MARICOPA ASSOCIATION of GOVERNMENTS

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January 22, 2014

TO: Members of the MAG Regional Council

FROM: Mayor Scott Smith, City of Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 11:30 a.m.
Wednesday, January 29, 2014
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next MAG Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. Supporting information is enclosed for your review. 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 Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation. Assisted listening devices are available from MAG staff at the meeting. If you have any questions, please call the MAG Office.

c: MAG Management Committee

MAG REGIONAL COUNCIL
TENTATIVE AGENDA
January 29, 2014

	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 THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4. Executive Director's Report The MAG Executive Director will provide a report to the Regional Council on activities of general interest.	4. Information.
5. Approval of Consent Agenda Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).	5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the December 4, 2013, Meeting Minutes	5A. Review and approval of the December 4, 2013, meeting minutes.

TRANSPORTATION ITEMS

*5B. Recommendation of Projects for FY 2014 Traffic Signal Optimization Program

On August 9, 2013, MAG announced a request for new projects for the Fiscal Year (FY) 2014 Traffic Signal Optimization Program (TSOP). The budget available for new TSOP projects is $347,000. Eleven project applications were received. Nine of the proposed TSOP projects have been recommended along with two additional projects that would involve performing evaluation of before-and-after conditions and provide a workshop on traffic signal timing software. Two of the proposed projects, from the City of Phoenix and Maricopa County, are recommended to be deferred to the next TSOP program cycle for FY 2015. The execution of these projects would help improve freeway and arterial traffic signal coordination on parts of I-10, Loop 303 and US-60 corridors and also on a number of local arterial streets. The total estimated cost for these projects is estimated at $335,000. All projects will be carried out using MAG on-call consultants. The list of Traffic Signal Optimization Program projects were recommended for approval on November 5, 2013, by the MAG ITS Committee on December 12, 2013, by the MAG Transportation Review Committee, and on January 8, 2014, by the MAG Management Committee. Please refer to the enclosed material.

5B. Approval of the list of Traffic Signal Optimization Program projects for FY 2014 and deferment of the two proposed projects as shown to FY 2015.

*5C. Arterial Life Cycle Program Status Report - May 2013 Through November 2013

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between May 2013 and November 2013. This is the program's eighteenth status report and the first published in Fiscal Year 2014. Please refer to the enclosed material.

5C. Information and discussion.

*5D. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, the Regional Transportation Plan 2010 Update, and as Necessary, the Draft FY 2014-2018 Transportation Improvement Program

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 thirty-one times. The last modification was approved on December 4, 2013. Table A includes changes to the FY 2014 Arterial Life Cycle Program. The amendments consist of a correction and schedule update to the Scottsdale Airpark Area project and an adjustment to the Black Mountain Boulevard project reimbursement schedule. The amendments will not adversely impact the balance of programmed reimbursements. Table B includes adjustments to project budgets in the Highway Program. Table C lists a correction to the FY 2013 transit program of projects. Table D contains amendments to the Highway Safety Improvement Program (HSIP). All of the projects to be amended may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination. The project changes were recommended for approval by the MAG Transportation Review Committee on December 12, 2013, and by the MAG Management Committee on January 8, 2014. Changes since the Transportation Review Committee meeting are tinted in yellow. Changes since the Management Committee meeting are tinted in blue. This item is on the January 29, 2014, Transportation Policy Committee agenda for action. Please refer to the enclosed material.

5D. Approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update and draft FY 2014-2018 Transportation Improvement Program.

*5E. Recommendation of Projects for the MAG Transportation Alternatives Program

On September 25, 2013, the MAG Regional Council approved the goals and objectives and evaluation team composition for the

5E. Approval of the modified ranked list of projects for Transportation Alternatives funding for FY 2015-2017; amendment of the FY 2011-2015 MAG Transportation Improvement Program; and addition of projects to the Draft FY 2014-2018 MAG Transportation Improvement Program.

Transportation Alternatives (TA) program. That same day, applications for infrastructure projects opened with a due date of October 22, 2013. In total, 33 applications were received from 16 MAG member agencies (Apache Junction, Avondale, Buckeye, Chandler, Cave Creek, Fort McDowell Yavapai Nation, Gilbert, Glendale, Litchfield Park, Maricopa County Department of Transportation, Mesa, Peoria, Phoenix, Scottsdale, Surprise, and Tempe). Total funding available is approximately $12 million for FY 2015-2017, while requests for funding totaled more than $24.5 million. On December 5, 2013, application review and project ranking concluded with presentations to the TA Evaluation Team (two members each of the MAG Bicycle and Pedestrian, Safety, and Street Committees, one member of the Transit Committee, and one representative each from Federal Highway Administration and the Arizona Department of Transportation). On December 12, 2013, the MAG Transportation Review Committee recommended approval of the ranked list with the removal of the Phoenix project (Third Street Promenade: Roosevelt Street to Thomas Road, ranked 14) and the Mesa project (Consolidated Shared-Use Pathway – P2 Lighting, ranked 15), so that all other projects move up in ranking. If additional funds become available (e.g. a project does not obligate), projects will be funded in rank order. The MAG Management Committee recommended approval on January 8, 2014. This item is on the January 29, 2014, Transportation Policy Committee agenda for action. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5F. 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

5F. Information and discussion.

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.

*5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including 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. Please refer to the enclosed material.

5G. Consultation.

*5H. Finding of Conformity for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan

The Draft 2014 MAG Conformity Analysis concludes that the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) and the Draft 2035 MAG Regional Transportation Plan meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On November 25, 2013, a public hearing was conducted on the Draft TIP, Draft 2035 MAG Regional Transportation Plan, and Draft 2014 MAG Conformity Analysis. The Draft 2014 MAG Conformity Analysis for the Draft TIP and Draft 2035 Regional Transportation Plan was recommended for approval on December 3, 2013, by the MAG Air Quality Technical Advisory Committee and on January 8, 2014, by the MAG Management Committee. Approval of the conformity finding by the Regional Council is

5H. Approval of the Finding of Conformity for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan.

required for MAG adoption of the TIP and Regional Transportation Plan. Please refer to the enclosed material.

GENERAL ITEMS

*51. Status Update on the June 30, 2013 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2013

The accounting firm of CliftonLarsonAllen LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2013. An unqualified audit opinion was issued on November 18, 2013, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2013, CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2013, CAFR, this would be the agency's 16th consecutive award. On January 8, 2014, the MAG Management Committee recommended acceptance. On January 21, 2014, the MAG Executive Committee recommended acceptance. Please refer to the enclosed material.

51. Acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2013.

*5J. Resolution of Support for Extending the Border Zone in Arizona

Tourism is one of the largest industries in Arizona, and tourists from Mexico are critically important. At the peak of the economy, 24 million Mexican visitors came to Arizona and spent $2.7 billion. According to Customs and Border Protection (CBP), the Border Crossing Card is one of the most secure travel documents used at the border and allows for faster processing at both the port of entry and interior immigration checkpoints. Currently, the border zone is 75 miles from Arizona's ports of entry except for Yuma, which is 25 miles. Increasing the border zone to all of Arizona will provide more destinations of interest for border crossers, potentially attracting more middle class Mexicans for tourism travel. MAG staff has worked with the COG/MPO Directors to develop a Resolution of Support for Extending the Border Zone in Arizona. Staff, along with the EDC Chair, have been invited to present at several Arizona COG/MPO Board meetings. To date, the Western Arizona Council of Governments, the Yuma Metropolitan Planning Organization, the Inter Tribal Council of Arizona, and the Flagstaff Metropolitan Planning Organization have signed and passed the resolution. Also, the Nogales City Council has passed the resolution. The next steps are to meet with Customs and Border Protection (CBP) and Homeland Security. Extending the Border Zone in Arizona will take an amendment to the Department of Homeland Security (DHS) regulations. On January 7, 2014, the MAG Economic Development Committee recommended approval of the Resolution of Support for Extending the Border Zone in Arizona to include all of Arizona. Please refer to the enclosed material.

5J. Approval of the Resolution of Support for Extending the Border Zone in Arizona to include all of Arizona.

ITEMS PROPOSED TO BE HEARD

6A. FY 2014 MAG Final Phase Public Input Opportunity

MAG has conducted a public involvement process on transportation plans and programs for the Final Phase public input opportunity. As part of MAG's

6A. Acceptance of the FY 2014 MAG Final Phase Public Input Opportunity.

adopted four phase public involvement process, the Final Phase allows for final input into program and plan updates prior to action. The phase culminated with a Final Phase Public Hearing. A compilation of input received at the hearing and during the phase is distributed in the form of a Final Phase Input Opportunity Report. On January 8, 2014, the MAG Management Committee recommended acceptance. This item is on the January 29, 2014, Transportation Policy Committee agenda for action. Please refer to the enclosed material.

6B. Approval of the Draft FY 2014-2018 MAG Transportation Improvement Program

The Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) reports on all projects programmed with federal funds and on all regionally significant transportation projects that are funded with federal and non-federal funds. All regionally significant transportation projects, including local, regional, and private funded projects are included in the Draft TIP for the purpose of meeting the air quality conformity analysis requirements. The Draft FY 2014-2018 MAG TIP Listing of Projects was approved by the Regional Council in October 2013 to undergo air quality conformity analysis. A technical air quality conformity analysis was performed on the TIP and demonstrated that the TIP meets all air quality conformity requirements. A public hearing that discussed the air quality conformity analysis, the Draft 2014-2018 MAG TIP, the FY 2014 and 2015 Transit Section 5307 Program of Projects, and the 2035 Regional Transportation Plan was held on November 25, 2013. The Draft FY 2014-2018 MAG TIP was recommended for approval on December 12, 2013, by the MAG Transportation Review Committee and on January 8, 2014, by the MAG Management Committee. This item is on the January 29, 2014, Transportation Policy Committee agenda for action. Please refer to the enclosed material.

6B. Approval of the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) with the included errata sheet and table correction updates, contingent on a finding of conformity of the Draft TIP and 2035 Regional Transportation Plan with applicable air quality implementation plans.

6C. Approval of the Draft 2035 MAG Regional Transportation Plan

The Draft 2035 MAG Regional Transportation Plan (RTP) is a comprehensive, performance based, multimodal and coordinated plan, identifying transportation improvements in the region over the next 20 years. The Draft 2035 RTP extends through FY 2035 and includes regional plans for freeways/highways, arterials streets, and public transit, as well as information on plans for other transportation programs in the region. In addition, the plan addresses topics such as revenue estimates, consultation on environmental mitigation and resource conservation, transportation security and safety, and congestion management. The Draft 2035 RTP was approved by the Regional Council for air quality conformity analysis on October 23, 2013. A technical air quality conformity analysis was performed on the RTP and demonstrated that the Plan meets all air quality conformity requirements. On November 25, 2013, a public hearing was conducted on the Draft 2035 RTP, the Draft FY 2014-2018 Transportation Improvement Program, the Draft FY 2014 and 2015 Transit Program of Projects, and the Draft 2014 Air Quality Conformity Analysis. Comments from the public hearing are covered under a separate agenda item. The Draft 2035 RTP was recommended for approval on December 12, 2013, by the MAG Transportation Review Committee and on January 8, 2014, by the MAG Management Committee. This item is on the January 29, 2014, Transportation Policy Committee agenda for action. An Executive Summary of the Draft 2035 RTP is enclosed. The full Draft 2035 RTP may be viewed on the MAG website at: http://azmag.gov/Documents/RTP_2013-08-28_Draft-2035-Regional-Transportation-Plan-(RTP).pdf. Please refer to the enclosed material.

6C. Approval of the Draft 2035 MAG Regional Transportation Plan (RTP), contingent upon a finding of conformity of the FY 2014-2018 MAG Transportation Improvement Program and the 2035 RTP with applicable air quality plans.

7. Legislative Update

An update will be provided on legislative issues of interest. The Highway User Revenue Fund has

7. Information, discussion, and possible action that the MAG Regional Council consider sending a letter to the Governor and Legislature regarding Highway User Revenue Fund sweeps.

been subject to more than $1.7 billion in sweeps since 2001. This item is on the January 29, 2014,Transportation Policy Committee agenda for possible action to recommend that the MAG Regional Council consider sending a letter to the Governor and Legislature regarding Highway User Revenue Fund sweeps. A report on action taken by the Committee will be provided. A draft letter will be provided at the meeting.

8. <u>Phoenix Recognized for Ending Veteran Homelessness</u>

Recently, the City of Phoenix has been recognized for its success in housing veterans living on the streets for an extended period of time. A presentation will be offered on efforts to end veteran homelessness and the partnerships critical to this undertaking. Project H3 Vets, a special initiative of the Arizona Coalition to End Homelessness, and the City of Phoenix, in collaboration with other agencies, were instrumental in making this undertaking a success. Their efforts will be recognized at the meeting. Please refer to the enclosed material.

8. Information and discussion.

9. <u>MAG Regional Transportation Survey Results</u>

At the August 14, 2013, Transportation Policy Committee (TPC) meeting, an update on transportation revenues was provided. It was noted at the meeting that the current sales tax projections reflected a 40 percent decrease compared to the 2002 projections. Next steps were discussed, including conducting a public opinion survey to gauge public views and sentiment regarding needs and revenue sources. Following the TPC meeting, staff prepared a request for qualifications and interviewed polling firms. On October 15, 2013, the MAG Regional Council Executive Committee approved WestGroup Research, Inc., as the consultant for MAG public opinion quantitative and qualitative services. Working with an on-line focus group, TPC and Regional Council members in October and November 2013, a survey instrument was developed for a Regional Transportation Survey. A telephone survey was conducted from

9. Information and discussion.

December 4-31, 2013, focusing on high efficacy voters. Survey results are being analyzed, and a presentation summarizing the topline findings of the MAG Regional Transportation Survey will be presented.

10. Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

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

10. Information and discussion.

11. Second Binational Economic Forum - Consolidation of the Arizona-Sonora Mega-Region

On March 22, 2013, elected officials and business leaders from the MAG region participated in the First Binational Economic Forum in Nogales, Sonora. The purpose of the event was to provide an opportunity to exchange ideas, discuss international trade and regional economic strategy. The Second Binational Economic Forum would build upon these discussions through the establishment of a formal bi-national mega-region to provide a framework for addressing policy issues of local/regional significance. At the December 11, 2013 Joint Planning Advisory Council meeting, Mayor Ramón Guzmán from Nogales, Sonora, extended an invitation to mayors from Arizona's Sun Corridor and border region to attend a Second Binational Economic Forum in the spring. The main purpose of this forum is to convene mayors from Arizona's Sun Corridor and border region with 72 mayors from throughout the state of Sonora to sign a cooperative agreement to establish a mega-region framework to address important policy matters

11. Information and discussion.

impacting the Arizona-Sonora region. The forum will also include representatives from key state and federal agencies of the Mexican government. It is envisioned that the mega-region initiative will further enable the development of local relationships and advance projects/initiatives of regional significance on both sides of the border in areas such as transportation and infrastructure, education, economic development, border security and trade and tourism. Mayor Guzmán has proposed to host the bi-national event in Nogales, Sonora, on either March 13 and 14, 2014, OR April 10 and April 11, 2014, and has invited delegations from the MAG, PAG, CAG and Sun Corridor MPO regions to attend the two-day event. MAG staff will share a proposed agenda for information and input as well as poll members of the committee who may be interested in attending the forum. Please refer to the enclosed material.

12. <u>Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events</u>

On January 14, 2014, the Environmental Protection Agency (EPA) signed a notice proposing to approve the MAG 2012 Five Percent Plan for PM-10. The plan includes a wide variety of existing control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 during high risk conditions, including high winds. The plan demonstrated that the measures will reduce emissions by five percent per year and demonstrated attainment of the standard by December 31, 2012. EPA is also proposing to make a determination that the region has met the standard based upon three years of clean data for 2010-2012, as measured by the air quality monitors. Once the notice is published in the Federal Register, comments may be submitted for thirty days. Regarding exceptional events, EPA anticipates proposing revisions to the Exceptional Events Rule in April 2014 and finalizing them in April 2015. In 2013, there were six exceptional event days due to regional dust storms, thunderstorms and high winds. Documentation for five of the exceptional event days has been

12. Information and discussion.

prepared and is available for public review. Please refer to the enclosed material.

13. 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.

13. Information and discussion.

14. 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.

14. Information.

Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING

December 4, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Vice Mayor Alex Finter for Mayor Scott Smith, Mesa
Mayor Michael LeVault, Youngtown, Vice Chair
Vice Mayor Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Councilmember Eric Orsborn for Mayor Jackie Meck, Buckeye
Councilmember Mike Farrar for Mayor David Schwan, Carefree
Councilmember Reginald Monachino, Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
Mayor Tom Rankin, Florence
* President Ruben Balderas, Fort McDowell Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
Mayor Steven Holt, Gila Bend
* Governor Gregory Mendoza, Gila River Indian Community
Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear
* Mayor Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Mayor Christian Price, City of Maricopa
Supervisor Steve Chucri, Maricopa County
* Mayor Scott LeMarr, Paradise Valley
# Councilmember Cathy Carlat, Peoria
Mayor Greg Stanton, Phoenix
* Supervisor Todd House, Pinal County
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
Mayor W. J. "Jim" Lane, Scottsdale
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor John Cook, Wickenburg
* Victor Flores, State Transportation Board
Joseph La Rue, State Transportation Board
Roc Arnett, Citizens Transportation Oversight Committee

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

1. Call to Order

The meeting of the MAG Regional Council was called to order by Acting Chair Michael LeVault at 11:33 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Councilmember Cathy Carlat, Mayor Marie Lopez Rogers, Supervisor Steve Chucri, and Vice Mayor Alex Finter as proxy for Mayor Scott Smith, joined the meeting via teleconference. Councilmember Mike Farrar was proxy for Mayor David Schwan and Councilmember Eric Orsborn was proxy for Mayor Jackie Meck.

Acting Chair LeVault introduced Youngtown City Councilmember Judy Johnson, who was present in the audience.

Acting Chair LeVault 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 purchased a transit ticket to attend the meeting and parking validation were available from staff.

3. Call to the Audience

Acting Chair LeVault 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.

Acting Chair LeVault recognized public comment from Dr. Marvin Rochelle, who said he would be 90 years old at his next birthday. Dr. Rochelle expressed best wishes to everyone for the holidays. He stated that the Phoenix Dial-A-Ride program receives Proposition 400 funds. Dr. Rochelle stated that the program is in desperate need of additional driver hours, which were reduced a few years ago during a shortage of funding, and never replaced. He stated that demand for Dial-A-Ride has increased 70 percent. Dr. Rochelle noted that sometimes his Dial-A-Ride trips have taken three hours. Acting Chair LeVault thanked Dr. Rochelle for his comments.

Acting Chair LeVault recognized public comment from Dianne Barker, who stated that there might be alternative approaches to getting people to try multimodalism, besides saying to get out of their cars. She stated that she read the MAG minutes and informed Pat Vint and John Rusinek that the minutes reflected their comments accurately. Acting Chair LeVault thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He reported that MAG was selected to receive one of the 27 Strategic Highway Research Program (SHRP2) Grants.

Mr. Smith noted that MAG was one of only two metropolitan planning organizations in the nation to receive this grant. The project will be on behalf of the Western Regional Alliance and focus on the national significance of the Intermountain West as a key East/West and North/South trade corridor and how the Intermountain West can be globally competitive. Mr. Smith noted that the grant is for $240,000.

Mr. Smith stated that the Federal Highway Administration and the Federal Transit Administration conducted a certification review of the MAG planning program on November 12-14, 2013. He explained that the primary purpose of a certification review is to formalize the continuing oversight and day-to-day evaluation of the planning process. Mr. Smith stated that a review is required every four years. He said that the reviewers indicated that many of the MAG programs were impressive and the federal review team noted that MAG will be recertified.

Mr. Smith stated that the Transportation Policy Committee has been examining decreases in the Highway User Revenue Fund, which supports transportation. He said that MAG, working with WestGroup Research, is preparing a transportation poll to gain an understanding of voters' priorities and willingness to pay for transportation improvements. Mr. Smith reported that an online focus group was conducted to assist in developing the poll instrument. Mr. Smith stated that further input was received at a stakeholder workshop on November 20, 2013. He said that the survey is being conducted and topline results are expected in January 2014.

Mr. Smith announced that the MAG Fiscal Services Division has been notified it received the Distinguished Budget Presentation Award from the Government Finance Officers Association for the 15th year in a row. He explained that to receive this award, MAG had to satisfy nationally recognized guidelines for effective budget presentations. Mr. Smith congratulated the MAG Fiscal Services Division.

Mr. Smith stated that the Joint Planning Advisory Council meeting will be held on December 11, 2013. He said that Vanessa Hickman from the Arizona State Land Department will be one of the presenters. Mr. Smith advised that RSVPs are being taken by MAG through Friday, December 6, 2013.

Mr. Smith stated that the ribbon cutting ceremony for the Litchfield Park Underpass project recently took place. He explained that the City of Litchfield Park persevered through many obstacles to see the project through completion. Mr. Smith acknowledged the assistance of Floyd Roehrich, ADOT Deputy Director for Policy, on this project.

Mr. Smith noted that Mayor Jay Tibshraeny was named Municipal Leader of the Year by the American City and County magazine. He stated that one of Mayor Tibshraeny's accomplishments was the increase of 35,000 jobs in the Price Corridor. Mayor Tibshraeny was applauded.

Mr. Smith stated that MAG is collecting nominations for the Age-Friendly Community Competition. He noted that applications are due on January 31, 2014 and will be evaluated by a panel of national experts.

Acting Chair LeVault thanked Mr. Smith for his report.

5. Approval of Consent Agenda

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

Acting Chair LeVault asked members if they had questions or requests to hear a Consent Agenda item individually. None were noted. No public comment cards were received.

Acting Chair LeVault called for a motion to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I. Mayor Gail Barney moved approval of the Consent Agenda. Vice Mayor Robin Barker seconded, and the motion passed unanimously.

5A. Approval of the October 23, 2013, Meeting Minutes

The MAG Regional Council, by consent, approved the October 23, 2013, meeting minutes.

5B. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and FY 2014 Arterial Life Cycle Program

The MAG Regional Council, by consent, approved amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The 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 since been modified thirty times. The last modification was approved on October 23, 2013. Table A lists changes to the FY 2014 Arterial Life Cycle Program, including a correction to an administrative error in the calculation of the FY 2014 reimbursement for the Mesa Drive: US-60 (Superstition Freeway) to Southern Avenue project. Tables B and C list minor schedule and funding changes to the highway and transit programs. 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. The project changes were recommended for approval by the MAG Transportation Review Committee on October 24, 2013, and by the MAG Management Committee on November 6, 2013. Projects added since the Management Committee meeting were tinted in yellow.

5C. FY 2014-2017 MAG Highway Safety Improvement Program Second Call for Projects

The MAG Regional Council, by consent, approved the additional list of safety projects for FY 2014-2017 from the second call for projects. Since FY 2010, MAG has been receiving an annual suballocation of federal Highway Safety Improvement Program (HSIP) funds from the Arizona Department of Transportation to be programmed for qualifying road safety improvements. For FY 2014-2017, the HSIP suballocation to MAG is $1.9 million per year. On July 1, 2013, MAG issued a call for road safety improvement projects to be programmed in FY 2014-2017. Six projects proposed by member agencies were reviewed and recommended by the Transportation Safety Committee. This list of projects was approved by the Regional Council on September 25, 2013, however, not all available

HSIP funds were programmed for projects. Remaining funds in each fiscal year are: FY 2014 - $319,591; FY 2015 - $1,466,418; FY 2016 - $1,209,114; FY 2017 - $281,048. On September 24, 2013, the Transportation Safety Committee recommended a second call for projects to program the remaining HSIP funds for local agency safety improvement projects, and any remaining HSIP funds to be utilized for safety planning projects identified through the ongoing Strategic Transportation Safety Plan. The second call for projects was issued on October 2, 2013. Ten projects were reviewed and recommended for approval by the MAG Transportation Safety Committee on October 22, 2013, the MAG Transportation Review Committee on October 24, 2013, and the MAG Management Committee on November 6, 2013.

5D. 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. The amendment and administrative modification involve several projects, including proposed project changes in the Arterial Life Cycle and Highway Programs. 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.

5E. Approval of Draft July 1, 2013, Maricopa County and Municipality Resident Population Updates

The MAG Regional Council, by consent, approved the draft July 1, 2013, Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff has prepared draft July 1, 2013, Maricopa County and Municipality Resident Population Updates. The Updates, which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Since there may be changes to the Maricopa County control total by the Arizona Department of Administration, on October 29, 2013, the MAG Population Technical Advisory Committee (POPTAC) recommended approval of these draft Updates provided that the County control total is within one percent of the final control total. On November 6, 2013, the MAG Management Committee concurred with the POPTAC's recommendation.

