing	Spring 2019 – Summer 2023
Project Opening	2023
<b>Federal</b>	
Re-Publish NOI/Scoping	Summer 2012
Environmental Document	Summer 2012 – Spring 2015
FTA Approval to Enter Preliminary Engineering	Spring 2015
FTA Approval to Enter Final Design	Spring 2017

Source: METRO 2012



## **Appendix A**

# **Conceptual Design of LPA – Phoenix West LRT**

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**Appendix B**

**Standard Cost Category Worksheet**

**Build Alternative**

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