5F. Proposed 2014 Revisions to the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions have been recommended for approval by the committee and have been reviewed by MAG member agency Public Works Directors and/or Engineers. It is anticipated that the 2014 revision will be available for purchase in early January 2014. The proposed 2014 revisions to the MAG Standard Specifications and Details for Public Works Construction were provided to the MAG Management Committee.

5G. Arizona Building Officials Code Review and Development Committee Amendments for the 2012 International Code Council Codes

The MAG Regional Council, by consent, recommended that MAG member agencies consider adopting the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) codes. At the October 16, 2013, MAG Building Codes Committee meeting, members discussed an initiative to reach consensus in unison on the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) Codes. The MAG Building Codes Committee makes recommendations on the development, interpretation and enforcement of building codes in the MAG region. It also provides a regional forum for construction, development, and other issues as they relate to building codes. In an effort to promote uniformity throughout MAG jurisdictions under the interest of life safety, a motion was passed to recommend that MAG member agencies consider adopting the AZBO Code Review and Development Committee Amendments for the 2012 ICC Codes. On November 6, 2013, the MAG Management Committee recommended that MAG member agencies consider adopting the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) codes.

5H. MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program

The MAG Regional Council, by consent, approved the MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program. Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program were recommended for approval on July 11, 2013, by the MAG PSAP Managers, on October 2, 2013, by the MAG 9-1-1 Oversight Team, and on November 6, 2013, by the MAG Management Committee.

5I. Appointment of the Arizona Department of Transportation Member Position to the MAG Economic Development Committee

The MAG Regional Council, by consent, approved the appointment of John Nelson, Senior Policy Advisor, as the ADOT representative on the MAG Economic Development Committee (EDC). In August 2013, the MAG Regional Council approved the updated composition of the MAG Economic Development Committee (EDC). The composition includes eighteen MAG member agency positions that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. On November 21, 2013, a letter was sent by the Director of the Arizona Department of Transportation (ADOT) requesting that John Nelson, Senior Policy Advisor, serve as the ADOT representative on the EDC. On December 3, 2013, the MAG Regional Council Executive Committee recommended approval of the appointment of Mr. Nelson.

6. Establishment of an In-Market Trade, Investment and Tourism Office in Mexico City

Mr. Smith stated that the City of Phoenix approached MAG last week regarding the establishment of an in-market trade, investment and tourism office in Mexico City. He said that Phoenix is seeking partners in this endeavor, and groups they have approached include the Phoenix Suns and the Arizona Diamondbacks. Mr. Smith noted that a partnership would consist of a one-year commitment in the amount of $25,000. Mr. Smith stated that the Mexico City office would include a dedicated contractor on-site. He added that he has been told the office will be badged more broadly than just Phoenix and a name has not yet been decided.

Mr. Smith displayed a graph that showed that Arizona's rate of growth in trade is flat and is losing trade to Texas. He stated that continuing as status quo is not going to make anything happen. Mr. Smith stated that the government structure in Mexico is different from the United States – it is very centralized. He said that it is a transportation issue and improvements need to be made on the United States side of the border and complementary improvements need to be made on the Mexico side.

Mr. Smith stated that MAG has a project called Building an International Economic Network (BIEN), a business to business network that is being soft launched later this month. He expressed the value of small to medium businesses on both sides of the border working together.

Mr. Smith noted that Hank Marshall, from the Phoenix Economic Development Department was present at the meeting. He said that by making a commitment as a partner in the amount of $25,000 of MAG dues, MAG could have input into the scope of work. Mr. Smith indicated that MAG is interested in the rail aspect and the BIEN aspect. He said that a partnership the Mexico City office would provide a pathway for all MAG agencies to have a voice, and opportunities with Mexican businesses.

Mr. Smith suggested that for $25,000 MAG could do this for one year and then not have to contribute more if it was deemed not worthwhile. He remarked that unless we do something bold, we are not going to move that flat line. Mr. Smith stated that SANDAG is very active in Mexico and has conducted far greater relationship building than MAG. He stated that the Executive Committee, with one dissenting vote, recommended moving forward with this and provide input into the scope.

Mr. Smith invited Mr. Marshall to come forward and address the Regional Council on the office.

Mr. Marshall stated that there is $1.5 billion per day in cross-border business. Dividing the United States into five vertical slices – one that is the east coast, one that is the west coast, and three in the middle – the one slice that is Arizona going north and south amounts to only $25 million per day out of a total $1.5 billion in trade. Mr. Marshall stated that Mayor Stanton has indicated to staff that it is imperative that the City of Phoenix embark on this effort. He noted that in the eyes of Mexico City, having a unified, collaborative footprint makes a bold statement, and he added that it is Phoenix's intent to be as inclusive as possible.

Mayor Schoaf expressed that he absolutely was supportive of expanding our contacts and presence in Mexico and he has said many times that Mexico is a tremendous opportunity for businesses in Arizona.

Mayor Schoaf stated that we do not take advantage of this nearly as much as we could. He asked if an analysis had been done to show the business going in horizontal slices.

Mr. Marshall replied that such as analysis had probably been done but he had not seen it. He said that he felt the numbers would likely be equally reflective as the vertical slices numbers. Mr. Marshall stated that Arizona is a pass-through state; approximately $26 billion in business crosses Arizona's border each year, but only $6 billion stays here, which means that $20 billion goes on to other locations. He stated that the Arizona slice at $25 million is bookended by the West Coast slice, which totals about $400 million per year, and the Texas slice, which is about $350 million per year. Mr. Marshall indicated that horizontally, most of the business is north of Arizona, and would likely show the same levels.

Mayor Schoaf commented that he thought about 80 percent of the Mexican businesses whose products go to the United States are likely located in the northern third of Mexico, which is essentially Sonora. He stated that this is the area where goods are manufactured in huge volumes and is anticipated to grow. Mayor Schoaf asked if Phoenix had looked at where other states and cities are locating offices and their level of productivity in generating business. Mayor Schoaf stated that he did not want to downplay Mexico City, because it is a key player, but Arizona has no presence in Sonora. He asked if Phoenix was doing anything to provide a presence in Sonora.

Mr. Marshall replied that Arizona has a full-time representative, Ignacio Escalante, in Hermosillo, Mexico, and he has been there many years, so there is someone with the state's interest located on the border. Mr. Marshall stated that states have offices in Mexico that are specifically targeted to the supply chains of certain industries, which might not be Mexico City. He said that there is nothing to preclude them from a broader footprint that could benefit the broader membership.

Mayor Schoaf asked if the goals had already been developed or would be developed in the work plan process.

Mr. Marshall replied that this would depend on the full scope of the partnership and they want to ensure that everyone who steps up to be a partner will have a contribution. He added that there will be broad trade and tourism objectives they will be driving, along with others to reflect the interests of the partners. Mr. Marshall stated that there will be key prescribed, measured performance indicators they will embed into the request for proposals.

Mayor Schoaf moved approval of this expenditure to provide $25,000 to the City of Phoenix to partner in the establishment of an in-market trade, investment and tourism office in Mexico City, conditioned on there being specific measurable goals that apply to MAG so at the end of the year the expenditure can be justified. Mayor Mitchell seconded.

Acting Chair LeVault asked if there was discussion of the motion.

Mayor Lord stated that she has a great relationship with Mayor Stanton and she believes in MAG, but she has concerns. She remarked that what Phoenix is doing is a great idea and is an untapped source and she looked forward to the results from the effort, but she was concerned using MAG money because it

will be extremely difficult to determine which efforts the region's money is funding and to identify the results to benefit the MAG region. Mayor Lord expressed concern with the precedent being set. What if other members decide to establish offices in other countries? How will MAG identify which are worthwhile and which are not? Mayor Lord expressed concern with MAG potentially spreading itself too thin and getting involved in efforts outside the core function of the agency. She noted that she had reviewed past material that confirmed that for her. Mayor Lord stated that all of the cities can identify with transit and transportation needs, which have not been met due to the economic shortfall. She said that she though MAG should continue to focus on its core functions. Mayor Lord said to Mr. Smith that this was not against him – she appreciated MAG and City of Phoenix efforts – but she was concerned with using MAG money for this effort. Mayor Lord invited other cities to come privately to Goodyear and do a memorandum of understanding, and they will know precisely the benefits. She indicated that she would be voting against the motion.

Mayor Lane stated that he was the dissenting vote at the Executive Committee meeting yesterday, and it was not because he did not advocate for working with Mexico and he added that he has been a supporter of economic development. Mayor Lane remarked that significant amounts of funds are paid to such organizations as GPEC. Mayor Lane stated that even though he would support Mayor Lord's approach with individual cities, his greatest concern is that this is mission creep. He expressed his hope to Mayor Stanton that this would not become personal, and has nothing to do with what the City of Phoenix does with its taxpayer's money. Mayor Lane stated that it is imperative to be concerned with setting a precedent for using MAG money. He said that he thought it was a clear indication when the feds said no when asked if MPO federal transportation funds could be used for this. Mayor Lane stated that Mexico is government centric out of Mexico City, but the state of Arizona has determined to go to those centers of economic activity. He said that the state has decided to pull out of Mexico City and concentrate on efforts closer to Arizona. Mayor Lane stated that there has been activity on the part of the state, which he felt should be the level looked toward in advancing the interests of the state. Mayor Lane stated that he would be voting against the motion, and suggested to the motion maker that the MAG Regional Council, if it moves forward with this, might want to see this agreement when the scope and goals are determined and that it not be a budgeted line item but a separate item considered each year.

Mayor Schoaf, as maker of the motion, agreed to amend the motion to add that clarification. He expressed his concern for having specific measurable goals that relate to MAG and MAG's mission. Mayor Schoaf stated that MAG was originally formed as a council of governments to consider issues – a broader mission than just transportation. Mayor Schoaf expressed that he thought it critical that the goals be tied to MAG's mission and that they be measurable, that there not be an automatic reapproval, have an analysis to show the goals were met to justify the expense. He also expressed concern that we should probably be concentrating on the places of contact for businesses in Arizona, but he was willing to see if this would work over the next year.

Mayor Mitchell, as second, agreed with an amendment to the motion.

Mayor Lane asked for clarification that the amended motion included that it if passed, the expenditure would be considered each year as a separate item from the budget.

Mayor Schoaf replied yes, and he added that assuming it is passed it should not automatically be considered as a part of the budget. He said the specific goals would come back to the Regional Council and then come back in one year to see if the goals were accomplished. Mayor Schoaf stated that the concept of the motion is that there will be specific goals developed before MAG commits the money, and there will be measurable goals and an analysis at the end of the year would show if the goals, consistent with the overall mission of MAG, were accomplished. He remarked that it is an unusual expense and would not automatically be included in the budget each year.

Mayor Mitchell, as second, agreed with the amended motion. He expressed that the Economic Development Committee focuses heavily on those concepts in the motion and will be driving the direction. He felt this was a tremendous opportunity to come together as a region for economic opportunity. Mayor Mitchell stated that MAG is part of the economic vitality of the region, and is not just transportation. He spoke of the presentation the day before at the EDC meeting by Sherry Henry, Director of Tourism, that tourism is the number two industry in Arizona. He stated that there are other partners out there and this is an opportunity to market what we have to offer and get some of the trade dollars currently bypassing us. He asked for more information on other partners.

Mr. Marshall stated that many people have been approached but are waiting until more is known of the scope and details, as Mayor Lane noted. He said that the first partner was Steve Moore, but he wanted to know what they were going to do; the same with the sports teams. Mr. Marshall stated that chambers of commerce and GPEC are already partners. He noted that all of the partners will each pay the same amount with equal expectations. Mr. Marshall stated that partners expect an anticipated outcome embedded in the document so those responding to the RFP will fully understand the mission we expect them to undertake.

Mayor Lewis remarked that he thought Mayor Schoaf's comments were good policy. He indicated that this discussion revealed concerns he was not aware of before and from a policy perspective, perhaps another approach might be going to individual cities. Mayor Lewis expressed that he saw this as 25 or so municipalities contributing $1,000 each. He remarked that the City of Phoenix does not need MAG's money to do this, so he felt it was almost an honor to be invited to participate. Mayor Lewis said that everything they have done over the past year regarding Mexico and trips we have taken, there is more to gain by being unified than by Phoenix going this alone. He noted that the City of Phoenix is taking a leadership role but has reached out to establish partnerships and he saw great strength in that. Mayor Lewis stated that his favorite video was the one that showed the result of collaboration among business and government 50 years in the future. As Mayor Schoaf said, we need to be aware of what the measurables will be and if it did not accomplish the goals after one year, it would not need to be continued. He said he felt it was an honor to be asked to have a unified approach.

Mayor Wolcott stated that she looked at this from the perspective that why would Phoenix, the sixth largest city in the country, ask MAG to participate at a $25,000 level. Phoenix can clearly do this by itself. Mayor Wolcott stated that this is an opportunity for us to work together as a region to effect a mission she thought was very important. She noted that her concerns were mission creep and the appropriateness of spending money the feds say is not an expenditure appropriate in this manner. Mayor Wolcott stated that as long as we are working toward a measurable policy and we get a clear statement

regarding a unified mission, she thought it was a small price to pay. She indicated that she looked at this as an important gesture of good faith to all of the communities to work together and accomplish this major goal. Mayor Wolcott stated that the flat line of trade growth is very compelling, and she would like to see a similar slide for California. She added that 65 percent of freight going to California ports goes straight through Arizona with no benefit to the state. Mayor Wolcott stated that she wanted to ensure that there is some value added opportunities for Arizona from California trade.

Mayor Stanton stated that the City of Phoenix is moving forward on this effort no matter what. This office will probably look the same if they go it alone or not. Mayor Stanton stated that they will hire people for the betterment of the region, not just the City of Phoenix. He said that he was asked at Executive Committee the sign that will be on the door, and he had no preference – just what would make it successful. Mayor Stanton stated that he thought this was sending the right message that we are united as a region. He said that tourism is important, we have lost a lot of tourism over the past few years, and needs to be built back up, which is a goal among some of the sports teams because sports tourism is big business. Mayor Stanton stated that it was not really about the money, but a preferable way to reach out to all of the communities. He said that the office will still assist those in the region. Mayor Stanton noted that Speaker Tobin said that the state is looking at it and it would be great if the state became their partner. Phoenix has the agility to move forward quickly. He commented to those who would be voting against the motion, he was not taking it personally.

Councilmember Farrar stated that Sonora is the second largest state in Mexico. He indicated that he looked forward to seeing the goals that would improve relations with Puerto Penasco, Rocky Point, Cortez Airport. He said that he was familiar with delays in Mexico, at border entries, etc. Councilmember Farrar remarked that improving trade and tourism requires coordination with other organizations, such as GPEC and Homeland Security.

Mayor Kavanagh expressed her agreement with the comments made by Mayor Lord and Mayor Lane. She said that her concern is that there seems to be a great push for the agricultural industry to do more importing and trade. Mayor Kavanagh stated that she recently had a discussion with the state senator from Yuma, which is in direct competition with agriculture in Mexico. She stated that even though Yuma is not at this table MAG needs to be concerned for its agricultural industry and in the rest of the country. Mayor Kavanagh stated that Yuma's unemployment rate is currently 24 percent and it is heavily dependent on its agriculture. She said that she would not want to do anything to the detriment of Arizona agriculture and she would like to see the scope in relation to agriculture to make sure there are safeguards to Arizona's own industries.

Mr. Smith explained that if this item receives a positive vote, MAG staff Alana Chavez would send out an email to Regional Council, Management Committee and Intergovernmental Representatives requesting input. He noted that this would have to be scaled with the amount of money being put in: $25,000 out of $200,000+. Mr. Smith stated that MAG will work with Mr. Marshall, get the scope, and send it out for a quick turnaround because it goes out in December. He said that this does not mean we will get everything we ask for, but at least we have input. Mr. Smith stated that one of the major elements will be setting up meetings with those cities who want to go there. He said that MAG is

interested in business development with the BIEN project and with infrastructure improvements that would have complementary infrastructure improvements on the Mexico side.

Mayor Tibshraeny asked for clarification if the RFP process was to develop the scope of goals and how the office will operate.

Mr. Marshall replied that the RFP will be very specific – it will include a specific ask so any qualified service provider can respond. He said that they will be asking that the resource be based there, an in-market, dedicated resource so they are not traveling every week to make things happen. Mr. Marshall stated that some will do Tennessee on Tuesday, Pittsburgh on Thursday, and New York on Friday, but they want a dedicated source. Mr. Marshall stated that the RFP will outline the duties the resource will be required to perform and the time schedule. He said that have asked the resource at the six-month point, to perform a look forward on what they think the second year's activities will look like if the contract was renewed. Mr. Marshall stated that the RFP will go out asking people to respond if they can perform the following and get this done.

Mayor Tibshraeny asked if approved, the first part would be to help develop the RFP for the service provider.

Mr. Marshall replied yes, the $25,000 from MAG would be one of 10, 15 or 20 partners and to keep in mind keeping expectations reasonable. He said if the amount was $250,000 or thereabouts, the expectations would be commensurate with that.

Mayor Tibshraeny asked if GPEC was involved in this. Mr. Marshall replied yes.

Acting Chair LeVault asked those on teleconference if they had comments.

Mayor Rogers stated that MAG certainly needs a presence in Mexico, specifically Mexico City. She said that she wanted to commend the mayors for filling the voids in economic development and Phoenix is trying to do that through a creative thought process. Mayor Rogers expressed appreciation for the motion; for $25,000 you would not be able to do a study, fix a road, or buy a bus. She said that MAG can pull out at the end of the year if it does not work out. Mayor Rogers remarked that $25,000 is an amount that could be expended without creating too much of a problem. She said that this entity is crucial to us and we need to have that presence.

Vice Mayor Finter stated that the City of Mesa is excited about the effort. He said that international outreach is important to them and they appreciate having a check and balance and re-evaluation process after one year.

Mayor Lane stated that scopes by nature are broad-based. He said that from a Phoenix perspective there would be a scope of activities they anticipate will be performed by this consultant. Mayor Lane stated he would be very interested in seeing how the scope is developed.

Acting Chair LeVault stated that after the Executive Committee meeting yesterday, he re-read the MAG By-Laws and the Articles of Incorporation. He said that the Articles give MAG broad latitude in defining its message. Acting Chair LeVault read from the Articles: To facilitate agreements among the governmental units for specific projects or other interrelated developmental actions or for the adoption of common policies with respect to problems which are common to its members. To attain the greatest degree of intergovernmental cooperation possible in order to prepare for future growth and development of the region.

Acting Chair LeVault stated that he has been on the Regional Council for five or six years and he has seen the MAG mission evolve in response to the changing environment. He said that he thought the member agencies do a good job cooperating and acting in the best interest of the region. Acting Chair LeVault stated that 2.5 years ago, the Economic Development Committee chose to travel down this road toward enhanced trade with Mexico. He remarked that from his perspective, this is the next logical step to continue down that road. Acting Chair LeVault stated that he was pursuing the same thing as everyone else at the table – a solid, vibrant Arizona economy with many dimensions – so the region does not endure what it did a couple of years ago. Acting Chair LeVault stated that he felt that enhanced trade with Mexico is one piece of the puzzle we are trying to put together.

Acting Chair LeVault recognized public comment from Ms. Dianne Barker, who expressed her support for Mr. Marshall's work and she was very happy with Mayor Stanton's efforts to bring in businesses. Ms. Barker thanked Mayor Lord for expressing concerns. She stated that if this had been presented at the technical committee level first, many of the measures would have been ironed out. Ms. Barker stated that she has seem some approvals that are rubber stamped, but she applauded the Regional Council for discussing this. Ms. Barker noted that Texas has five highways on the border and Arizona has one. She remarked that Arizona has been in a malaise for a long time not doing what we need to do in regard to Mexico and it is helpful to look at models in Texas and San Diego and see what they have done right. Ms. Barker suggested seeing if Apple, which has changed supply chain management, would want to donate. Acting Chair LeVault thanked Ms. Barker for her comments.

Acting Chair LeVault recognized public comment from Dr. Marvin Rochelle, who expressed his agreement with Mayor Stanton's comments to the fullest degree. Dr. Rochelle urged getting Interstate 11 finished to bring in more revenue. Acting Chair LeVault thanked Dr. Rochelle for his comments.

With no further discussion, the vote on the motion passed, with Mayor Georgia Lord, Mayor Jim Lane, and Mayor Linda Kavanagh voting no, and Mayor Greg Stanton abstaining.

7. Winter Holiday No Burn Campaign

Corky Martinkovic from the Maricopa County Air Quality Department provided a report on the Winter Holiday No Burn Campaign. Ms. Martinkovic stated that the campaign is designed to reduce concentrations of PM-2.5. She explained that pollution is caused when cold air meets inversion and smoke from fireplaces, which traps smoke. Ms. Martinkovic explained that the time period between late November and early January is when people are burning wood during the holiday season.

Ms. Martinkovic stated that the Environmental Protection Agency changed the standard for PM-2.5 from 15 parts per micrograms per cubic meter to 12 parts per microgram per cubic meter, which could put this region in a situation where we could go into nonattainment for that pollutant.

Ms. Martinkovic stated that the Winter Holiday No Burn Campaign was developed by the County and the Arizona Department of Environmental Quality to inform the public when wood burning during cold air inversions could result in pollution. Ms. Martinkovic stated that they request that people not burn wood on high pollution advisory days or no burn days. She stressed that they are not requesting no wood burning every day, it is just for certain days when the PM-2.5 levels are high. Ms. Martinkovic displayed a graph of the monitors showing spikes in PM-2.5 on certain days. Ms. Martinkovic stated that the County analyzes the air and pointed out a graph that showed smoke was the predominant element in analysis conducted by the County.

Bob Huhn from the Maricopa County Air Quality Department continued the presentation. He said that the County is gratified by the contributions of stakeholders and partners, such as the Grocery Association, the Restaurant Association, health and wellness communities, the Arizona Department of Transportation, MAG, and cities and towns. Mr. Huhn stated that PM-2.5 is a countywide concern because the region wants to stay out of nonattainment. He said that the campaign's message is "No Burn Day? Don't Burn Wood!" Mr. Huhn emphasized that no wood burning is just for certain days when PM-2.5 levels are high, not for every day.

Mr. Huhn mentioned that the message will appear on Arizona Department of Transportation freeway signs, signs posted by the Grocers Association and Bashas' grocery stores where logs are sold, and on billboards donated by Lamar Advertising. Mr. Huhn stated that the message will also be communicated in Spanish. Mr. Huhn stated that another message was developed by the stakeholders, "Don't Let Our Air Go Up in Smoke," that will be incorporated into the campaign.

Mr. Huhn stated that the campaign has developed radio and television public service announcements (PSAs). He noted that most of the stations in the Valley have donated air time for the PSAs, but the campaign is also looking at buying some time. Mr. Huhn stated that the campaign will be kicked off at a news conference on November 25, 2013.

Mr. Huhn described one of the PSAs, which includes NBA Hall of Fame basketball player Ralph Sampson, who donated his time. In addition, Valley Metro has given permission to run a very popular PSA from years ago that featured a coughing camel.

Mr. Huhn stated that the cities have offered billboard space, time on their municipal cable channels, public affairs shows, websites, water bill inserts, and social media.

Acting Chair LeVault thanked Ms. Martinkovic and Mr. Huhn for their reports and asked members if they had questions.

Mayor Schoaf asked for clarification if the PM- 2.5 standard was an annual standard. Ms. Martinkovic replied yes, and that it is a complex standard the way it is measured. There are running averages over

a three year period, so there is a 24 hour measure, an annual measure, and that is measured over a three year average. Ms. Martinkovic stated that it becomes a concern because EPA will be looking at the numbers in the early part of next year. If we go over the standard then we could be going into possible nonattainment.

Mayor Schoaf asked how close to nonattainment we are. Ms. Martinkovic replied that we got very close this past weekend to the 24-hour number, which is 35. She indicated that she thought if we were to have some events this year we would be close to violation.

Mayor Kavanagh asked if there was scientific proof that the principal cause of the PM-2.5 pollution was wood burning. Ms. Martinkovic replied that the County will be doing speciation studies, but they do have studies done in the past that showed wood burning is a major component. She added that some parts of Arizona are dealing with PM-2.5 as a pollutant. Ms. Martinkovic stated that wood burning stoves were problems in Nogales. Payson did a lot of fireplace replacements to deal with its problem. Mayor Kavanagh stated that it is easier to tell people not to burn wood than to not use their cars.

Mayor Kavanagh asked for clarification of billboards saying this is a "No Burn Day." Mr. Huhn stated that there are two different billboards and messages. The message, "Today is a No Burn Day," will appear on electronic billboards so they can change daily. These are in addition to the traditional billboards that say, "No Burn Day? Don't Burn Wood!"

8. 2013 Annual Report on the Status of the Implementation of Proposition 400

Proposition 400 was approved by the voters of Maricopa County in November 2004, and authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan. A.R.S. 28-6354 requires that MAG issue an annual report on projects included in Proposition 400, addressing factors such as project status, funding, and priorities. The 2013 Annual Report is the ninth report in the series and covers the status of the life cycle programs for freeways/highways, arterial streets, and public transit. A Summary of Findings and Issues is included in the attached material and the full report is available on the MAG website.

Due to the length of the meeting, no verbal report was given. No questions from the Regional Council were noted.

9. Draft Primary Freight Network

Tim Strow, MAG staff, reported that on November 19, 2013, the United States Department of Transportation (USDOT) released the official designation of the Primary Freight Network as required in MAP-21 Legislation. He said that the USDOT's goal is to identify a strategic plan in regard to future investments in the roadway system. Mr. Strow stated that they looked at a multitude of data platforms to identify where the freight was moving.

Mr. Strow displayed a map of the Primary Freight Network. He noted that approximately 27,000 lane miles were identified in MAP-21 for the Primary Freight Network. Mr. Strow stated that the MPOs and

DOTs were asked to comment. He noted that in Arizona, Interstates 10, 17 and 40 were identified in the Primary Freight Network, but there are gaps, for example, parts of Interstate 17 are Primary Network and parts are Secondary Network.

Mr. Strow stated that comments were solicited, for such items as whether the Network should be expanded or should there be funding attached. He said that MAG staff is working with ADOT and the other MPOs in the state to coordinate comments. Mr. Strow stated that some of the comments will include that Interstate 17 should be entirely a Primary Freight Network, include Interstate 8, which is a major connector of ports of entry, and SR-85. He noted that comments are due December 19, 2013, and a final recommendation is expected next summer. Mr. Strow mentioned the importance of commenting due to the possibility of funding for freight in the next surface transportation bill.

Acting Chair LeVault thanked Mr. Strow for his report. No questions from the Council were noted.

10. "Think Before You Shop" MAG Videos - Encouraging Residents to Reduce, Reuse, and Recycle During the Holidays

Christine Smith, City of Phoenix, and Chair of the Solid Waste Advisory Committee, reported on efforts to reduce, reuse, and recycle this holiday season. She noted that the MAG Solid Waste Advisory Committee recently produced a series of 30-second videos that encourage residents to "Think Before You Shop" and provide tips on how to reduce, reuse and recycle during the holidays.

Ms. Smith stated that solid waste is a major issue. During the holidays, 25 percent more trash is generated than during any other period throughout the year. She noted that the committee is reaching out to the community in ways that address all jurisdictions' recycling programs. It was noted that the videos were developed for use on municipal cable channels and as media clips.

Ms. Smith then played the six videos that discuss disposable dinnerware, gift wrap, greeting cards, foam packing, cardboard, and plastic bags. Ms. Smith expressed her appreciation to MAG staff, Kelly Taft and Julie Hoffman, who worked on the project. Ms. Smith also expressed appreciation to the City of Chandler for the use of their studio in the production of the videos.

Acting Chair LeVault thanked Ms. Smith for her report and asked if there were questions.

Mayor Kavanagh asked how the videos could be obtained for broadcast on their municipal channel. Ms. Smith replied that all members of the Solid Waste Advisory Committee received copies of the videos, and copies will also be provided to jurisdictions that do not have a representative on the committee.

11. Legislative Update

No report was required.

12. 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.

13. 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.

No comments were noted.

Adjournment

There being no further business, the meeting adjourned at 1:15 p.m.

_____
Chair

_____
Secretary

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Recommendation of Projects for FY 2014 Traffic Signal Optimization Program

SUMMARY:
A formal request for projects for the FY 2014 Traffic Signal Optimization Program (TSOP) was announced by MAG on August 9, 2013. The available TSOP budget in the MAG Work Program for FY 2014 is $347,000. Eleven (11) project applications were received for signal timing coordination improvements on freeway-arterial corridors and on arterial streets, affecting six local jurisdictions and two state agencies. Nine (9) of the proposed TSOP projects have been recommended along with two additional projects that would involve performing evaluation of before-and-after conditions and provide a workshop on traffic signal timing software. The estimated cost for all eleven (11) recommended projects is $335,000. The two projects that are not recommended for FY 2014 (from the City of Phoenix and Maricopa County) were recognized as desirable projects and were recommended to be included in the FY 2015 program. All approved projects will be carried out using nine (9) qualified on-call consultants under contract with MAG.

Since its inception in 2004, the MAG Traffic Signal Optimization Program (TSOP) has successfully completed fifty projects that improved traffic signal timing at more than 600 intersections across the region. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Technical assistance is provided by consultants under contract with MAG for on-call consulting services.

Traffic signal optimization is one of the most cost-effective ways to improve traffic movement and make our streets safer and efficient. Signal optimization is performed for any or all of the following reasons:

- To adjust signal timing to account for changes in traffic patterns due to new developments and traffic growth
- To reduce motorist frustration and unsafe driving by reducing stops and delay
- To improve traffic flow through a group of signals, thereby reducing emissions and fuel consumption
- To postpone the need for costly long-term road capacity improvement by improving the traffic flow using existing resources

Signal optimization projects have been found to produce benefit to cost ratios as high as 40 to one. This program, enthusiastically championed by the Intelligent Transportation Systems Committee, provides traffic engineering assistance for refining signal operations across the MAG region. These projects do not require a local match.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The proposed TSOP projects, when implemented, will result in improved traffic operations and reductions in gasoline consumption and vehicular emissions.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: It is essential that local agency technical staff participate in coordinating the execution of these projects by the designated MAG on-call consultant.

POLICY: None.

ACTION NEEDED:
Approval of the list of Traffic Signal Optimization Program projects for FY 2014 and deferment of the two proposed projects as shown to FY 2015.

PRIOR COMMITTEE ACTIONS:
MAG Management Committee: On January 8, 2014, the MAG Management Committee recommended approval of the proposed list of TSOP projects.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for 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 December 12, 2013, the MAG Transportation Review Committee recommended approval of the proposed list of TSOP projects.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair
ADOT: Kwi-Sung Kang for Floyd Roehrich
*Buckeye: Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum
Fountain Hills: Randy Harrel
*Gila Bend: Eric Fitzer
Gila River: Tim Oliver
Gilbert: Leah Hubbard
Glendale: Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
Maricopa City: Paul Jepson
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
*Paradise Valley: Jim Shano
Peoria: Andrew Granger
*Queen Creek: Mohammed Youssef for Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley
Tempe: Shelly Seyler
Valley Metro: John Farry
*Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, City of Avondale
*ITS Committee: Cathy Hollow, City of Tempe
FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*Transportation Safety Committee: Renate Ehm, City of Mesa

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

MAG Intelligent Transportation Systems Committee: On November 5, 2013, the MAG Intelligent Transportation Systems Committee recommended approval of proposed list of TSOP projects for FY 2014 and the two projects deferred to FY 2015.

MEMBERS ATTENDING

ADOT: Reza Karimvand
Avondale: Chris Hamilton
Buckeye: David Gue for Thomas Chlebanowski
Chandler: Mike Mah
* DPS: Capt Burley Copeland
# El Mirage: Bryce Christo
* FHWA: Jennifer Brown
Gilbert: Erik Guderian
* Glendale: Debbie Albert
Goodyear: Luke Albert
Maricopa County, Paul Porell for Nicolaas Swart
METRO: Ratna Korepella
Mesa: Avery Rhodes
Peoria: Ron Amaya
Phoenix: Marshall Riegel
Scottsdale: Steve Ramsey
Surprise: Albert Garacia for Jason Mahkovtz
Tempe: Cathy Hollow

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

CONTACT PERSON:
Sarath Joshua (602) 254-6300.

FY2014 Traffic Signal Optimization Program
Recommended Projects

	Lead Agency	Other Agencies	Project Type	Description	Est. Cost
1	City of Phoenix	ADOT	Multi-agency	Cave Creek Road Signal Timing	$45,000
2	City of Phoenix	ADOT, DPS, Maricopa Co.	ICM	Signal timing plan for ICM on I-10 between 35th Ave and 51st Ave	$45,000
3	City of Phoenix	ADOT, DPS, Maricopa Co.	ICM	Signal timing plan for ICM on I-10 between 67th Ave and 83rd Ave	$45,000
4	City of Tempe	ADOT, DPS	ICM	Signal timing plan for ICM on US60 & Baseline Road	$30,000
5	City of Tempe	ADOT, DPS	ICM	Signal timing plan for ICM on US60 & Southern Ave	$45,000
6	City of Surprise		Single-agency	Signal timing at 4 Loop303 interchanges	$15,000
7	City of Mesa		Single-agency	Turning movement counts & Before-After travel runs	$20,000
8	Maricopa Co.	City of Mesa	Multi-agency	University Drive Signal timing	$20,000
9	Pinal County		Single-agency	Gantzel(Ironwood Dr) Signal Timing	$30,000
10	MAG		Evaluation	Before & After Evaluation of 3 projects	$30,000
11	MAG		Workshop	3-day SYNCHRO Training Workshop	$10,000
					$335,000
				Available in FY2014	**$347,000**

ICM - Refers to Integrated Corridor Management

Recommended to be Deferred to FY2015

City of Phoenix	ADOT	Multi-agency	Tatum Boulevard Signal Timing	$35,000
Maricopa Co.		Single-agency	Signal timing along MC85	$24,000

Agenda Item #5C

MARICOPA ASSOCIATION OF GOVERNMENTS
INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Arterial Life Cycle Program Status Report - May 2013 Through November 2013

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

The May 2013 through November 2013 Status Report is the first for FY 2014. The report provides information on the 48 projects scheduled for work and/or reimbursement this fiscal year. Of these 48 projects, 11 are in the design phase, 13 are in the right-of-way-acquisition phase, and 24 are in the construction phase. It is anticipated that 10 of these projects are or will be completed and open to traffic by July 1, 2014.

Scheduled ALCP project reimbursements in FY 2014 total $78 million. Federal funds comprise $29 million of the total programmed reimbursements while the remaining balance of $49 million is programmed with the ½-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). Actual RARF revenue collections in FY2013 totaled $35.9 million, which was slightly higher than what had been projected in the October 2012 Arizona Department of Transportation revenue forecast. Through October 2013, current fiscal year collections have totaled $12.2 million.

A list of ALCP Project Requirements received to date can be found on Pages 4 and 5 of the attached ALCP Status Report. The report also provides additional detail on the status of projects, revenues, and other relevant program information.

PUBLIC INPUT:
None has been received.

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

CONS: None.

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

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

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
This item is on the January 29, 2014, Transportation Policy Committee agenda for information and discussion.

This item was presented to the Management Committee on January 8, 2014, for information and discussion.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

This item was presented to the Transportation Review Committee on December 12, 2013 for information and discussion.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair
ADOT: Kwi-Sung Kang for Floyd Roehrich
* Buckeye: Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum
Fountain Hills: Randy Harrel
*Gila Bend: Eric Fitzer

Gila River: Tim Oliver
Gilbert: Leah Hubbard
Glendale: Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
Maricopa (City): Paul Jepson
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
* Queen Creek: Mohammed Youssef for Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

* Those members neither present nor represented by proxy.

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale
*ITS Committee: Catherine Hollow, Tempe
* FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*Transportation Safety Committee: Renate Ehm, Mesa

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

This item was presented to the Street Committee on December 10, 2013, for information and discussion.

MEMBERS ATTENDING

* Charles Andrews, Avondale, Chairman
Patrick Stone for Steve Beasley ADOT
* Jose Heredia, Buckeye
Dan Cook, Chandler
* Bob Senita, El Mirage
* Wayne Costa, Florence
* Tim Oliver, Gila River Indian Community
Tom Condit for Michael Gillespie, Gilbert
Bob Darr, Glendale
Luke Albert for Hugh Bigalk, Goodyear
Jules Diogenes for Darryl Crossman, Litchfield Park
* David Maestas for Bill Fay, Maricopa City
* Jack M. Lorbeer, Maricopa County
Maria Deeb, Mesa
* James Shano, Paradise Valley
Scott Bender, Pinal County
Ben Wilson, Peoria
Dana Owsiany, Phoenix
Janet Martin for Tracy Coreman, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
* Phil Kercher, Scottsdale
Suneel Garg, Surprise
Isaac Chivera, Tempe
* Jason Earp, Tolleson
Grant Anderson, Youngtown

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

CONTACT PERSON:
John Bullen, Transportation Planner II, (602) 254-6300

Arterial Life Cycle Program

Status Report

May 2013 - November 2013

ON THE MOVE
PARTNERS IN PROGRESS

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

CONTENTS

Page 1: ALCP Revenue and Finance

Page 2: ALCP Project Highlight: Northern Parkway Phase 1

Page 3: FY2014 Arterial Life Cycle Program

Page 3: ALCP Project Status

Pages 4-9: ALCP Project Status Tables

ALCP Revenue and Finance

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2013 by mode.

TABLE 1. FY 2013 PROPOSITION 400 COLLECTIONS (July 2012 - June 2013)

	Freeways	Arterial Streets	Transit	TOTAL
July	$16,096,477	$3,007,349	$9,537,592	$28,641,417
August	$14,775,089	$2,760,470	$8,754,634	$26,290,193
September	$15,204,448	$2,840,689	$9,009,041	$27,054,178
October	$15,191,993	$2,838,362	$9,001,661	$27,032,016
November	$15,302,232	$2,858,958	$9,066,981	$27,228,170
December	$15,470,327	$2,890,364	$9,166,582	$27,527,272
January	$18,436,394	$3,444,522	$10,924,055	$32,804,971
February	$15,301,931	$2,858,902	$9,066,803	$27,227,636
March	$15,404,137	$2,877,997	$9,127,362	$27,409,496
April	$17,600,277	$3,288,308	$10,428,634	$31,317,219
May	$16,292,320	$3,043,939	$9,653,634	$28,989,892
June	$16,943,227	$3,165,550	$10,039,314	$30,148,091
TOTAL	$192,018,850	$35,875,408	$113,776,294	$341,670,551

**Amount excludes debt service from Prop 300*

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

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. Actual RARF revenue collections in FY 2013 were slightly higher than the October 2012 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.

Fiscal Year 2014 started on July 1, 2013. Through October, $12.2 million of additional RARF revenues have been deposited into the arterial account. To date, approximately $267.7 million Regional Area Road Funds have been collected for arterial improvements in the region, $5.4 million has been earned through income from investments, and more than $265.8 million of project expenses have been reimbursed. As of the end of November 2013, the RARF project account balance was $7.3 million.

The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, $9.6 million in RARF revenues have been deposited into the RARF Studies account.

TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS Estimate v. Actual FY2013 (July 2012 - June 2013)

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	$28,339,000	$28,641,417	1.1%
August	$26,548,000	$26,290,193	-1.0%
September	$27,405,000	$27,054,178	-1.3%
October	$27,753,000	$27,032,016	-2.6%
November	$26,978,000	$27,228,170	0.9%
December	$27,681,000	$27,527,272	-0.6%
January	$33,100,000	$32,804,971	-0.9%
February	$26,780,000	$27,227,636	1.7%
March	$27,927,000	$27,409,496	-1.9%
April	$30,620,000	$31,317,219	2.3%
May	$28,619,000	$28,989,892	1.3%
June	$28,750,000	$30,148,091	4.9%
TOTAL	$340,500,000	$341,670,551	0.3%

**Amount excludes debt service from Prop 300*

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: http://www.azmag.gov/ALCP

ALCP PROJECT HIGHLIGHT:
NORTHERN PARKWAY PHASE 1: SARIVAL TO DYSART

On December 5, 2013 a special dedication celebration was held to commemorate the completion of the first phase of Northern Parkway.

As part of phase one, a new 4.5-mile, four-lane facility between Sarival Avenue and Dysart Road was constructed. The project included connecting ramps for future grade-separated intersections, bridge structures at the BNSF railroad, drainage improvements, and the installation of new traffic signals at Sarival Avenue, Reems Road, and Litchfield Road.

When all phases of the Northern Parkway have been completed, the 12.5 mile roadway will extend between Loop 303 and US 60/Grand Avenue. It will traverse along the current Butler Road alignment between Loop 303 and Litchfield Road north of Luke Air Force Base and shift southeast along the current alignment of Northern Avenue through the cities of El Mirage, Glendale, Peoria, and parts of Maricopa County.

For additional information about the Northern Parkway project, please contact Maricopa County at (602) 506-4608.

MARICOPA ASSOCIATION of GOVERNMENTS
Transportation Division
ON THE MOVE
PARTNERS IN PROGRESS

FY 2014 ARTERIAL LIFE CYCLE PROGRAM

On September 16, 2013, the MAG Regional Council approved an update to the FY2014 Arterial Life Cycle Program, the MAG FY 2011-2015 Transportation Improvement Program (TIP), and Regional Transportation Plan (RTP) 2010 Update. An electronic copy of the updated FY 2014 ALCP may be downloaded from the MAG website at: http://www.azmag.gov/ALCP

ALCP PROJECT STATUS

Detailed information about projects underway is provided in Tables 4 and 5. Table 4 lists whether projects are programmed for work and/or reimbursement in FY2014, the amount programmed for reimbursement in FY2014, and ALCP project requirements submitted to-date. Table 5 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2014.

This is the 18th Status Report for the Arterial Life Cycle Program. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at: http://www.azmag.gov/ALCP.

TABLE 3. FY 2014 ARTERIAL LIFE CYCLE PROGRAM

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY14

RTP Project	Programmed in the FY14 ALCP	Programmed Reimb. in FY14 (millions)	Reimb. in FY 2014 (millions)	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY14
CHANDLER						
Chandler Blvd at Alma School Rd: Intersection Improvements	Work and Reimbursement	$ 0.600	$ -	Completed 3/2008	Completed 7/2008	PRR
Gilbert Rd: Queen Creek Rd to Hunt Hwy	Work and Reimbursement	$ 0.777	$ -	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Work and Reimbursement	$ 1.889	$ 0.036	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Ocotillo Rd to Chandler Heights	Work Only	$ -	$ -	Completed 5/2012	---	PA/PRR*
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Work and Reimbursement	Funds Obligated in FFY13	$ -	Completed 5/2012	---	PA/PRR
McQueen Rd: Ocotillo Rd to Riggs Rd (Design/ROW Only)	Work Only	$ -	$ -	Completed 4/2013	Completed 8/2013	PRR*
McQueen Rd: Ocotillo Rd to Chandler Heights (Construction Only)	Work and Reimbursement	Funds Obligated in FFY13	$ -	Completed 4/2013	---	PA/PRR
Ocotillo Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	$ 4.356	$ -	Completed 4/2013	---	PA/PRR
CHANDLER & GILBERT						
Queen Creek Rd: McQueen Rd to Gilbert Rd	Work and Reimbursement	Funds Obligated in FFY13	$ -	---	---	PO/PA/PRR
EL MIRAGE						
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	Work and Reimbursement	$ 1.788	$ -	Completed 9/2013	Completed 11/2013	PRR
Thunderbird Rd: 127th Ave to Grand Avenue	Work Only	$ -	$ -	Completed 9/2013	Completed 11/2013	PRR*
El Mirage Rd: Peoria Ave to Cactus Rd	Work Only	$ -	$ -	Completed 10/2013	---	PA/PRR*
FOUNTAIN HILLS						
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	$ 0.783	$ -	Completed 8/2008	Completed 10/2008	PRR
GILBERT						
Germann Rd: Val Vista Dr to Higley Rd	Work Only	$ -	$ -	Completed 4/2013	Completed 5/2013	PRR*
Guadalupe Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	$ 2.594	$ -	Completed 5/2012	Completed 10/2010	PRR
Guadalupe Rd at Gilbert Rd: Intersection Improvements	Work and Reimbursement	$ 1.240	$ -	Completed 4/2013	Completed 5/2013	PRR
GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK						
Power Rd: Santan Fwy to Pecos Rd	Work and Reimbursement	$ 4.700	$ 4.700	Completed 4/2012	Completed 11/2012	None
MARICOPA COUNTY						
El Mirage Rd: Bell Rd to Picerne Dr	Work Only	$ -	$ -	Completed 1/2013	Completed 7/2013	PRR*
El Mirage Rd: Northern Ave to Peoria Ave	Work and Reimbursement	$ 0.471	$ 0.031	Completed 11/2012	Completed 1/2013	PRR
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	Work and Reimbursement	Funds Obligated in FFY13	$ -	---	---	MOU/PRR
Northern Parkway (Phase I): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY10/11	$ 6.646	Completed 4/2010	Completed 3/2011	PRR
Northern Parkway (Phase II): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY12/13	$ -	Completed 11/2012	Completed 1/2013	PRR
Northern Parkway (Phase II): Dysart to 111th	Work and Reimbursement	Funds Obligated in FFY12/13	$ 2.245	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway (Phase II): Reems and Litchfield Overpasses	Work and Reimbursement	Funds Obligated in FFY13	$ -	Completed 6/2012	Completed 11/2012	PRR

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

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY14

RTP Project	Programmed in the FY14 ALCP	Programmed Reimb. in FY14 (millions)	Reimb. in FY 2014 (millions)	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY14
MARICOPA COUNTY (Cont'd)						
Northern Parkway (Phase II): Northern Ave at Loop 101	Work Only	$ -	$ -	Completed 11/2012	Completed 1/2013	PRR*
Northern Parkway (Phase II): Dysart Overpass	Work Only	$ -	$ -	Completed 9/2013	Completed 11/2013	PRR*
Northern Parkway (Phase II) : ROW Protection	Work Only	$ -	$ -	Completed 9/2013	---	PA/PRR*
MESA						
Mesa Dr: US 60 to Southern Ave	Work and Reimbursement	$ 3.191	$ 3.027	Completed 3/2007	Completed 1/2008	PRR
Mesa Dr at Broadway Rd: Intersection Improvements	Work Only	$ -	$ -	Completed 9/2009	Completed 12/2009	PRR*
Southern at Country Club Dr: Intersection Improvements	Work and Reimbursement	$ 1.793	$ -	Completed 2/2012	Completed 4/2012	PRR
Southern at Stapley Dr: Intersection Improvements	Work and Reimbursement	$ 2.580	$ -	Completed 3/2007	Completed 6/2007	PRR
PEORIA						
Lake Pleasant Pkwy: Dynamite Blvd to CAP	Work Only	$ -	$ -	Completed 5/2006	Completed 10/2011	PRR*
PHOENIX						
Avendia Rio Salado: 51st Avenue to 7th Street	Work and Reimbursement	$ 8.418	$ -	Completed 1/2012	Completed 5/2012	PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	Work and Reimbursement	$ 18.151	$ -	Completed 10/2007	Completed 6/2012	PRR
Sonoran Blvd: 15th Ave to Cave Creek	Reimbursement Only	$ 9.194	$ 9.194	Completed 11/2010	Completed 10/2011	None
SCOTTSDALE						
Pima Rd: Via Linda to Via De Ventura	Work Only	$ -	$ -	Completed 4/2010	---	PA/PRR*
Pima Rd: Thomas Rd to McDowell Rd	Work and Reimbursement	$ 0.048	$ -	Completed 4/2010	---	PA/PRR
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	Work and Reimbursement	$ 4.750	$ -	Completed 4/2010	Completed 6/2012	PRR
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Work Only	$ -	$ -	---	---	PO/PA/PRR*
Redfield Rd: Scottsdale Rd to Hayden	Work Only	$ -	$ -	---	---	PO/PA/PRR*
Raintree Extension: Hayden to Redfield	Work and Reimbursement	$ 1.552	$ -	---	---	PO/PA/PRR
Raintree Drive: Loop 101 to Hayden	Work Only	$ -	$ -	---	---	None
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	Work and Reimbursement	$ 0.844	$ -	Completed 4/2012	Completed 6/2012	PRR
Southbound Loop 101 Frontage Road Connections	Work Only	$ -	$ -	---	---	PO/PA/PRR*
Airpark DCR	Work and Reimbursement	$ 0.482	$ -	Completed 4/2013	Completed 5/2013	PRR
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	Work and Reimbursement	$ 5.582	$ -	Completed 5/2010	Completed 7/2010	PRR
Shea Blvd: 96th St to 144th St ITS Improvements	Work Only	$ -	$ -	---	---	PO/PA/PRR*
Shea at 136th St: Intersection Improvements	Work Only	$ -	$ -	---	---	PO/PA/PRR*

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

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2014

Consistent with the Fiscal Year 2014 ALCP approved on September 16, 2013

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2014	Reimb through FY13 (YOE$)	FY 2014 Est. Reimb. (2011$)	Est. Reimb FY15-FY26 (2011$)	Total Reimb FY06-FY26 (2011$, YOE$)	Unfunded Due to Deficit (2011$)	Expend through FY13 (YOE$)	Estimated Future Expend FY14-FY26 (2011$)	Total Expend FY06-FY26 (2011$,YOE$)			
CHANDLER												
Chandler Blvd at Alma School Rd: Intersection Improvements	W/R	0.481	0.600	2.866	3.947	0.942	0.687	11.204	11.891	2015	0.30	
Gilbert Rd: Queen Creek Rd to Hunt Hwy	W/R	2.467	0.777	0.777	4.021	0.000	3.729	0.905	4.634	2014	4.00	Design & ROW Only
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	W/R	5.649	1.889	1.889	9.426	0.000	8.121	1.326	9.447	2014	1.00	Construction Only
Gilbert Rd: Ocotillo Rd to Chandler Heights	W	0.000	0.000	6.160	6.160	0.000	4.853	4.853	9.706	2014	1.00	Construction Only
McQueen Rd: Ocotillo Rd to Riggs Rd	W	0.000	0.000	1.997	1.997	0.000	1.997	0.000	1.997	2014	2.00	Design & ROW Only
Ocotillo Rd: Arizona Ave to McQueen Rd	W/R	0.000	4.356	5.295	9.651	1.408	1.838	16.843	18.680	2014	1.00	
EL MIRAGE												
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	W/R	0.000	1.788	0.000	1.788	0.000	2.554	1.044	3.598	2014	2.60	Design Only
Thunderbird Rd: 127th Ave to Grand Avenue	W	0.000	0.000	2.817	2.817	0.000	0.000	4.034	4.034	2016	0.60	ROW & Construction Only
El Mirage Rd: Peoria Ave to Cactus Rd	W	0.000	0.000	7.612	7.612	0.000	0.000	10.875	10.875	2016	1.00	ROW & Construction Only
FOUNTAIN HILLS												
Shea Blvd: Technology Dr to Cereus Wash	W/R	0.248	0.783	2.094	3.125	0.000	0.354	4.576	4.930	2014	0.80	
GILBERT												
Germann Rd: Val Vista Dr to Higley Rd	W	0.000	0.000	17.816	17.816	0.000	1.142	22.252	23.394	2015	2.00	
Guadalupe Rd at Cooper Rd: Intersection Improvements	W/R	0.191	2.594	2.018	4.803	0.000	0.823	9.389	10.213	2014	0.50	
Guadalupe Rd at Gilbert Rd: Intersection Improvements	W/R	0.092	1.240	2.443	3.775	0.000	0.132	7.064	7.196	2015	0.50	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles

FY Fiscal Year Expend Expended/Expenditures Est Estimated

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2014
Consistent with the Fiscal Year 2014 ALCP approved on September 16, 2013

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2014	Reimb through FY13 (YOE$)	FY 2014 Est. Reimb. (2011$)	Est. Reimb FY15-FY26 (2011$)	Total Reimb FY06-FY26 (2011$, YOE$)	Unfunded Due to Deficit (2011$)	Expend through FY13 (YOE$)	Estimated Future Expend FY14-FY26 (2011$)	Total Expend FY06-FY26 (2011$,YOE$)			
GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK												
Power Rd: Santan Fwy to Pecos Rd	W/R	3.491	4.700	7.257	15.448	0.000	10.386	36.078	46.464	2014	1.50	
MARICOPA COUNTY												
El Mirage Rd: Bell Rd to Picerne Dr	W	0.000	0.000	0.000	0.000	0.000	5.378	1.635	7.013	2014	0.50	
El Mirage Rd: Northern Ave to Peoria Ave	W/R	0.000	0.471	9.856	10.327	0.000	0.115	14.638	14.753	2015	2.00	
MESA												
Mesa Dr: US 60 to Southern Ave	W/R	7.659	3.191	4.231	15.080	0.000	10.941	10.435	21.376	2014	1.00	
Mesa Dr at Broadway Rd: Intersection Improvements	W	0.056	0.000	8.217	8.273	0.000	0.079	20.457	20.536	2016	1.00	
Southern at Country Club Dr: Intersection Improvements	W/R	0.342	1.793	3.766	5.901	0.000	0.852	8.402	9.254	2015	0.50	
Southern at Stapley Dr: Intersection Improvements	W/R	0.594	2.580	8.948	12.122	0.000	0.850	15.950	16.800	2017	0.50	
PEORIA												
Lake Pleasant Pkwy: Dynamite Blvd to CAP	W	0.000	0.000	13.867	13.867	11.114	10.852	24.747	35.599	2014	2.50	
PHOENIX												
Sonoran Blvd: 15th Ave to Cave Creek	W/R	23.378	9.194	0.000	32.572	0.000	46.638	0.000	46.638	2014	8.00	
SCOTTSDALE												
Pima Rd: Via Linda to Via De Ventura	W	0.000	0.000	1.339	1.339	0.000	0.000	2.354	2.354	2015	1.30	
Pima Rd: Thomas Rd to McDowell Rd	W/R	0.000	0.048	6.080	6.128	0.000	0.000	8.761	8.761	2015	1.00	
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	W/R	1.746	4.750	2.747	9.243	0.000	2.696	10.508	13.204	2014	0.40	
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	W	0.000	0.000	7.746	7.746	0.000	0.000	11.065	11.065	2015	0.75	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles

FY Fiscal Year Expend Expended/Expenditures Est Estimated

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2014
Consistent with the Fiscal Year 2014 ALCP approved on September 16, 2013

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2014	Reimb through FY13 (YOE$)	FY 2014 Est. Reimb. (2011$)	Est. Reimb FY15-FY26 (2011$)	Total Reimb FY06-FY26 (2011$, YOE$)	Unfunded Due to Deficit (2011$)	Expend through FY13 (YOE$)	Estimated Future Expend FY14-FY26 (2011$)	Total Expend FY06-FY26 (2011$,YOE$)			
SCOTTSDALE (Cont'd)												
Redfield Rd: Scottsdale Rd to Hayden	W	0.000	0.000	3.873	3.873	0.000	0.000	5.533	5.533	2014	1.20	
Raintree Extension: Hayden to Redfield	W/R	0.000	1.552	11.970	13.522	0.000	0.000	19.318	19.318	2015	0.30	
Raintree Drive: Loop 101 to Hayden	W	0.000	0.000	11.266	11.266	0.000	0.000	16.423	16.423	2016	1.00	
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	W/R	0.000	0.844	0.000	0.844	0.000	1.207	0.000	1.207	2014	1.00	
Southbound Loop 101 Frontage Road Connections	W	0.000	0.000	3.052	3.052	0.000	0.000	4.360	4.360	2014	0.75	
Airpark DCR	W/R	0.222	0.482	0.000	0.704	0.000	0.317	0.688	1.005	2014	0.00	Design Only
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	W/R	4.503	5.582	7.628	17.714	0.000	6.827	19.934	26.761	2014	2.00	
Shea Blvd: 96th St to 144th St ITS Improvements	W	0.000	0.000	2.360	2.360	0.000	0.000	3.372	3.372	2014	2.00	
Shea at 136th St: Intersection Improvements	W	0.000	0.000	0.376	0.376	0.000	0.000	0.537	0.537	2014	1.00	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles
FY Fiscal Year Expend Expended/Expenditures Est Estimated

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM

STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2014

Consistent with the Fiscal Year 2014 ALCP approved on September 16, 2013

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R) FY 2014	OBLIGATIONS					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Obligated through FFY13	Est. Obligations FFY14	Est. Obligations FFY15-FFY26	Total Federal Funding FFY2006 - FFY2026	Unfunded Due to Deficit (2011$)	Expend through FY13 (YOE$)	Estimated Future Expend FY14-FY26 (2011$)	Total Expend FY06-FY26 (2011$,YOE$)			
CHANDLER												
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	W/R	2.048	0.000	1.480	3.528	1.770	0.000	10.194	10.194	2014	1.00	Construction Only
McQueen Rd: Ocotillo Rd to Chandler Heights	W/R	3.896	0.000	0.000	3.896	0.000	0.000	4.131	4.131	2014	1.00	Construction Only
CHANDLER & GILBERT												
Queen Creek Rd: McQueen Rd to Gilbert Rd	W/R	1.515	0.000	5.933	7.448	5.112	0.000	19.016	19.016	2021	2.00	
MARICOPA COUNTY												
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	W/R	0.581	0.000	22.304	22.885	14.567	0.000	23.186	23.186	2019	2.00	
Northern Parkway (Phase I): Sarival to Dysart	W/R	60.219	0.000	0.000	60.219	0.000	79.171	2.822	81.993	2014	4.10	
Northern Parkway (Phase II): Sarival to Dysart	W/R	2.896	0.000	0.000	2.896	0.000	0.000	3.069	3.069	2014	4.10	
Northern Parkway (Phase II): Dysart to 111th	W/R	5.103	1.412	20.231	26.747	0.000	4.796	33.639	38.435	2015	2.50	
Northern Parkway (Phase II): Reems and Litchfield Overpasses	W/R	7.214	0.000	0.000	7.214	0.000	0.835	25.357	26.192	2014	0.20	
Northern Parkway (Phase II): Northern Ave at Loop 101	W	0.000	0.000	8.448	8.448	0.000	0.000	12.299	12.299	2016	0.50	
Northern Parkway (Phase II): Dysart Overpass	W	0.000	0.000	23.357	23.357	0.000	0.000	33.066	33.066	2016	0.10	
Northern Parkway (Phase II) : ROW Protection	W	0.000	0.000	1.400	1.400	0.000	0.000	2.000	2.000	2016	12.50	ROW Only
PHOENIX												
Avendia Rio Salado: 51st Avenue to 7th Street	W/R	30.357	8.418	5.918	44.693	0.000	35.373	8.292	43.664	2015	6.00	
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	W/R	1.879	18.151	2.500	22.530	0.000	3.271	29.502	32.772	2015	2.00	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles

FY Fiscal Year Expend Expended/Expenditures Est Estimated

Agenda Item #5D

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, the Regional Transportation Plan 2010 Update, and as Necessary, the Draft FY 2014-2018 Transportation Improvement Program

SUMMARY:
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 thirty-one times. The last modification was approved on December 4, 2013. Since then, there is a need to modify projects.

The attachment listings in Table A include changes to the FY 2014 Arterial Life Cycle Program. The amendments consist of a correction and schedule update to the Scottsdale Airpark Area project and an adjustment to the Black Mountain Boulevard project reimbursement schedule. The amendments will not adversely impact the balance of programmed reimbursements. The attachment listings in Table B include adjustments to project budgets in the Highway Program while the listing in Table C makes a correction to the FY 2013 transit program of projects.

Table D contains amendments to the Highway Safety Improvement Program (HSIP). The amendments were generated from two priority lists that were approved by the MAG Regional Council on September 25, 2013 and December 4, 2013. The projects are being evaluated by the Arizona Department of Transportation and Federal Highway Administration for program eligibility; projects for which a final determination of eligibility has not yet been made are identified in the “notes” column. The addition of these projects to the TIP will allow agencies to move forward with the federal project-development process.

Changes since the Transportation Review Committee meeting are tinted in yellow. Changes since the Management Committee meeting are tinted in blue. All of the projects to be amended may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination.

PUBLIC INPUT:
None has been received.

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

CONS: None.

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

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

ACTION NEEDED:
Approval of amendments and administrative modifications to the FY2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update and draft FY 2014-2018 TIP.

PRIOR COMMITTEE ACTIONS:
This item is on the January 29, 2014 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On January 8, 2014, the Management Committee recommended approval of amendments and administrative modifications to the FY2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update and draft FY 2014-2018 TIP.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

On December 12, 2013, the Transportation Review Committee recommend approval of amendments and administrative modifications to the FY2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update and draft FY 2014-2018 TIP.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair

ADOT: Kwi-Sung Kang for Floyd Roehrich
* Buckeye: Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum
Fountain Hills: Randy Harrel
*Gila Bend: Eric Fitzer
Gila River: Tim Oliver
Gilbert: Leah Hubbard
Glendale: Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
Maricopa (City): Paul Jepson
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
* Queen Creek: Mohammed Youssef for Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

.EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale
*ITS Committee: Catherine Hollow, City of Tempe
* FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*Transportation Safety Committee: Renate Ehm, City of Mesa

* Members neither present nor represented by proxy.

+ - Attended by Videoconference
# - Attended by Audioconference

On December 4, 2013, the Regional Council approved the additional list of safety projects for FY 2014-2017 from the second call for projects.

MEMBERS ATTENDING

Vice Mayor Alex Finter for Mayor Scott Smith, Mesa
Mayor Michael LeVault, Youngtown, Vice Chair
Vice Mayor Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Councilmember Eric Orsborn for Mayor Jackie Meck, Buckeye
Councilmember Mike Farrar for Mayor David Schwan, Carefree
Councilmember Reginald Monachino, Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
Mayor Tom Rankin, Florence
* President Ruben Balderas, Fort McDowell Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
Mayor Steven Holt, Gila Bend
* Governor Gregory Mendoza, Gila River Indian Community
Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear
* Mayor Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Mayor Christian Price, City of Maricopa
Supervisor Steve Chucri, Maricopa County
* Mayor Scott LeMarr, Paradise Valley
# Councilmember Cathy Carlat, Peoria
Mayor Greg Stanton, Phoenix
* Supervisor Todd House, Pinal County
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
Mayor W. J. “Jim” Lane, Scottsdale
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor John Cook, Wickenburg
* Victor Flores, State Transportation Board
Joseph La Rue, State Transportation Board
Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call. + Attended by videoconference

On September 25, 2013, the Regional Council approved the listing of selected projects for FY 2014-2017 Highway Safety Improvement Program funds.

MEMBERS ATTENDING

* Mayor Scott Smith, Mesa, Chair
  Mayor Michael LeVault, Youngtown, Vice Chair
  Vice Mayor Robin Barker, Apache Junction
  Mayor Marie Lopez Rogers, Avondale
  Mayor Jackie Meck, Buckeye
  Mayor David Schwan, Carefree
* Mayor Vincent Francia, Cave Creek
# Mayor Jay Tibshraeny, Chandler
  Mayor Lana Mook, El Mirage
  Mayor Tom Rankin, Florence
* President Ruben Balderas, Fort McDowell Yavapai Nation
  Mayor Linda Kavanagh, Fountain Hills
  Mayor Steven Holt, Gila Bend
* Governor Gregory Mendoza, Gila River Indian Community
  Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
* Mayor Georgia Lord, Goodyear
  Mayor Rebecca Jimenez, Guadalupe
  Mayor Thomas Schoaf, Litchfield Park
  Mayor Christian Price, City of Maricopa
* Supervisor Steve Chucri, Maricopa County
# Mayor Scott LeMarr, Paradise Valley
  Councilmember Cathy Carlat, Peoria
  Mayor Greg Stanton, Phoenix
* Supervisor Todd House, Pinal County
# Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
  Mayor W. J. “Jim” Lane, Scottsdale
  Mayor Sharon Wolcott, Surprise
  Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor John Cook, Wickenburg
* Victor Flores, State Transportation Board
* Joseph La Rue, State Transportation Board
  Roc Arnett, Citizens Transportation Oversight Committee

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

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

Table A. ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP), Fiscal Year 2014 ALCP, and Draft Fiscal Year 2014-2018 MAG Transporation Improvement Program

1/17/2014

ALCP

TIP #	Agency	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year*	Fund Type	Regional Reimb.	Federal ID	Notes:	RTP ID
SCT13-122	Scottsdale	Raintree Extension: Hayden to Redfield	Raintree Extension: Hayden to Redfield	2013	Jun-15	0.3	0	4	Local	$ 1,508,882	$ -	$ -	$ 1,508,882	2015	RARF	$ 1,056,218	--	Admin: Defer project reimbursement fiscal year from 2014 to 2015 and advance an equal amount of ACI-SAT-10-03-C project reimbursement 2015 to 2014.	ACI-SAT-10-03-F
~~SCT13-122RWZ~~	~~Scottsdale~~	~~Raintree Extension: Hayden to Redfield~~	~~Raintree Extension: Hayden to Redfield~~	~~2014~~	~~Jun-15~~	~~0.3~~	~~0~~	~~4~~	~~RARF~~	~~$ 75,444~~	~~$ -~~	~~$ 176,036~~	~~$ 251,480~~	~~2014~~	~~RARF~~	~~$ 176,036~~	~~--~~	Amend: Delete TIP listing. Combine with SCT14-122RWZ. Defer reimbursement fiscal year from 2014 to 2015 and advance an equal amount of ACI-SAT-10-03-C project reimbursement 2015 to 2014.	ACI-SAT-10-03-F
SCT14-122RWZ	Scottsdale	Raintree Extension: Hayden to Redfield	Raintree Extension: Hayden to Redfield	2014	Jun-15	0.3	0	4	Local	$ 708,571	$ -	$ -	$ 708,571	2015	RARF	$ 496,000	--	Amend: Combine TIP listing with SCT13-122RWZ. Defer reimbursement fiscal year from 2014 to 2015 and advance an equal amount of ACI-SAT-10-03-C project reimbursement 2015 to 2014	ACI-SAT-10-03-F
SCT13-105CZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Northsight Blvd: Hayden to Frank Lloyd Wright	2014	Jun-14	0.4	2	4	RARF	$ 1,855,154	$ -	$ 4,328,693	$ 6,183,847	2014	RARF	$ 4,328,693	--	Amend: Increase project construction phase costs. Increase project construction phase reimbursement by $1,552,218 from project savings phase. Advance portion of project construction phase reimbursement equal to the deferred reimbursement in ACI-SAT-10-03-F.	ACI-SAT-10-03-C
SCT13-105SAVZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Northsight Blvd: Hayden to Frank Lloyd Wright	2014	Jun-14	0.4	2	4	RARF	$ 511,958	$ -	$ 1,194,568	$ 1,706,526	2015	RARF	$ 1,194,568	--	Amend: Decrease project saving phase reimbursement by $1,552,218 and transfer to project construction phase. Advance portion of project construction phase reimbursement equal to the deferred reimbursement in ACI-SAT-10-03-F.	ACI-SAT-10-03-C
SCT15-116DZ	Scottsdale	Scottsdale Airpark Area	Design Concept Report: Scottsdale Airpark	2013	Mar-14	0	0	0	RARF	$ 98,301	$ -	$ 229,368	$ 327,668	2013	RARF	$ 229,368	--	Admin: Correct project reimbursement amounts by year. Project reimbursement totals $704,000. Increase FY 2013 reimbursement to reflect actual reimbursement issued. Amend FY 2014 reimbursement to reflect balance.	ACI-SAT-10-03-K

Changes to the TIP in red
Changes since TRC are tinted in Yellow
Changes Since Management Committee are tinted in Blue

Table A. ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP), Fiscal Year 2014 ALCP, and Draft Fiscal Year 2014-2018 MAG Transporation Improvement Program

1/17/2014

ALCP

TIP #	Agency	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year*	Fund Type	Regional Reimb.	Federal ID	Notes:	RTP ID
SCT16-116DZ	Scottsdale	Scottsdale Airpark Area	Design Concept Report: Scottsdale Airpark	2014	Mar-14	0	0	0	RARF	$ 203,414	$ -	$ 474,632	$ 678,046	2014	RARF	$ 474,632	--	Admin: Correct project reimbursement amounts by year. Project reimbursement totals $704,000. Increase FY 2013 reimbursement to reflect actual reimbursement issued. Amend FY 2014 reimbursement to reflect balance.	ACI-SAT-10-03-K
~~PHX100-12C~~	~~Phoenix~~	~~Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)~~	~~Construct roadway widening~~	~~2013~~	~~Jun-15~~	~~2~~	~~0~~	~~6~~	~~Local~~	~~$ 546,158~~	~~$ -~~	~~$ -~~	~~$ 546,158~~	~~--~~	~~--~~	~~--~~	~~PHX-0(266)A~~	Amend: Delete TIP Listing.	ACI-BMT-10-03
PHX13-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2014	Jun-15	2	0	6	STP-MAG	$ 392,895	$ 6,500,000	$ -	$ 6,892,895	2014	STP-MAG	$ 6,500,000	PHX-0(266)A	Amend: Decrease estimated project construction phase costs and defer a portion of costs and reimbursement ($8,490,117) from 2014 to 2015. Reduce local match in this TIP listing to minimum federal share and transfer the remaining 2014 local costs to TIP ID PHX14-102CZ.	ACI-BMT-10-03
PHX14-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2014	Jun-15	2	0	6	Local	$ 2,392,819	$ -	$ -	$ 2,392,819	--	--	--	PHX-0(266)A	Amend: New TIP listing. Listing contains the balance of 2014 local expenditures from TIP ID PHX13-102CZ.	ACI-BMT-10-03
PHX15-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2015	Jun-15	2	0	6	STP-MAG	$ 648,637	$ 10,730,955	$ -	$ 11,379,592	2015	STP-MAG	$ 10,730,955	PHX-0(266)A	Amend: Decrease estimated project construction phase costs and defer a portion of costs and reimbursement ($8,490,117) from 2014 to 2015. Reduce local match in this TIP listing to minimum federal share and transfer the remaining 2015 local costs to TIP ID PHX15-102CZ2.	ACI-BMT-10-03
PHX15-102CZ2	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2015	Jun-15	2	0	6	Local	$ 3,950,344	$ -	$ -	$ 3,950,344	--	--	--	PHX-0(266)A	Amend: New TIP listing. Listing contains the balance of 2015 local expenditures from TIP ID PHX15-102CZ.	ACI-BMT-10-03

Changes to the TIP in red
Changes since TRC are tinted in Yellow
Changes Since Management Committee are tinted in Blue

Table A. ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP), Fiscal Year 2014 ALCP, and Draft Fiscal Year 2014-2018 MAG Transporation Improvement Program

1/17/2014

ALCP

TIP #	Agency	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year*	Fund Type	Regional Reimb.	Federal ID	Notes:	RTP ID
PHX15-102SAV	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Estimated Project Savings	2015	Jun-15	2	0	6	STP-MAG	$ -	$ 259,162	$ -	$ 259,162	2015	STP-MAG	$ 259,162		Amend: New project savings line-item resulting from decreased construction cost estimate. Project savings line item is not part of the project's federal authorization.	ACI-BMT-10-03

Changes to the TIP in red
Changes since TRC are tinted in Yellow
Changes Since Management Committee are tinted in Blue

Table B. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Draft Fiscal Year 2014-2018 MAG Transporation Improvement Program

1/14/2014

HIGHWAY

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT14-147	ADOT	23287	101 (Pima Fwy): Shea Blvd to SR202L (Red Mountain Fwy)	Construction General Purpose Lanes	2014	Q2, 2016	5	8	10	RARF	$0	$0	$99,600,000	$99,600,000	Amend: Increase total project budget by $8,600,000 from $91,000,000 to $99,600,000. The cost is based on the Stage IV (95%) estimate.
DOT14-165	ADOT	46842	MAG Regionwide	Risk Management Indemnification	2014	--	--	--	--	RARF-HURF	$0	$0	$925,000	$925,000	Amend: Decrease total project budget by $1,375,000 from $2,300,000 to $925,000.
DOT14-402	ADOT	303Estrel l74432	SR303L: El Mirage Rd	Right of Way for Traffic Interchange Improvement	2014	Q4, 2015	0.2	4	4	NHPP	$0	$943,000	$57,000	$1,000,000	Amend: Decrease total project budget by $1,500,000 from $2,500,000 to $1,000,000. Decrease state funding from $142,500 to zero, increase RARF funding from zero to $57,000. Decrease Federal Cost by $1,414,500.
GLB12-102	Gilbert	GLB0016 7	Seven elementary school sites	Gilbert SRTS Infrastructure Project, Phase 3 (Various safety treatments including sidewalks, crosswalks, driver feedback signs and HAWK signals)	2014	Q4, 2015	0.3	2	2	SRTS	$0	$400,000	$0	$400,000	Amend: Add project to the draft FY 2014-2018 TIP. Project deferral to 2014 in the FY2011-2015 TIP was approved by the MAG Regional Council on December 4, 2013.

Changes to the TIP in red
Changes since TRC are tinted in Yellow
Changes Since Management Committee are tinted in Blue

Table C. Transit Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program and Draft Fiscal Year 2014-2018 MAG Transporation Improvement Program

1/9/2013

TRANSIT

TIP #	Agency	MAG ID	Project Location	Project Description	A.L.I	Fiscal Year for work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
TMP13-153T	Tempe	--	EVBOM - CNG Pump Expansion	EVBOM - CNG Pump Expansion	11.43.20	2013	5307	$345,900	$1,054,100	$ -	$1,400,000	Amend: Correct listing to reflect federal project award and increased local match. Increase project total from $671,454 to $1,400,000, project federal amount from $537,163 to $1,054,100, and project local amount from $134,291 to $345,900.
VMT13-157T	RPTA/ Valley Metro	--	El Mirage, Peoria, Sun City, Sun City West, Surprise, Youngtown, Chandler, Gilber, Mesa, Temp, Scottsdale	Operating: Alternatives Project - WV DAR 1,409,800 EV Taxi Subsidy 1,527,500 Scottsdale Trolley 200,000	30.09.01	2013	5310	$804,543	$804,543	$ -	$1,609,086	Amend clerical: Update TIP ID to unique ID. Originally VMT13-155T

Changes to the TIP in red
Changes since TRC are tinted in Yellow
Changes Since Management Committee are tinted in Blue

Table D. HSIP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program
Draft Fiscal Year 2014-2018 MAG Transporation Improvement Program

1/22/2014

HIGHWAY

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN14-108	Avondale	--	Avondale (Citywide)	Preliminary Engineering for Sign Management System and Sign Upgrade	2014	Jun-18	--	--	--	HSIP-MAG	$ -	$ 115,000	$ -	$ 115,000	Amend: New TIP listing based on HSIP call-for-projects.
AVN15-102	Avondale	--	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2015	Jun-18	--	--	--	HSIP-MAG	$ -	$ 222,000	$ -	$ 222,000	Amend: New TIP listing based on HSIP call-for-projects.
AVN16-410	Avondale	--	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2016	Jun-18	--	--	--	HSIP-MAG	$ -	$ 207,000	$ -	$ 207,000	Amend: New TIP listing based on HSIP call-for-projects.
AVN17-470	Avondale	--	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2017	Jun-18	--	--	--	HSIP-MAG	$ -	$ 216,000	$ -	$ 216,000	Amend: New TIP listing based on HSIP call-for-projects.
AVN14-410	Avondale	--	McDowell Road and Dysart Road (4 intersections)	Design Accessible Pedestrian Signal	2014	Jun-17	--	--	--	HSIP-MAG	$ -	$ 45,000	$ -	$ 45,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.
AVN16-412	Avondale	--	McDowell Road and Dysart Road (4 intersections)	Construct Accessible Pedestrian Signal	2016	Jun-17	--	--	--	HSIP-MAG	$ -	$ 149,904	$ -	$ 149,904	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.
AVN15-409	Avondale	--	Avondale (Citywide)	Design Strategic Transportation Safety Plan	2015	Jun-16	--	--	--	HSIP-MAG	$ 7,607	$ 125,851	$ -	$ 133,458	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.
AVN15-410	Avondale	--	McDowell Road at Dysart Road	Design Intersection Safety Improvements	2015	Jun-16	--	--	--	HSIP-MAG	$ 14,250	$ 235,750	$ -	$ 250,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.
AVN14-109	Avondale	--	Avondale (Citywide)	Preliminary Engineering for Pedestrian Countdown Signals	2014	Jun-16	--	--	--	HSIP-MAG	$ -	$ 15,000	$ -	$ 15,000	Amend: New TIP listing based on HSIP call-for-projects
AVN15-103	Avondale	--	Avondale (Citywide)	Construct Pedestrian Countdown Signals	2015	Jun-16	--	--	--	HSIP-MAG	$ -	$ 135,840	$ -	$ 135,840	Amend: New TIP listing based on HSIP call-for-projects
BKY11-109C2	Buckeye	--	Watson and Southern Avenue	Painted Channelization of Roads	2014	Jun-14	--	--	--	HSIP-MAG	$ -	$ 4,725	$ -	$ 4,725	Amend: New TIP listing based on HSIP call-for-projects. Add additional funding to current underway project (BKY11-109). Total project cost now $25,900.
BKY14-402	Buckeye	--	Buckeye (Citywide)	Study and Design Sign Management System and Sign Upgrade	2014	Jun-16	--	--	--	HSIP-MAG	$ -	$ 220,500	$ -	$ 220,500	Amend: New TIP listing based on HSIP call-for-projects
BKY14-403	Buckeye	--	Buckeye (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2015	Jun-16	--	--	--	HSIP-MAG	$ -	$ 167,400	$ -	$ 167,400	Amend: New TIP listing based on HSIP call-for-projects

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Table D. HSIP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program
Draft Fiscal Year 2014-2018 MAG Transporation Improvement Program

1/22/2014

HIGHWAY

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
~~CHN14-107~~	~~Chandler~~	~~--~~	~~Various Locations - Citywide~~	~~Illuminated Street Name Sign Upgrade to Clearview font~~	~~2014~~	~~Jun-15~~	~~--~~	~~--~~	~~--~~	~~HSIP-MAG~~	~~$ -~~	~~$ 76,808~~	~~$ -~~	~~$ 76,808~~	Amend: Delete TIP listing. Project determined ineligible by ADOT on 12/12/2013.
CHN14-111	Chandler	--	Multi-Agency Area (Chandler, Mesa, Avondale, Peoria, Phoenix, Tempe, Fountain Hills, Scottsdale)	Crash Analysis Software Upgrade - Procurement	2014	Jun-15	--	--	--	HSIP-MAG	$ 13,110	$ 216,890	$ -	$ 230,000	Amend: New TIP listing based on HSIP call-for-projects
FTH14-103	Fountain Hills	--	Fountain Hills (Citywide)	Preliminary Engineering for Arterial Street STOP Sign Upgrade	2014	Oct-15	--	--	--	HSIP-MAG	$ -	$ 15,000	$ -	$ 15,000	Amend: New TIP listing based on HSIP call-for-projects
FTH15-101	Fountain Hills	--	Fountain Hills (Townwide)	Procure and Install Arterial Street STOP Sign Upgrade	2015	Oct-15	--	--	--	HSIP-MAG	$ -	$ 31,800	$ -	$ 31,800	Amend: New TIP listing based on HSIP call-for-projects
FTN11-105	Fountain Hills	24947	Various Locations - Townwide	Pedestrian Countdown Signals	2011	Jun-13	--	--	--	HSIP-MAG	$ -	$ 10,000	$ -	$ 10,000	Amend: Scope modification based on ADOT eligibility. Removed impact attenuators and reduced total cost by $46,800 from $56,800 to $10,000.
GLN14-104	Glendale	--	59th Avenue and Olive Avenue	Design Intersection Safety Improvements	2014	Oct-18	--	--	--	HSIP-MAG	$ 53,974	$ 347,026	$ -	$ 401,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.
GLN17-402	Glendale	--	59th Avenue and Olive Avenue	Construct Intersection Safety Improvements	2017	Oct-18	--	--	--	HSIP-MAG	$ 252,582	$ 1,591,818	$ -	$ 1,844,400	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.
GLN14-105	Glendale	--	Glendale (Citywide)	Preliminary Engineering for Sign Management System of Local Roads and Sign Upgrade	2014	Jun-16	--	--	--	HSIP-MAG	$ -	$ 245,000	$ -	$ 245,000	Amend: New TIP listing based on HSIP call-for-projects.
GLN15-101	Glendale	--	Glendale (Citywide)	Procure and Install Sign Management System of Local Roads and Sign Upgrade	2015	Jun-16	--	--	--	HSIP-MAG	$ -	$ 120,000	$ -	$ 120,000	Amend: New TIP listing based on HSIP call-for-projects.
GLN15-401	Glendale	--	Northern Parkway	Design Median Cable Barrier	2015	Jun-17	--	--	--	HSIP-MAG	$ 6,840	$ 113,160	$ -	$ 120,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.
GLN16-406	Glendale	--	Northern Parkway	Construct Median Cable Barrier	2016	Jun-17	--	--	--	HSIP-MAG	$ 27,360	$ 452,640	$ -	$ 480,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.
GDY14-102	Goodyear	--	Goodyear (Citywide)	Preliminary Engineering for Sign Management System and Sign Upgrade	2014	Jun-17	--	--	--	HSIP-MAG	$ -	$ 180,000	$ -	$ 180,000	Amend: New TIP listing based on HSIP call-for-projects.

Changes Since Management Committee are tinted in Blue

Table D. HSIP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program
Draft Fiscal Year 2014-2018 MAG Transporation Improvement Program

1/22/2014

HIGHWAY

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GDY16-406	Goodyear	--	Goodyear (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2016	Jun-17	--	--	--	HSIP-MAG	$ -	$ 75,000	$ -	$ 75,000	Amend: New TIP listing based on HSIP call-for-projects.
MAR15-470	Maricopa	--	Maricopa (Citywide)	Preliminary Engineering for Sign Management System and Sign Upgrade	2015	Jun-17	--	--	--	HSIP-MAG	$ -	$ 188,500	$ -	$ 188,500	Amend: New TIP listing based on HSIP call-for-projects.
MAR16-470	Maricopa	--	Maricopa (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2016	Jun-17	--	--	--	HSIP-MAG	$ -	$ 241,800	$ -	$ 241,800	Amend: New TIP listing based on HSIP call-for-projects.
PVY15-101	Paradise Valley	--	Paradise Valley (Townwide)	Preliminary Engineering for Sign Management System and Sign Upgrade	2015	Jun-16	--	--	--	HSIP-MAG	$ -	$ 30,000	$ -	$ 30,000	Amend: New TIP listing based on HSIP call-for-projects.
PVY16-401	Paradise Valley	--	Paradise Valley (Townwide)	Procure and Install Sign Management System and Sign Upgrade	2016	Jun-17	--	--	--	HSIP-MAG	$ -	$ 190,234	$ -	$ 190,234	Amend: New TIP listing based on HSIP call-for-projects.
SCT12-102C2	Scottsdale	39514	Hayden and Thomas	Construct Intersection Improvement	2016	Jun-16	--	--	--	HSIP-MAG	$ 19,611	$ 324,440	$ -	$ 344,051	Amend: New TIP listing based on HSIP call-for-projects. Project added to existing HSIP-AZ project (SCT12-102). Total project cost now $6,044,051. Project contingent on ADOT/FHWA eligibility.
TMP10-620C2	Tempe	9367	Broadway Road Improvements: Rural to Mill including intersections	Preliminary Engineering of Roadway Safety Improvements	2014	Jun-16	--	--	--	HSIP-MAG	$ 1,710	$ 28,290	$ -	$ 30,000	Amend: New TIP listing based on HSIP call-for-projects. Add MAG-HSIP funding to existing CMAQ project in the amnount of $30,000. Total project cost is now $5,849,400.
TMP10-620C3	Tempe	9367	Broadway Road Improvements: Rural to Mill including intersections	Procure and Install Roadway Safety Improvements	2015	Jun-16	--	--	--	HSIP-MAG	$ 38,523	$ 637,317	$ -	$ 675,840	Amend: New TIP listing based on HSIP call-for-projects. Add MAG-HSIP funding to existing CMAQ project in the amount of $675,840. Total project cost is now $5,849,400.

Changes to the TIP in red
Changes since TRC are tinted in Yellow
Changes Since Management Committee are tinted in Blue

Agenda Item #5E

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Recommendation of Projects for the MAG Transportation Alternatives Program

SUMMARY:
On September 25, 2013, the MAG Regional Council approved the goals and objectives, and evaluation team composition for the Transportation Alternatives (TA) program (Attachment #1). That same day, applications for infrastructure projects were issued with a due date of October 22, 2013. In total, 33 applications were received from 16 MAG member agencies (Apache Junction, Avondale, Buckeye, Chandler, Cave Creek, Fort McDowell Yavapai Nation, Gilbert, Glendale, Litchfield Park, Maricopa County Department of Transportation, Mesa, Peoria, Phoenix, Scottsdale, Surprise, and Tempe). Total funding available is approximately $12 million for FY 2015-2017, while requests for funding totaled more than $24.5 million. All applications are posted online for review at: http://www.azmag.gov/transportation/TAP/.

Ranked Projects
Please review the attached tables that show the ranked list of projects. There is approximately $4 million per year for FY 2015, 2016, and 2017 (totaling $12 million). The funding available would support the first 13 projects on the ranked list. As noted on Attachment #2, the funding is balanced in each year.

On December 12, 2013, the Transportation Review Committee recommended the approval of the ranked list with the removal of the Phoenix project (Third Street Promenade: Roosevelt Street to Thomas Road, ranked 14) and the Mesa project (Consolidated Shared-Use Pathway – P2 Lighting, ranked 15), so that all other projects move up in ranking. If additional funds become available (e.g., a project does not obligate), projects will be funded in rank order.

Process & Project Evaluation
The projects were evaluated in three different ways, then combined for a total score. The quantitative evaluation (30 percent of overall score) considered number of activity centers, number of K-8 schools, number of commercial and employment destinations, number of safety improvements, population per square mile, percent of low income people along route, and other items. The qualitative score (30 percent of overall score) was given by members of the TA Evaluation Team after reading all applications; they reviewed the project to see if it improved connectivity from residences to destinations/K-8 schools, improved safety from residences to/K-8 schools, addressed a perceived or quantified crash risk, reduced bike/vehicle or pedestrian/vehicle conflicts, if it was included in local plans, if it improved access to short-distance destinations, and other like items. These evaluation criteria were connected to the overall Transportation Alternatives goals and objectives.

The process concluded with applicants presenting their projects to the TA Evaluation Team on December 5, 2013, which then turned into the presentation score (40 percent of the overall score).

TA Evaluation Team Members
As noted above, the Regional Council approved the composition of the Transportation Alternatives evaluation team: two members each of the Bicycle and Pedestrian, Safety, and Street Committees, one member of the Transit Committee, and one representative each from the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT). Members of the evaluation team are:

Committee	Member #1	Member #2
Safety	Chris Lemka - Glendale	Julian Dresang - Tempe
Bike/Ped	Katherine Coles - Phoenix	Denise Lacey - Maricopa County
Streets	Charles Andrews - Avondale	Janet Martin - Queen Creek
Transit	Madeline Clemann - Scottsdale	
FHWA	Ed Stillings	
ADOT	Patrick Stone	

PUBLIC INPUT:
MAG worked with member agency staff through an on-line survey and hosted a stakeholder group to review the goals and objectives of the TA program in the summer 2013. There was no public comment at the December Transportation Review Committee meeting.

PROS & CONS:
PROS: This will enable infrastructure projects to be included in the MAG Transportation Improvement Program (TIP) by January and will allow jurisdictions to develop their projects in a timely and integrated manner, to be able to obligate their projects by FY 2015, 2016, and 2017.

CONS: There is no guarantee that the federal program will be extended beyond FFY 2014 by a continuing resolution or if a new Surface Transportation Authorization Act is signed. Funding for this program is subject to change. If this process is not approved, the time to develop new projects is shortened. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and that obligation authority and the related funding are not lost from the region.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Projects submitted through the competitive application process for TA funding were evaluated on quantitative and qualitative criteria related to the goals and objectives.

POLICY: The TA Program goals and objectives relate to the overall MAG Regional Transportation Plan (RTP) goals and objectives about System Preservation and Safety, and Accessibility and Mobility.

ACTION NEEDED:
Approval of the modified ranked list of projects for Transportation Alternatives funding for FY 2015-2017; amendment of the FY 2011-2015 MAG Transportation Improvement Program; and addition of projects to the Draft FY 2014-2018 MAG Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:
This item is on the January 29, 2014 Transportation Policy Committee agenda for action.

On January 8, 2014, the MAG Management Committee recommended approval of the modified ranked list of projects for Transportation Alternatives funding for FY 2015-2017; amendment of the FY 2011-2015 MAG Transportation Improvement Program; and addition of projects to the Draft FY 2014-2018 MAG Transportation Improvement Program

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend

* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

On December 12, 2013, the Transportation Review Committee recommended approval of the ranked list with the removal of the Phoenix project (Third Street Promenade: Roosevelt Street to Thomas Road, ranked 14) and the Mesa project (Consolidated Shared-Use Pathway – P2 Lighting, ranked 15), so that all other projects move up in ranking. If additional funds become available (e.g. a project does not obligate), projects will be funded in rank order.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair
ADOT: Kwi-Sung Kang for Floyd Roehrich
* Buckeye: Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
Gila River: Tim Oliver
Gilbert: Leah Hubbard
Glendale: Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
Maricopa (City): Paul Jepson
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
* Queen Creek: Mohammed Youssef for Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale
*ITS Committee: Catherine Hollow, City of Tempe
* FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*Transportation Safety Committee: Renate Ehm, City of Mesa

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

CONTACT PERSON:

Eileen Yazzie, Transportation Planning Project Manager, MAG (602) 254-6300.

Attachment #1

Transportation Alternatives Program (TA)
Goals and Objectives – August 26, 2013

Goals:

1. Improve pedestrian and bicyclist accessibility and connectivity on the transportation network.
2. Assist in providing a safe environment for the bicyclists and pedestrians on both the on-street and the off-street transportation networks.
3. Make bicycling and walking to public K-8 schools a safer and more desirable transportation alternative to motorized vehicles.

Definitions

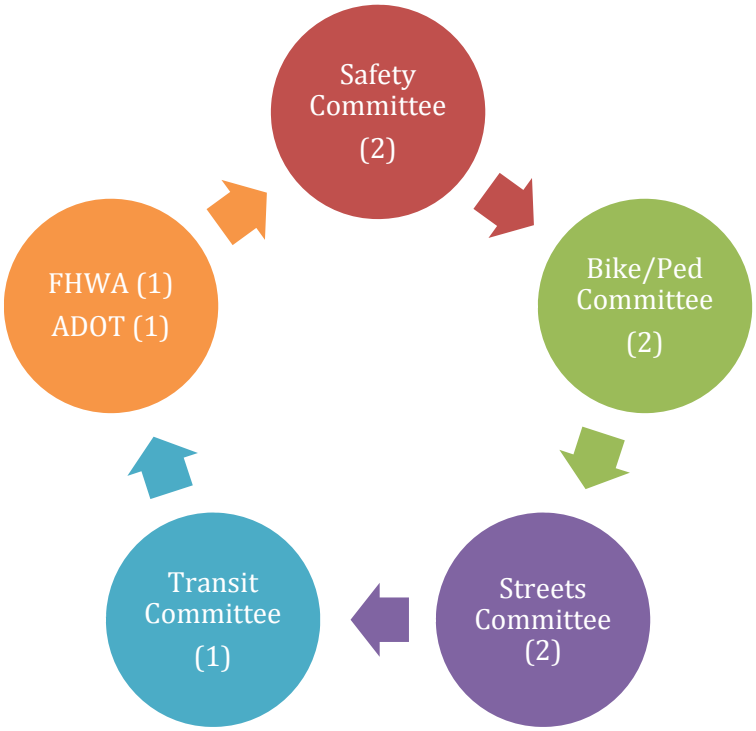
- **Accessibility**: The ability of transportation infrastructure improvements to provide better access to transit stops, destinations, schools, homes/subdivisions, and employment for people that are walking or biking for all ages and abilities.
- **Connectivity**: The ability of transportation infrastructure improvements to link the proposed project to other bike/pedestrian facilities, completing a gap in a bike/pedestrian facility, or a city/town.
- **Safety**: Projects that make a street safer by addressing a perceived or observed safety problem, including (but not limited to): high vehicle speed, crashes, striping, intersection crossings, or mid-block crossings.

Objectives:

- Fund eligible Transportation Enhancement and Safe Routes to School (SRTS) projects through the federal MAP-21 Transportation Alternatives fund.
- Fund bike and pedestrian improvement projects that provide a safe transportation route or improve a transportation route for (K-8) students to schools.
- Fund bike and pedestrian improvement projects that address a perceived or observed problem/safety issue, including (but not limited to) unsafe street crossings; missing, narrow or poorly maintained sidewalks; adding/improving bike lanes (restriping, widening, colored pavement); or disconnected/inaccessible bike or pedestrian facilities, while connecting residents to transit stops/centers or other destinations.
- Fund Safe Routes to School (SRTS) non-infrastructure projects that educate and encourage K-8 students, parents, and school resources officers/staff on bicycle and walking options.
    - GUIDELINE - Funding will be set aside at 9% of total Transportation Alternatives funding, with a maximum yearly total of $400,000. If the total value of projects awarded for Safe Routes to School non-infrastructure projects is less than the total programmed set-aside, remaining funds will be applied toward eligible infrastructure projects.
    - GUIDELINE – These projects will need to evaluate on a quarterly basis as required by the federal government, and address enforcement and encouragement. .
- Utilize evaluative tools based on quantitative and qualitative performance measures to inform project rankings in the application process.

Proposed Evaluation Team - Infrastructure

It is proposed that the Chairs of the four committees (Streets, Bike/Ped, Safety, and Transit) are asked to be a part of the evaluation team. It is proposed that the TRC Representatives and Vice-Chairs of the three (Streets, Bike/Ped, and Safety) committees are asked to be a part of the evaluation team.



The Evaluation Team members are dependent on their availability and agreement to serve on the evaluation team, which involves a time commitment to review and score applications, and attend a project presentation meeting.

In the case of a double representation of a city on the evaluation team, another committee member would be needed. Volunteers would be requested.

Proposed Evaluation Team – SRTS Non-Infrastructure

Like previous years, the SRTS Non-Infrastructure projects would be evaluated by the MAG Safety Committee.

TRANSPORTATION ALTERNATIVES
FY2015-2017

Attachment #2

DRAFT Final Recommended Ranking of Projects

Agency	Project Name	Federal Dollars Requested	Year Requested	Quantitative Rank (30%)	Qualitative Rank (30%)	Presentation Rank (40%)	Final Score	Final Rank
Tempe	Highland Canal Multi-Use Path Phase I	$1,366,661.00	**2016**	1	1	1	38.8	1.0
Avondale	Dysart Road, Van Buren Street to MC85 (Buckeye Road), Pedestrian and Bicycle Improvements	$840,685.00	**2015**	4	3	5	36.9	2.0
Tempe	Highland Canal Multi-Use Path Phase II	$1,866,956.00	**2017**	5	6	4	36.0	3.0
Phoenix	Golden Gate Neighborhood Pedestrian Safety Project	$620,447.00	**2016**	11	2	3	35.4	4.0
Avondale	Van Buren Multi-Use Corridor	$2,011,664.00	**2017**	2	10	20	34.8	5.0
Chandler	Missing Bike Lane Segments	$231,290.00	**2016**	3	13	12	34.8	6.0
Phoenix	First Street Pedestrian Improvements: Roosevelt St to Moreland St	$1,004,436.00	**2016**	6	8	11	34.4	7.0
Phoenix	First Street Pedestrian Improvements: McKinley St to Roosevelt St	$1,004,436.00	**2016**	8	7	13	34.1	8.0
Scottsdale	Crosscut Canal Bridge and Path	$445,407.00	**2016**	10	9	6	33.9	9.0
Glendale	High Intensity Activated Crosswalk (HAWK) at 65th Avenue and Bethany Home Road	$278,110.00	**2017**	15	12	1	33.9	10.0
Phoenix	Grand Canal Multi-Use Path Connection at Thomas Road and 22nd St	$320,988.00	**2015**	7	16	7	33.8	11.0
Mesa	Rio Salado Shared-Use Pathway - Phase Four	$1,585,674.00	**2016**	9	11	14	33.4	12.0
Phoenix	Phoenix Area HAWKs	$499,771.00	**2015**	19	4	7	32.3	13.0
Cave Creek	Cave Creek Pedestrian Connector Path	$859,743.00	**2016**	13	18	9	31.7	14.0
Gilbert	Western Powerline Trail - Union Pacific Railroad Grade Separated Pedestrian Crossing	$2,636,415.00	**2015**	12	18	18	31.0	15.0
Phoenix	79th Avenue Transit Area HAWK	$249,886.00	**2015**	23	5	21	30.3	16.0
Glendale	Stadium-Westgate - Grand Canal Pathway Access Project	$479,765.00	**2017**	17	20	15	30.0	17.0
Apache Junction	Winchester Rd Bicycle and Pedestrian Improvements	$625,228.00	**2017**	21	24	15	29.6	18.0
Buckeye	Monroe Avenue Sidewalks - Downtown Buckeye	$271,453.00	**2016**	24	26	10	28.8	19.0
Surprise	Road Diet for West Point Parkway and Statler Boulevard	$367,646.00	**2016**	22	20	25	28.3	20.0
Mesa	Gateway Shared-Use Pathway - Segment One	$1,553,542.00	**2016**	14	22	27	28.3	21.0
Phoenix	Central Phoenix Area HAWKs	$499,771.00	**2015**	26	14	24	28.1	22.0
Peoria	Pioneer Community Park HAWK on 83rd Avenue	$200,388.00	**2016**	29	15	22	27.5	23.0
Peoria	Pioneer Community Park HAWK on Olive Avenue	$200,388.00	**2015**	28	17	23	27.3	24.0
Peoria	Peoria Sports Complex HAWK on 83rd Avenue	$200,388.00	**2017**	31	23	17	27.2	25.0
Buckeye	Miller Road Sidewalk	$484,685.00	**2016**	25	30	18	26.9	26.0
Apache Junction	Apache Trail Median Improvements	$844,544.00	**2016**	20	25	28	26.8	27.0
Surprise	Surprise Original Town Site Bike Lanes	$166,826.00	**2016**	16	28	29	25.5	28.0
Litchfield Park	City of Litchfield Park Pedestrian Refuge	$351,754.00	**2016**	30	29	25	24.4	29.0
Maricopa County	Hospital Pedestrian & Bicycle Crossings ITS Infrastructure	$235,750.00	**2016**	27	26	30	24.3	30.0
Fort McDowell Yavapai Nation	Fort McDowell Road (South) Bicycle and Pedestrian Improvements	$917,228.00	**2017**	18	31	31	24.0	31.0
~~Phoenix~~	~~Third Street Promenade: Roosevelt Street to Thomas Road~~	~~$1,958,029.00~~	~~**2017**~~	~~12~~	~~5~~	~~22~~	~~32.2~~	~~14.0~~
~~Mesa~~	~~Consolidated Shared-Use Pathway - P2 Lighting~~	~~$1,277,604.00~~	~~**2016**~~	~~9~~	~~18~~	~~23~~	~~31.8~~	~~15.0~~
	Total Federal Dollars Requested	$23,221,925						
	Top 13 Projects	$12,076,525						

* At the December 12, 2013, TRC, an amended motion was passed unanimously, to recommend approval of the ranked listings of projects, amended to remove projects #14 (Phoenix: Third Street Promenade: Roosevelt Street to Thomas Road), and #15 (Mesa: Consolidated Shared-Use Pathway - P2 Lighting) from the ranked listing of recommended projects, with all projects ranked below moved up by two spots accordingly (i.e. Cave Creek: Cave Creek Pedestrian Connector Path moves from #16 to #14, as shown in the amended ranking list above).

TRANSPORTATION ALTERNATIVES FY2015-2017

DRAFT Recommended Awarding of Projects

Agency	Project Name	Federal Dollars Requested	Year Awarded	Quantitative Rank (30%)	Qualitative Rank (30%)	Presentation Rank (40%)	Final Rank
Tempe	Highland Canal Multi-Use Path Phase I	$1,366,661.00	**2016**	1	1	1	1.0
Avondale	Dysart Road, Van Buren Street to MC85 (Buckeye Road), Pedestrian and Bicycle Improvements	$840,685.00	**2015**	4	3	5	2.0
Tempe	Highland Canal Multi-Use Path Phase II	$1,866,956.00	**2017**	5	5	4	3.0
Phoenix	Golden Gate Neighborhood Pedestrian Safety Project	$620,447.00	**2016**	11	2	3	4.0
Avondale	Van Buren Multi-Use Recreational Corridor	$2,011,664.00	**2017**	2	9	13	5.0
Chandler	Missing Bike Lane Segments	$231,290.00	**2015***	3	12	10	6.0
Phoenix	First Street Pedestrian Improvements: Roosevelt St to Moreland St	$1,004,436.00	**2016**	6	7	9	7.0
Phoenix	First Street Pedestrian Improvements: McKinley St to Roosevelt St	$1,004,436.00	**2016**	8	6	11	8.0
Scottsdale	Crosscut Canal Bridge and Path	$445,407.00	**2015***	10	8	6	9.0
Glendale	High Intensity Activated Crosswalk (HAWK) at 65th Avenue and Bethany Home Road	$278,110.00	**2017**	12	11	1	10.0
Phoenix	Grand Canal Multi-Use Path Connection at Thomas Road and 22nd St	$320,988.00	**2015***	7	13	7	11.0
Mesa	Rio Salado Shared-Use Pathway - Phase Four	$1,585,674.00	**2015***	9	10	12	12.0
Phoenix	Phoenix Area HAWKs	$499,771.00	**2015**	13	4	7	13.0
	Top 13 Projects	$12,076,525					

* Project moved from 2016 to 2015 based on funding availability and jurisdiction responses

DRAFT Project Awards By Year

2015	$3,923,815
2016	$3,995,980
2017	$4,156,730

MARICOPA ASSOCIATION of GOVERNMENTS
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January 22, 2014

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

January 22, 2014

	Remaining Projects	CMAQ Allocated	Status
FY 2013 CMAQ			
Approved December 2012			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by December 24, 2013.	Phoenix (2)	$388,636	The sweepers have now been delivered to the city.
Total Remaining Project Costs		$388,636	

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

Agenda Item #5G

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

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 changes to Arterial Life Cycle Program projects.

Since the January 8, 2014 Management Committee meeting, additional projects have been added to the TIP amendment. 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 new table with the additional projects (shaded) is attached. Comments on the conformity assessment are requested by January 24, 2014.

PUBLIC INPUT:
At the January 8, 2014 MAG Management Committee meeting, a citizen commented on diagram ES-6 on transportation control measures, 82 percent goes to regional public rapid transit; being in favor of public transit for years, which is the most competitive mode with cars and is the least advertised; it is time to elevate the image of buses because we have very nice buses in this region; a presentation regarding resurrecting the circulator at the Ellis Shackelford house; many buses are natural gas and not smelly; light rail is not included as a transportation control measure, and what could be done with flexible and less expensive buses.

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 January 8, 2014 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

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

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January 22, 2014

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Donald Gabrielson, Pinal County Air Quality Control District
Duane Eitel, Sun Corridor Metropolitan Planning Organization
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

We are providing notification of an update to the information included in the December 31, 2013 memorandum for 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 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 new table with additional projects (shaded) is attached. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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

Attachment

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

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

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
SCT13-122	Scottsdale	Raintree Extension: Hayden to Redfield	Raintree Extension: Hayden to Redfield	2013	Local	$1,508,882	$ -	$ -	$ 1,508,882	2015	RARF	$ 1,056,218	Admin: Defer project reimbursement fiscal year from 2014 to 2015 and advance an equal amount of ACI-SAT-10-03-C project reimbursement 2015 to 2014.	A minor project revision is needed to change reimbursement fiscal year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT13-122RWZ	Scottsdale	Raintree Extension: Hayden to Redfield	Raintree Extension: Hayden to Redfield	2014	RARF	$ 75,444	$ -	$ 176,036	$ 251,480	2014	RARF	$ 176,036	Amend: Delete TIP listing. Combine with SCT14-122RWZ. Defer reimbursement fiscal year from 2014 to 2015 and advance an equal amount of ACI-SAT-10-03-C project reimbursement 2015 to 2014.	A minor project revision is needed to delete listing. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT14-122RWZ	Scottsdale	Raintree Extension: Hayden to Redfield	Raintree Extension: Hayden to Redfield	2014	Local	$ 708,571	$ -	$ -	$ 708,571	2015	RARF	$ 496,000	Amend: Combine TIP listing with SCT13-122RWZ. Defer reimbursement fiscal year from 2014 to 2015 and advance an equal amount of ACI-SAT-10-03-C project reimbursement 2015 to 2014	A minor project revision is needed to combine listing and change reimbursement year and amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT13-105CZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Northsight Blvd: Hayden to Frank Lloyd Wright	2014	RARF	$1,855,154	$ -	$ 4,328,693	$ 6,183,847	2014	RARF	$ 4,328,693	Amend: Increase project construction phase costs. Increase project construction phase reimbursement by $1,552,218 from project savings phase. Advance portion of project construction phase reimbursement equal to the deferred reimbursement in ACI-SAT-10-03-F.	A minor project revision is needed to change project reimbursement amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
SCT13-105SAVZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Northsight Blvd: Hayden to Frank Lloyd Wright	2014	RARF	$ 511,958	$ -	$ 1,194,568	$ 1,706,526	2015	RARF	$ 1,194,568	Amend: Decrease project saving phase reimbursement by $1,552,218 and transfer to project construction phase. Advance portion of project construction phase reimbursement equal to the deferred reimbursement in ACI-SAT-10-03-F.	A minor project revision is needed to change project reimbursement amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT15-116DZ	Scottsdale	Scottsdale Airpark Area	Design Concept Report: Scottsdale Airpark	2013	RARF	$ 98,301	$ -	$ 229,368	$ 327,668	2013	RARF	$ 229,368	Admin: Correct project reimbursement amounts by year. Project reimbursement totals $704,000. Increase FY 2013 reimbursement to reflect actual reimbursement issued. Amend FY 2014 reimbursement to reflect balance.	A minor project revision is needed to change project reimbursement amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT16-116DZ	Scottsdale	Scottsdale Airpark Area	Design Concept Report: Scottsdale Airpark	2014	RARF	$ 203,414	$ -	$ 474,632	$ 678,046	2014	RARF	$ 474,632	Admin: Correct project reimbursement amounts by year. Project reimbursement totals $704,000. Increase FY 2013 reimbursement to reflect actual reimbursement issued. Amend FY 2014 reimbursement to reflect balance.	A minor project revision is needed to change project reimbursement amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX100-12C	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2013	Local	$ 546,158	$ -	$ -	$ 546,158	--	--	--	Amend: Delete TIP Listing.	A minor project revision is needed to delete TIP listing. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
PHX13-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2014	STP-MAG	$ 392,895	$6,500,000	$ -	$ 6,892,895	2014	STP-MAG	$ 6,500,000	Amend: Decrease estimated project construction phase costs and defer a portion of costs and reimbursement ($8,490,117) from 2014 to 2015. Reduce local match in this TIP listing to minimum federal share and transfer the remaining 2014 local costs to TIP ID PHX14-102CZ.	A minor project revision is needed to decrease project costs. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX14-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2014	Local	$2,392,819	$ -	$ -	$ 2,392,819	--	--	--	Amend: New TIP listing. Listing contains the balance of 2014 local expenditures from TIP ID PHX13-102CZ.	A minor project revision is needed to increase project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX15-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2015	STP-MAG	$ 648,637	##########	$ -	$ 11,379,592	2015	STP-MAG	$ 10,730,955	Amend: Decrease estimated project construction phase costs and defer a portion of costs and reimbursement ($8,490,117) from 2014 to 2015. Reduce local match in this TIP listing to minimum federal share and transfer the remaining 2015 local costs to TIP ID PHX15-102CZ2.	A minor project revision is needed to decrease project costs. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX15-102CZ2	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Construct roadway widening	2015	Local	$3,950,344	$ -	$ -	$ 3,950,344	--	--	--	Amend: New TIP listing. Listing contains the balance of 2015 local expenditures from TIP ID PHX15-102CZ.	A minor project revision is needed to increase project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
PHX15-102SAV	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy)	Estimated Project Savings	2015	STP-MAG	$ -	$ 259,162	$ -	$ 259,162	2015	STP-MAG	$ 259,162	Amend: New project savings line-item resulting from decreased construction cost estimate. Project savings line item is not part of the project's federal authorization.	A minor project revision is needed to increase project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT14-147	ADOT	101 (Pima Fwy): Shea Blvd to SR202L (Red Mountain Fwy)	Construction General Purpose Lanes	2014	RARF	$0	$0	$99,600,000	$99,600,000	Amend: Increase total project budget by $8,600,000 from $91,000,000 to $99,600,000. The cost is based on the Stage IV (95%) estimate.	A minor project revision is needed to change project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-165	ADOT	MAG Regionwide	Risk Management Indemnification	2014	RARF-HURF	$0	$0	$925,000	$925,000	Amend: Decrease total project budget by $1,375,000 from $2,300,000 to $925,000.	A minor project revision is needed to change project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-402	ADOT	SR303L: El Mirage Rd	Right of Way for Traffic Interchange Improvement	2014	NHPP	$0	$943,000	$57,000	$1,000,000	Amend: Decrease total project budget by $1,500,000 from $2,500,000 to $1,000,000. Decrease state funding from $142,500 to zero, increase RARF funding from zero to $57,000. Decrease Federal Cost by $1,414,500.	A minor project revision is needed to change project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLB12-102	Gilbert	Seven elementary school sites	Gilbert SRTS Infrastructure Project, Phase 3 (Various safety treatments including sidewalks, crosswalks, driver feedback signs and HAWK signals)	2014	SRTS	$0	$400,000	$0	$400,000	Amend: Add project to the draft FY 2014-2018 TIP. Project deferral to 2014 in the FY2011-2015 TIP was approved by the MAG Regional Council on December 4, 2013.	A minor project revision is needed to change project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	A.L.I	Fiscal Year for work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
TMP13-153T	Tempe	East Valley Bus Operations and Maintenance Facility (EVBOM) - CNG Pump Expansion	EVBOM - CNG Pump Expansion	11.43.20	2013	5307	$345,900	$1,054,100	$0	$1,400,000	Amend: Correct listing to reflect federal project award and increased local match. Increase project total from $671,454 to $1,400,000, project federal amount from $537,163 to $1,054,100, and project local amount from $134,291 to $345,900.	A minor project revision is needed to change project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMT13-157T	RPTA/ Valley Metro	El Mirage, Peoria, Sun City, Sun City West, Surprise, Youngtown, Chandler, Gilbert, Mesa, Tempe, Scottsdale	Operating: Alternatives Project - WV DAR 1,409,800 EV Taxi Subsidy 1,527,500 Scottsdale Trolley 200,000	30.09.01	2013	5310	$804,543	$804,543	$ -	$1,609,086	Amend clerical: Update TIP ID to unique ID. Originally VMT13-155T	A minor project revision is needed to update TIP ID. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
AVN14-108	Avondale	--	Avondale (Citywide)	Preliminary Engineering for Sign Management System and Sign Upgrade	2014	HSIP-MAG	$ -	$ 115,000	$ -	$ 115,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
AVN15-102	Avondale	--	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2015	HSIP-MAG	$ -	$ 222,000	$ -	$ 222,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
AVN16-410	Avondale	--	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2016	HSIP-MAG	$ -	$ 207,000	$ -	$ 207,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
AVN17-470	Avondale	--	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2017	HSIP-MAG	$ -	$ 216,000	$ -	$ 216,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
AVN14-410	Avondale	--	McDowell Road and Dysart Road (4 intersections)	Design Accessible Pedestrian Signal	2014	HSIP-MAG	$ -	$ 45,000	$ -	$ 45,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.	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.
AVN16-412	Avondale	--	McDowell Road and Dysart Road (4 intersections)	Construct Accessible Pedestrian Signal	2016	HSIP-MAG	$ -	$ 149,904	$ -	$ 149,904	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.	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.

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
AVN15-409	Avondale	--	Avondale (Citywide)	Design Strategic Transportation Safety Plan	2015	HSIP-MAG	$ 7,607	$ 125,851	$ -	$ 133,458	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.	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.
AVN15-410	Avondale	--	McDowell Road at Dysart Road	Design Intersection Safety Improvements	2015	HSIP-MAG	$ 14,250	$ 235,750	$ -	$ 250,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.	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.
AVN14-109	Avondale	--	Avondale (Citywide)	Preliminary Engineering for Pedestrian Countdown Signals	2014	HSIP-MAG	$ -	$ 15,000	$ -	$ 15,000	Amend: New TIP listing based on HSIP call-for-projects	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.
AVN15-103	Avondale	--	Avondale (Citywide)	Construct Pedestrian Countdown Signals	2015	HSIP-MAG	$ -	$ 135,840	$ -	$ 135,840	Amend: New TIP listing based on HSIP call-for-projects	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.
BKY11-109C2	Buckeye	--	Watson and Southern Avenue	Painted Channelization of Roads	2014	HSIP-MAG	$ -	$ 4,725	$ -	$ 4,725	Amend: New TIP listing based on HSIP call-for-projects. Add additional funding to current underway project (BKY11-109). Total project cost now $25,900.	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.
BKY14-402	Buckeye	--	Buckeye (Citywide)	Study and Design Sign Management System and Sign Upgrade	2014	HSIP-MAG	$ -	$ 220,500	$ -	$ 220,500	Amend: New TIP listing based on HSIP call-for-projects	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.

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
BKY14-403	Buckeye	--	Buckeye (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2015	HSIP-MAG	$ -	$ 167,400	$ -	$ 167,400	Amend: New TIP listing based on HSIP call-for-projects	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.
CHN14-107	Chandler	--	Various Locations - Citywide	Illuminated Street Name Sign Upgrade to Clearview font	2014	HSIP-MAG	$ -	$ 76,808	$ -	$ 76,808	Amend: Delete TIP listing. Project determined ineligible by ADOT on 12/12/2013.	The deleted project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
CHN14-111	Chandler	--	Multi-Agency Area (Chandler, Mesa, Avondale, Peoria, Phoenix, Tempe, Fountain Hills, Scottsdale)	Crash Analysis Software Upgrade - Procurement	2014	HSIP-MAG	$ 13,110	$ 216,890	$ -	$ 230,000	Amend: New TIP listing based on HSIP call-for-projects	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.
FTH14-103	Fountain Hills	--	Fountain Hills (Citywide)	Preliminary Engineering for Arterial Street STOP Sign Upgrade	2014	HSIP-MAG	$ -	$ 15,000	$ -	$ 15,000	Amend: New TIP listing based on HSIP call-for-projects	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.
FTH15-101	Fountain Hills	--	Fountain Hills (Townwide)	Procure and Install Arterial Street STOP Sign Upgrade	2015	HSIP-MAG	$ -	$ 31,800	$ -	$ 31,800	Amend: New TIP listing based on HSIP call-for-projects	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.
FTN11-105	Fountain Hills	24947	Various Locations - Townwide	Pedestrian Countdown Signals	2011	HSIP-MAG	$ -	$ 10,000	$ -	$ 10,000	Amend: Scope modification based on ADOT eligibility. Removed impact attenuators and reduced total cost by $46,800 from $56,800 to $10,000.	A minor project revision is needed to change project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
GLN14-104	Glendale	--	59th Avenue and Olive Avenue	Design Intersection Safety Improvements	2014	HSIP-MAG	$ 53,974	$ 347,026	$ -	$ 401,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.	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.
GLN17-402	Glendale	--	59th Avenue and Olive Avenue	Construct Intersection Safety Improvements	2017	HSIP-MAG	$ 252,582	$ 1,591,818	$ -	$ 1,844,400	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.	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.
GLN14-105	Glendale	--	Glendale (Citywide)	Preliminary Engineering for Sign Management System of Local Roads and Sign Upgrade	2014	HSIP-MAG	$ -	$ 245,000	$ -	$ 245,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
GLN15-101	Glendale	--	Glendale (Citywide)	Procure and Install Sign Management System of Local Roads and Sign Upgrade	2015	HSIP-MAG	$ -	$ 120,000	$ -	$ 120,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
GLN15-401	Glendale	--	Northern Parkway	Design Median Cable Barrier	2015	HSIP-MAG	$ 6,840	$ 113,160	$ -	$ 120,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.	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.
GLN16-406	Glendale	--	Northern Parkway	Construct Median Cable Barrier	2016	HSIP-MAG	$ 27,360	$ 452,640	$ -	$ 480,000	Amend: New TIP listing based on HSIP call-for-projects. Project contingent on ADOT/FHWA eligibility.	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.

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
GDY14-102	Goodyear	--	Goodyear (Citywide)	Preliminary Engineering for Sign Management System and Sign Upgrade	2014	HSIP-MAG	$ -	$ 180,000	$ -	$ 180,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
GDY16-406	Goodyear	--	Goodyear (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2016	HSIP-MAG	$ -	$ 75,000	$ -	$ 75,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
MAR15-470	Maricopa	--	Maricopa (Citywide)	Preliminary Engineering for Sign Management System and Sign Upgrade	2015	HSIP-MAG	$ -	$ 188,500	$ -	$ 188,500	Amend: New TIP listing based on HSIP call-for-projects.	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.
MAR16-470	Maricopa	--	Maricopa (Citywide)	Procure and Install Sign Management System and Sign Upgrade	2016	HSIP-MAG	$ -	$ 241,800	$ -	$ 241,800	Amend: New TIP listing based on HSIP call-for-projects.	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.
PVY15-101	Paradise Valley	--	Paradise Valley (Townwide)	Preliminary Engineering for Sign Management System and Sign Upgrade	2015	HSIP-MAG	$ -	$ 30,000	$ -	$ 30,000	Amend: New TIP listing based on HSIP call-for-projects.	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.
PVY16-401	Paradise Valley	--	Paradise Valley (Townwide)	Procure and Install Sign Management System and Sign Upgrade	2016	HSIP-MAG	$ -	$ 190,234	$ -	$ 190,234	Amend: New TIP listing based on HSIP call-for-projects.	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.

TIP #	Agency	MAG ID	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
SCT12-102C2	Scottsdale	39514	Hayden and Thomas	Construct Intersection Improvement	2016	HSIP-MAG	$ 19,611	$ 324,440	$ -	$ 344,051	Amend: New TIP listing based on HSIP call-for-projects. Project added to existing HSIP-AZ project (SCT12-102). Total project cost now $6,044,051. Project contingent on ADOT/FHWA eligibility.	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.
TMP10-620C2	Tempe	9367	Broadway Road Improvements: Rural to Mill including intersections	Preliminary Engineering of Roadway Safety Improvements	2014	HSIP-MAG	$ 1,710	$ 28,290	$ -	$ 30,000	Amend: New TIP listing based on HSIP call-for-projects. Add MAG-HSIP funding to existing CMAQ project in the amount of $30,000. Total project cost is now $5,849,400. Project contingent on ADOT/FHWA eligibility.	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.
TMP10-620C3	Tempe	9367	Broadway Road Improvements: Rural to Mill including intersections	Procure and Install Roadway Safety Improvements	2015	HSIP-MAG	$ 38,523	$ 637,317	$ -	$ 675,840	Amend: New TIP listing based on HSIP call-for-projects. Add MAG-HSIP funding to existing CMAQ project in the amount of $30,000. Total project cost is now $5,849,400. Project contingent on ADOT/FHWA eligibility.	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.

Agenda Item #5H

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Finding of Conformity for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan

SUMMARY:
On October 23, 2013, the MAG Regional Council approved the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) and the Draft 2035 MAG Regional Transportation Plan for an air quality conformity analysis. MAG has prepared the Draft 2014 MAG Conformity Analysis for the TIP and the 2035 Regional Transportation Plan. The analysis indicates that the TIP and 2035 Regional Transportation Plan meet all applicable federal transportation conformity requirements and are in conformance with applicable air quality plans.

Following a 30-day public review and comment period, MAG conducted a public hearing on November 25, 2013 on the Draft TIP, Draft 2035 Regional Transportation Plan, and Draft 2014 MAG Conformity Analysis. On December 3, 2013, the MAG Air Quality Technical Advisory Committee recommended approval of the Draft 2014 MAG Conformity Analysis. A conformity finding by the Regional Council is required for MAG adoption of the TIP and 2035 Regional Transportation Plan.

PUBLIC INPUT:
At the January 8, 2014 MAG Management Committee meeting, a citizen made comments relative to this agenda item under Agenda Item 5F. The citizen commented on diagram ES-6 on transportation control measures, 82 percent goes to regional public rapid transit; being in favor of public transit for years, which is the most competitive mode with cars and is the least advertised; it is time to elevate the image of buses because we have very nice buses in this region; a presentation about resurrecting the circulator at the Ellis Shackelford house; many buses are natural gas and not smelly; that light rail is not included as a transportation control measure, and what could be done with flexible and less expensive buses.

A public hearing on the Draft FY 2014-2018 MAG Transportation Improvement Program, Draft 2035 MAG Regional Transportation Plan, and Draft 2014 MAG Conformity Analysis was conducted on November 25, 2013. Public testimony was received on air quality from a citizen that commented about that part of the problem is the federal government; with this lawsuit they came in and actually did a transportation program in January it would help us out with some air quality; they are using arterial money to fund 80 percent of that at-grade light rail and that has created a lot more congestion and pollution. The same citizen commented about that there is $6.8 million from 2014 to 2017 for the combined Trip Reduction and Telework programs and this is very good; it is for encouraging and training over 1,000 employers here in the Valley, and government entities to reduce the single-occupancy vehicles whether you are going to bicycle to work, use alternative transportation, whether it's bus, rail, rideshare, and so forth; so the more that we can do to find people that love to go by alternative means, and there are many of us around, that's the kind of people that we need in these kinds of good programs and it helps out with air quality and our credit.

A copy of the public hearing transcript and responses to the comments received from the public hearing is contained in the FY 2014 Final Phase Public Input Opportunity Report. Comments on the conformity analysis were requested by November 25, 2013.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Implementation of the TIP and 2035 Regional Transportation Plan will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

POLICY: The TIP and 2035 Regional Transportation Plan cannot be adopted until the conformity finding is approved. The Draft 2014 MAG Conformity Analysis is prepared in accordance with federal regulations, MAG Conformity Consultation Processes and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council. In addition, federal and state guidance is followed regarding transportation conformity.

ACTION NEEDED:

Approval of the Finding of Conformity for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

Management Committee: On January 8, 2014, the MAG Management Committee recommended approval of the Finding of Conformity for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT

John Hauskins for Tom Manos, Maricopa County

John Farry for Steve Banta, Valley Metro/RPTA

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

Air Quality Technical Advisory Committee: On December 3, 2013, the MAG Air Quality Technical Advisory Committee unanimously recommended approval of the Draft 2014 MAG Conformity Analysis for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 Regional Transportation Plan.

MEMBERS ATTENDING

* Philip McNeely, Phoenix, Chairman
William Mattingly, Peoria, Vice Chair
* Daniel Culotta, Avondale
John Minear, Buckeye
\# Jim Weiss, Chandler
* Jamie McCullough, El Mirage
Jessica Koberna, Gilbert
Doug Kukino, Glendale
* Cato Esquivel, Goodyear
\# Rodolfo Lopez for Kazi Haque, Maricopa
\# Greg Edwards for Scott Bouchie, Mesa
Tim Conner, Scottsdale
\# Antonio DeLaCruz, Surprise
* Oddvar Tveit, Tempe
* Youngtown
Ramona Simpson, Queen Creek
* American Lung Association of Arizona
\# Wendy Crites for Kristin Watt, Salt River Project
Rebecca Hudson, Southwest Gas Corporation
Ann Carlton, Arizona Public Service Company
\# Susie Stevens for Gina Grey, Western States Petroleum Association
Robert Forrest, Valley Metro/RPTA
* Dave Berry, Arizona Motor Transport Association
* Jeannette Fish, Maricopa County Farm Bureau
Steve Trussell, Arizona Rock Products Association
* Claudia Whitehead, Greater Phoenix Chamber of Commerce
\# Amanda McGennis, Associated General Contractors
* Spencer Kamps, Homebuilders Association of Central Arizona
* Mannie Carpenter, Valley Forward
\# Kai Umeda, University of Arizona Cooperative Extension
Joonwon Joo for Beverly Chenausky, Arizona Department of Transportation
Diane Arnst, Arizona Department of Environmental Quality
* Environmental Protection Agency
Thomas Ekren, Maricopa County Air Quality Department
Michelle Wilson, Arizona Department of Weights and Measures
* Ed Stillings, Federal Highway Administration
* Judi Nelson, Arizona State University
\# Stan Belone, Salt River Pima-Maricopa Indian Community

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

CONTACT PERSON:
Dean Giles, MAG, (602) 254-6300.

ON THE MOVE
PARTNERS IN PROGRESS

DRAFT

CONFORMITY ANALYSIS

FOR THE FY 2014-2018 TRANSPORTATION IMPROVEMENT PROGRAM AND THE 2035 REGIONAL TRANSPORTATION PLAN

Executive Summary

DECEMBER 2013

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

EXECUTIVE SUMMARY

This report presents the 2014 MAG Conformity Analysis for the FY 2014-2018 MAG Transportation Improvement Program and the 2035 MAG Regional Transportation Plan. The Maricopa Association of Governments is the designated Metropolitan Planning Organization (MPO) for Maricopa County and portions of Pinal County including Apache Junction, Florence, and Maricopa. As a result of this designation, MAG prepares the Transportation Improvement Program and Regional Transportation Plan, and the associated conformity analyses. The FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan includes an expanded MAG region in 2013. The FY 2014-2018 MAG Transportation Improvement Program serves as a detailed guide for preservation, expansion, and management of public transportation services. The 2035 MAG Regional Transportation Plan covers FY 2014 through FY 2035 providing the blueprint for future transportation investments in the region. The Regional Transportation Plan includes funding for freeways and highways, streets, regional bus and high capacity transit, as well as bicycle and pedestrian facilities, commensurate with available funding. This conformity analysis supports a finding of conformity on the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan for the Maricopa Association of Governments metropolitan planning area.

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

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

Both the MAG Metropolitan Planning Area Boundary and the Sun Corridor Metropolitan Planning Area Boundary include portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area located in Pinal County. Both

nonattainment areas are covered by the boundaries of the two metropolitan planning organizations. Consequently, transportation conformity is required to be demonstrated for both nonattainment areas by both metropolitan planning organizations. Please refer to Figure ES-1.

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

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

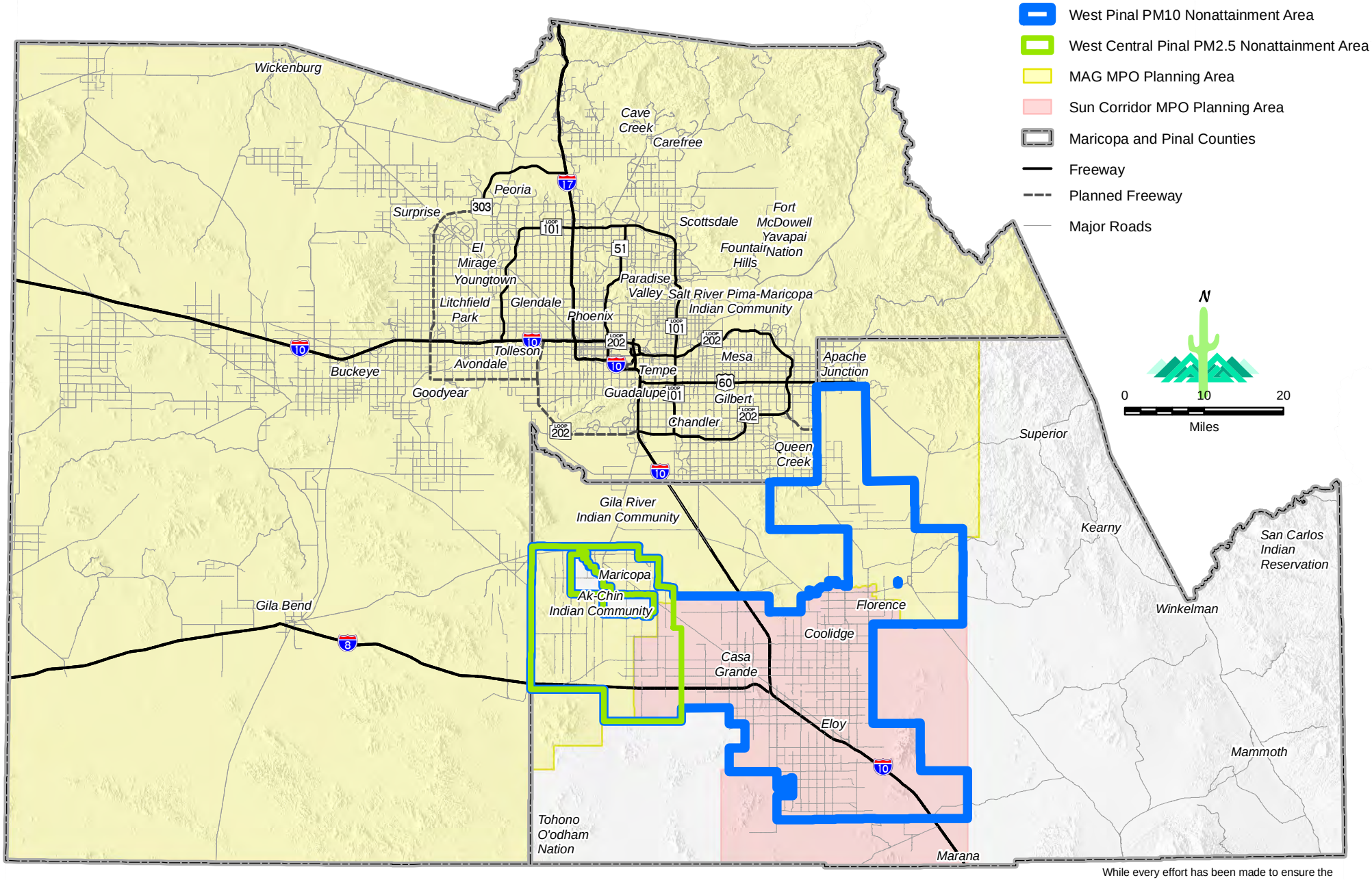
The 2014 MAG Conformity Analysis for the FY 2014-2018 MAG Transportation Improvement Program and the 2035 MAG Regional Transportation Plan includes results of the regional emissions analysis for carbon monoxide, eight-hour ozone, and PM-10 for the Maricopa County region as well as PM-10 for the West Pinal PM-10 Nonattainment Area and PM-2.5 and NOx for the West Central Pinal PM-2.5 Nonattainment Area located in Pinal County. Summarized below are the applicable federal criteria or requirements for conformity determinations, the conformity tests applied, regional emissions analysis results, and an overview of the organization of this report. Figures presenting the conformity test results and transportation control measure funding in the FY 2014-2018 MAG Transportation Improvement Program are provided at the end of the Executive Summary.

CONFORMITY REQUIREMENTS

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

Figure ES-1: MAG and Sun Corridor MPO Planning Areas and Air Quality Nonattainment Areas for the Pinal County Area, Arizona

MARICOPA ASSOCIATION of GOVERNMENTS



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

Source: U.S. Environmental Protection Agency

Date: October 2013

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The conformity rule applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). At this time, portions of Maricopa County are designated as a nonattainment or maintenance area with respect to federal air quality standards for three criteria pollutants, carbon monoxide (CO), eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM-10), and portions of Pinal County are designated as a nonattainment area with respect to PM-10 and particulate matter less than or equal to 2.5 microns in diameter (PM-2.5). Metropolitan transportation plans, programs, and projects in the nonattainment or maintenance areas of both counties must satisfy the requirements of the federal transportation conformity rule. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are:

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

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

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

(4) consultation.

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

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

MARICOPA COUNTY NONATTAINMENT AND MAINTENANCE AREAS

For the Maricopa County nonattainment and maintenance areas, separate tests were conducted for carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), and PM-10. Budget tests were performed for the Maricopa County nonattainment and maintenance areas using EPA approved budgets or budgets found adequate by EPA for transportation conformity purposes. On March 9, 2005, EPA published the final rule in the *Federal Register* approving the MAG 2003 Carbon Monoxide Maintenance Plan, including the conformity budgets, effective April 8, 2005. On June 13, 2012, EPA approved the MAG 2007 Eight-Hour Ozone Plan including the emissions budgets, effective July 13, 2012. In addition, on July 25, 2002, EPA approved the Revised MAG 1999 Serious Area Particulate Plan for PM-10 including the 2006 PM-10 motor vehicle emissions budget, effective August 26, 2002. On September 10, 2013, EPA advised that MAG should include in this conformity analysis the budgets from submitted plans so that an adequacy finding on a submitted SIP does not interfere with the conformity process. In the 2014 MAG Conformity Analysis, MAG conducted the conformity analysis with the budgets from the submitted plans. On December 5, 2013, EPA found the conformity budget in the MAG 2012 Five Percent Plan for PM-10 adequate for transportation conformity purposes, effective December 20, 2013.

Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, eight-hour ozone, and PM-10. For the 2014 MAG Conformity Analysis for the FY 2014-2018 MAG TIP and RTP, the emissions budget test was applied using the approved conformity budgets from the Carbon Monoxide Maintenance Plan. For eight-hour ozone, the emissions budget tests were performed for volatile organic compounds (VOC) and nitrogen oxides (NOx) using the approved conformity budgets from the MAG Eight-Hour Ozone Plan. For PM-10, the emissions budget test was applied using the approved conformity budget from the Serious Area Particulate Plan for PM-10.

Results of the Conformity Analysis

For the 2014 MAG Conformity Analysis, a regional emissions analysis was conducted for carbon monoxide, the eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and PM-10 for the years: 2015, 2025, and 2035. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started on September 29, 2013. The major conclusions of the 2014 MAG Conformity Analysis are:

- For carbon monoxide, the total vehicle-related emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis years 2015, 2025, and 2035 are projected to be less than the approved 2015 emissions budget. The applicable conformity test for carbon monoxide is therefore satisfied. The results of the regional emissions analysis for carbon monoxide are presented in Figure ES-2.

- For eight-hour ozone, the total vehicle-related volatile organic compound and nitrogen oxide emissions associated with implementation of the TIP and Regional

Transportation Plan for the analysis years of 2015, 2025, and 2035 are projected to be less than the approved 2008 emissions budgets. The applicable conformity tests for eight-hour ozone are therefore satisfied. The results of the regional emissions analysis for eight-hour ozone are presented in Figures ES-3 and ES-4.

- For PM-10, the total vehicle-related emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis years of 2015, 2025, and 2035 are projected to be less than the approved 2006 emissions budget and less than the adequate 2012 emissions budget. The conformity test for PM-10 is therefore satisfied. The results of the regional emissions analysis for PM-10 are presented in Figure ES-5.

- A review of the implementation status of TCMs in applicable air quality plans has indicated that the TIP and Regional Transportation Plan will provide for the timely implementation of the TCMs and there are no obstacles to the implementation of any TCM. The current status of TCMs identified in applicable air quality implementation plans is documented in Chapter 5 of this report. Figure ES-6 presents the total funding programmed in the TIP for transportation projects and programs that implement transportation control measures and other air quality measures.

- Consultation has been conducted in accordance with federal requirements.

Figure ES-2: Carbon Monoxide Results for Conformity Budget Test
Maricopa County Nonattainment and Maintenance Areas

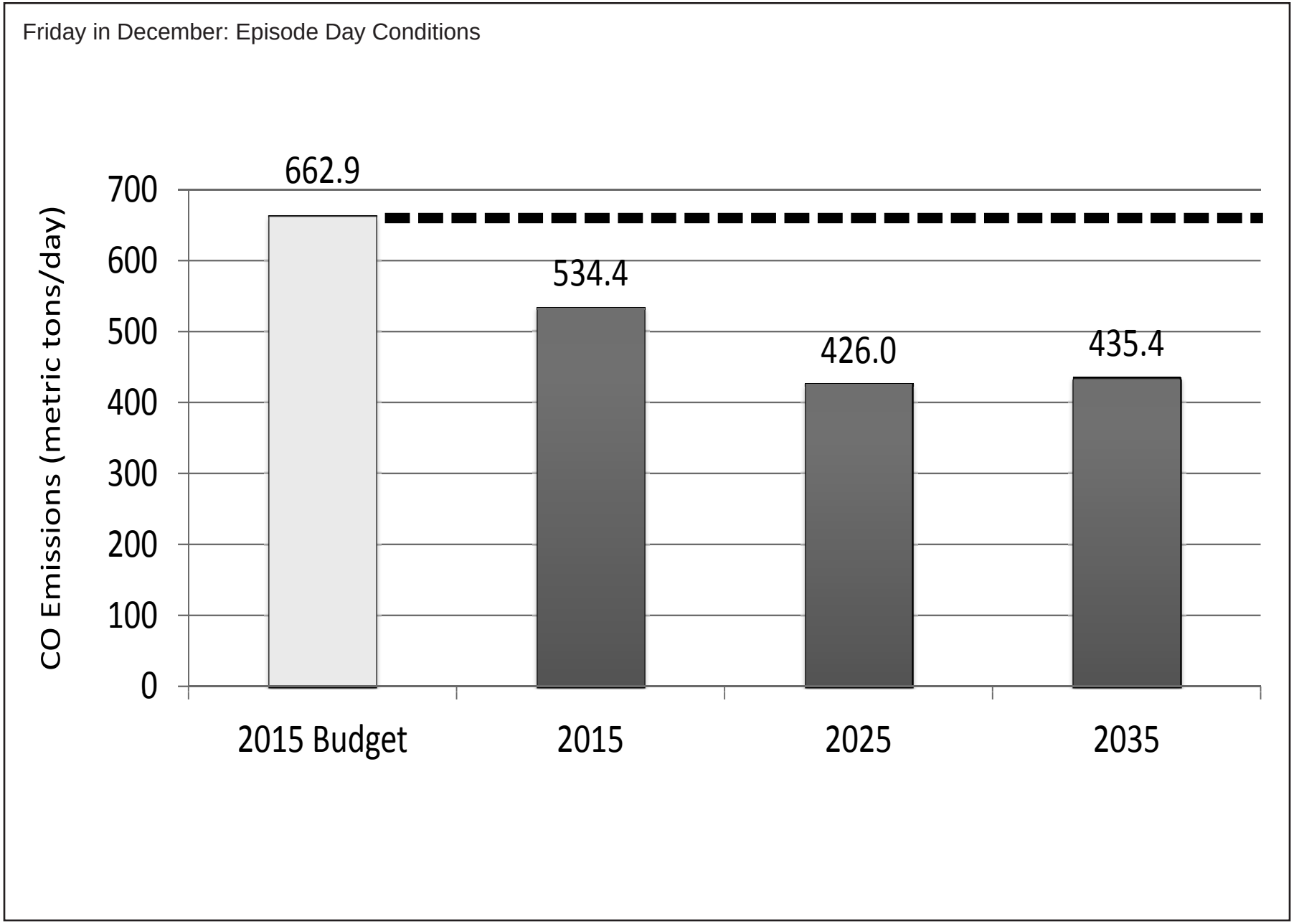


Figure ES-3: Eight-Hour Ozone: Volatile Organic Compounds (VOC) Results for Conformity Budget Test
Maricopa County Nonattainment and Maintenance Areas

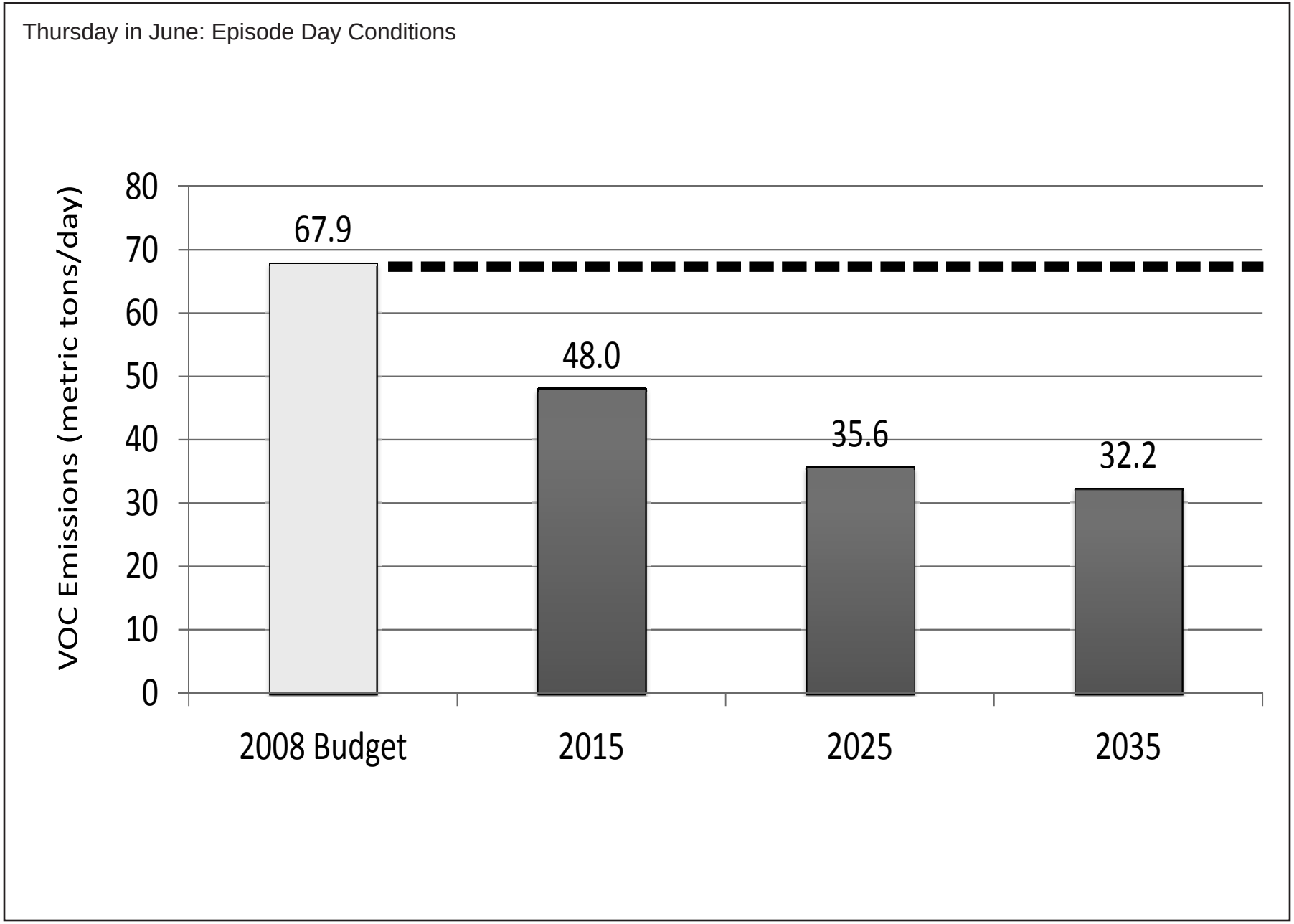


Figure ES-4: Eight-Hour Ozone: Nitrogen Oxides (NOx) Results for Conformity Budget Test
Maricopa County Nonattainment and Maintenance Areas

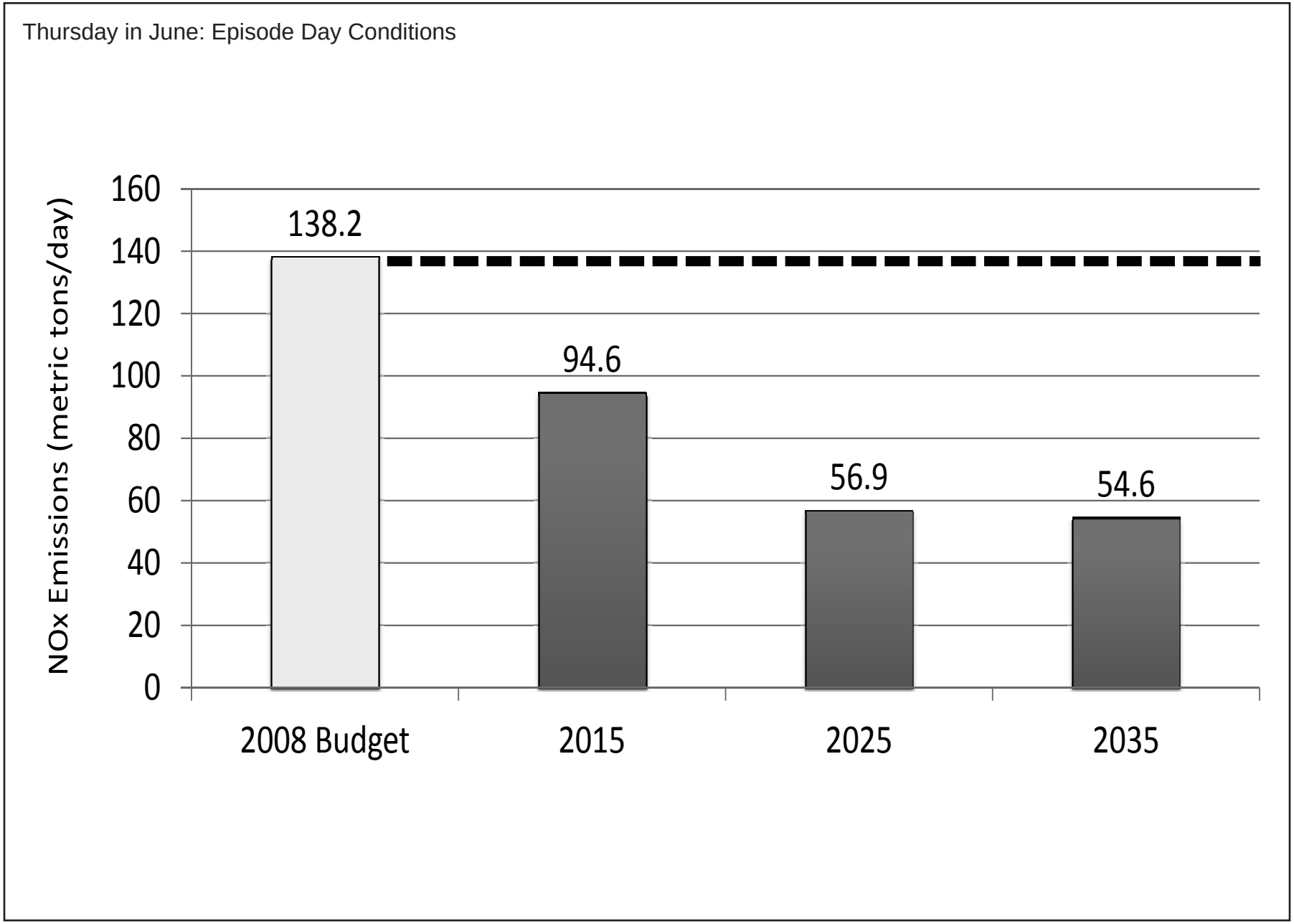
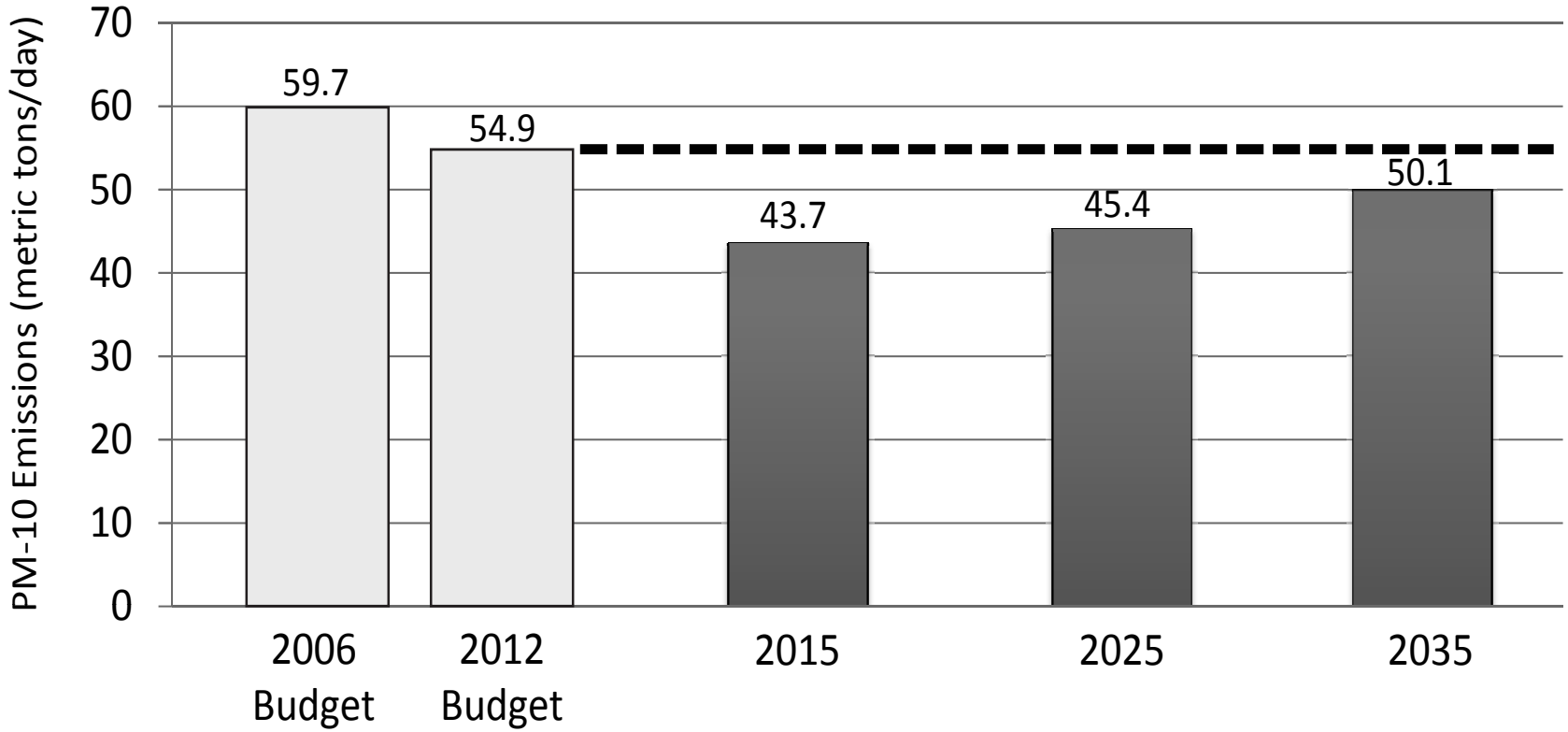


Figure ES-5: PM-10 Results for Conformity Budget Test

Maricopa County Nonattainment and Maintenance Areas

Annual Average Day Conditions

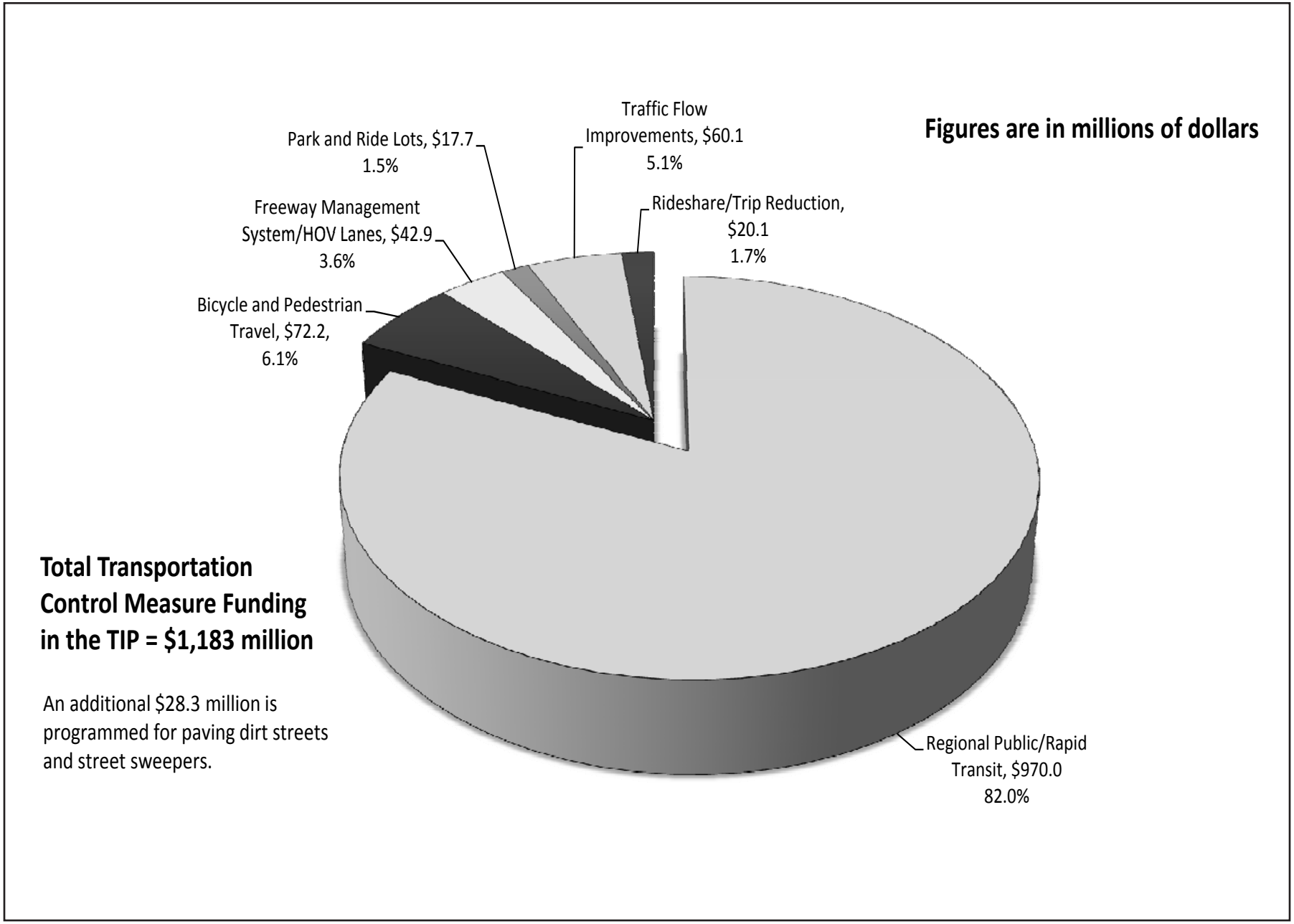


The EPA adequacy finding on the 2012 conformity budget in the MAG 2012 Five Percent Plan for PM-10 does not supersede EPA's approval of the 2006 conformity budget in the approved Revised MAG 1999 Serious Area Particulate Plan for PM-10. As a practical matter, however, the budget in the Five Percent Plan for PM-10 will be controlling because it is a lower value.

Sources: Adequacy Status of Motor Vehicle Emissions Budget in Submitted State Implementation Plan Maricopa County PM-10 Nonattainment Area, *Federal Register,* December 5, 2013, Vol. 78, No. 234, p. 73188.

November 22, 2013 EPA Letter on Adequacy Finding for Maricopa County PM-10 Nonattainment Area.

Figure ES-6: Transportation Control Measure Funding in the FY 2014-2018 MAG Transportation Improvement Program



PINAL COUNTY NONATTAINMENT AREAS

For the Pinal County nonattainment areas, there are no adequate or approved motor vehicle emissions budgets for conformity. Therefore, the conformity interim emissions tests were applied. The build/no-build tests were conducted for PM-10 for the West Pinal PM-10 Nonattainment Area and for PM-2.5 and NOx for the West Central Pinal PM-2.5 Nonattainment Area for the analysis years of 2015, 2025, and 2035. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule and summarized in this document.

For PM-10, for each analysis year the projected emissions for the build scenario are not greater than the projected emissions for the no-build scenario. Since the PM-10 emissions predicted for the build scenarios are not greater than the PM-10 emissions predicted for the no-build scenarios, the conformity interim emission test is satisfied. It is also reasonable to expect the build emissions would not exceed the no-build emissions for the time periods between the analysis years. The results of the regional emissions analysis for PM-10 are presented in Figure ES-7.

For PM-2.5, for each analysis year the projected emissions for the build scenario are not greater than the projected emissions for the no-build scenario. Since the PM-2.5 emissions predicted for the build scenarios are not greater than the PM-2.5 emissions predicted for the no-build scenarios, the conformity interim emission tests are satisfied. It is also reasonable to expect the build emissions would not exceed the no-build emissions for the time periods between the analysis years. The results of the regional emissions analysis for PM-2.5 are presented in Figure ES-8.

For NOx, for each analysis year the projected emissions for the build scenario are not greater than the projected emissions for the no-build scenario. Since the NOx emissions predicted for the build scenarios are not greater than the NOx emissions predicted for the no-build scenarios, the conformity interim emission tests are satisfied. It is also reasonable to expect the build emissions would not exceed the no-build emissions for the time periods between the analysis years. The results of the regional emissions analysis for NOx are presented in Figure ES-9.

Figure ES-7: PM-10 Results for Conformity Interim Emission (Build/No-Build) Test
Pinal County PM-10 Nonattainment Area

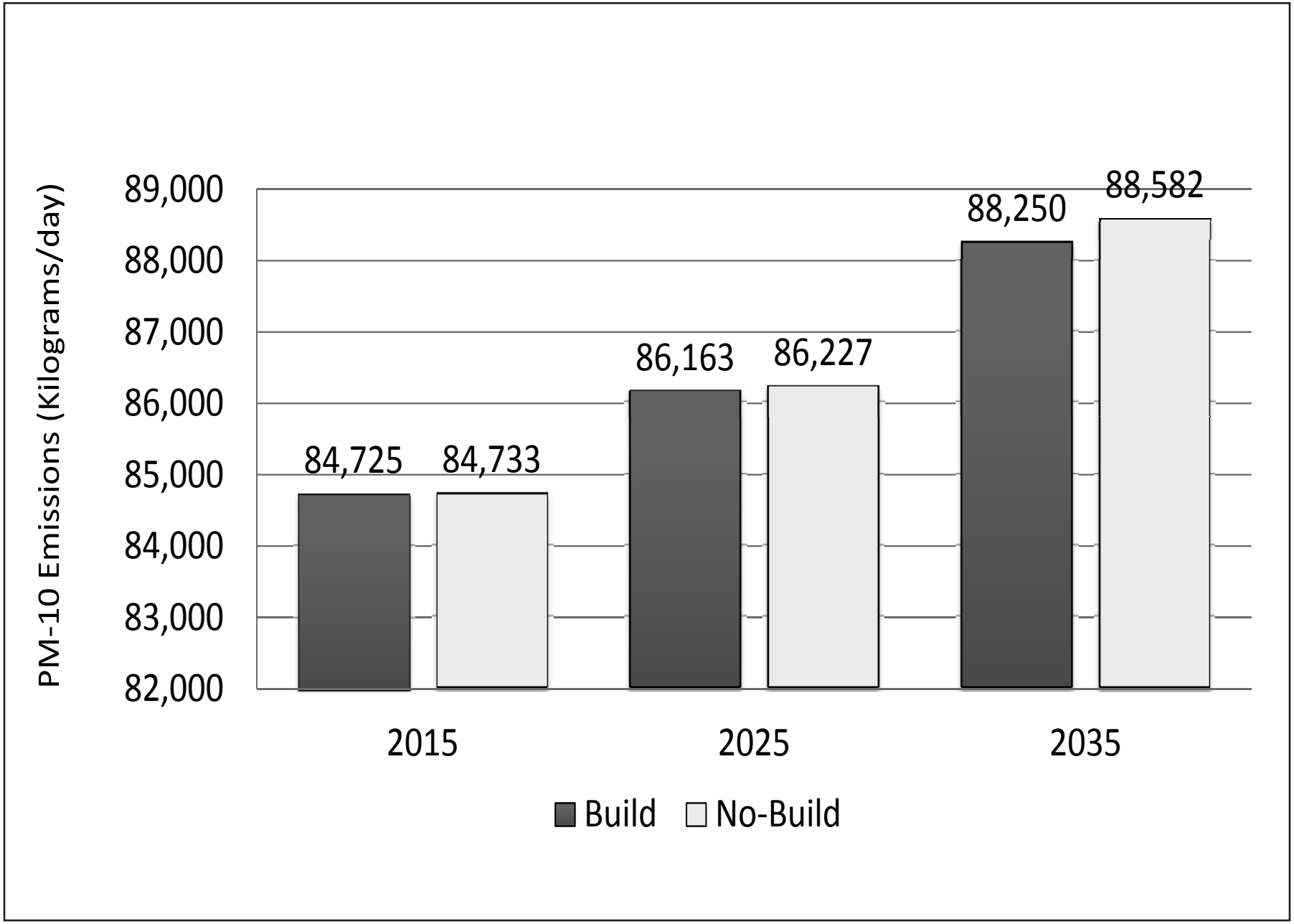


Figure ES-8: PM-2.5 Results for Conformity Interim Emission (Build/No-Build) Test
Pinal County PM-2.5 Nonattainment Area

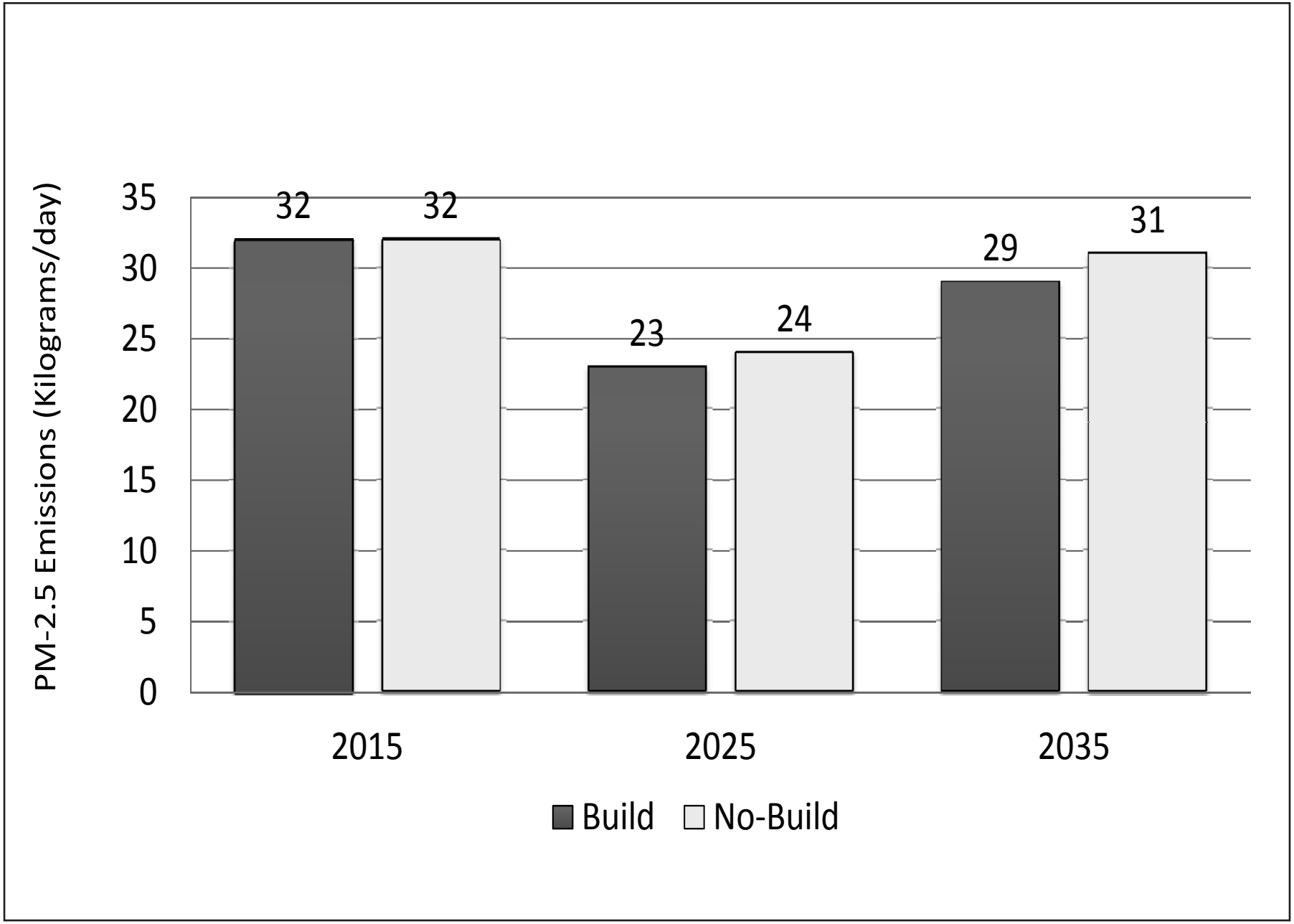
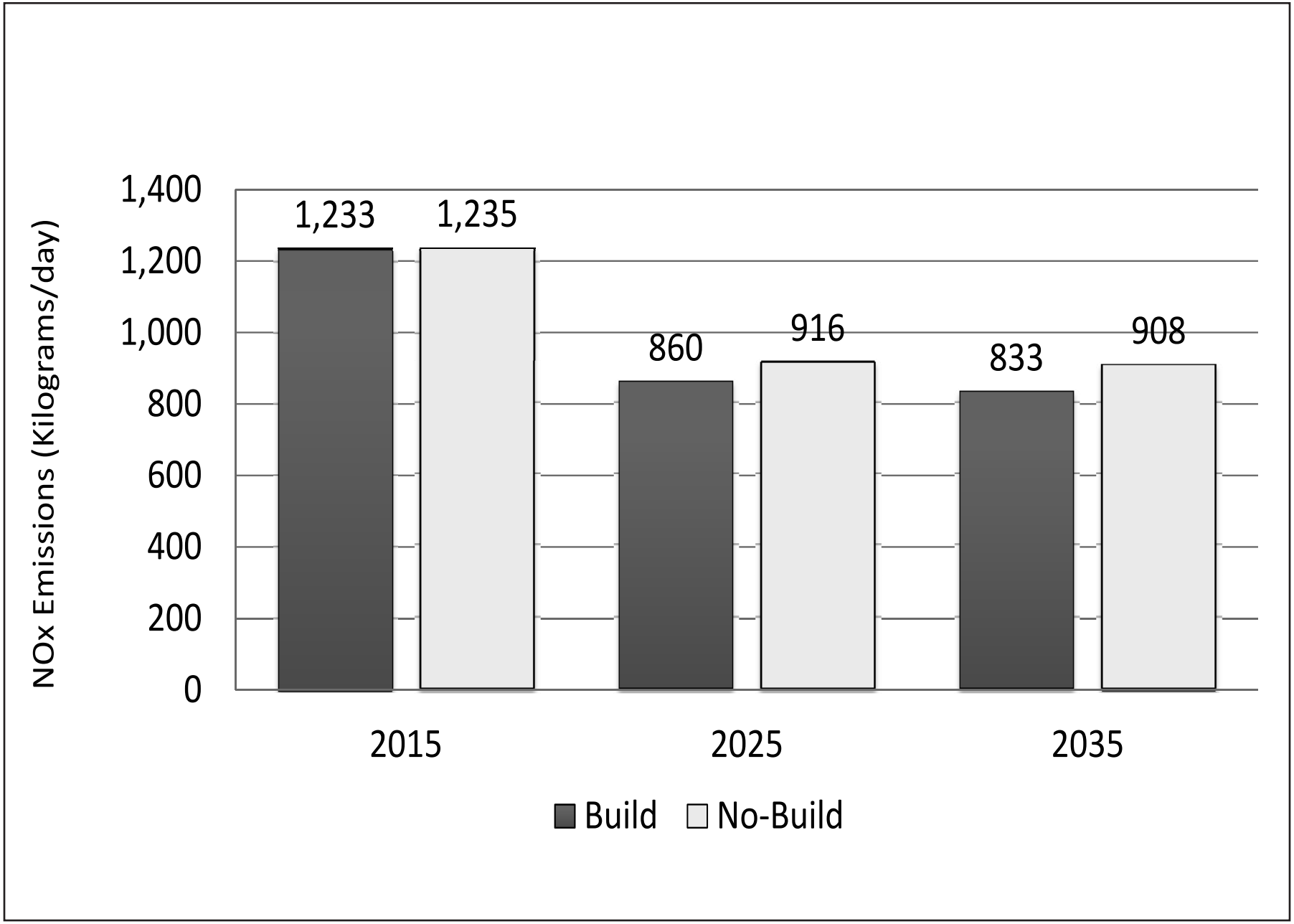


Figure ES-9: NOx Results for Conformity Interim Emission (Build/No-Build) Test
Pinal County PM-2.5 Nonattainment Area



REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable federal and state conformity rules and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions. Chapter 3 includes a summary of the transportation model characteristics, key socioeconomic data, and other data related to the land use and transportation system forecasts, and Chapter 4 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 5 contains the documentation required under the federal transportation conformity rule for transportation control measures. The results of the conformity analysis for the MAG FY 2014-2018 Transportation Improvement Program and 2035 MAG Regional Transportation Plan and the new Pinal County nonattainment areas are provided in Chapter 6.

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

Agenda Item #5I

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Status Update on the June 30, 2013 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2013

SUMMARY:
The accounting firm of CliftonLarsonAllen LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2013. An unmodified audit opinion was issued on November 18, 2013, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance, with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2013 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2013 CAFR, this would be the agency's 16th consecutive award.

PUBLIC INPUT:
None has been received.

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: CliftonLarsonAllen, LLP conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. For the year ended June 30, 2013, the audit report indicates that MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

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

ACTION NEEDED:
Acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2013.

PRIOR COMMITTEE ACTIONS:
On January 21, 2014, the MAG Regional Council Executive Committee recommended acceptance.

MEMBERS ATTENDING

* Mayor Scott Smith, Mesa, Chair
Mayor Michael LeVault, Youngtown, Vice Chair
Mayor W.J. "Jim" Lane, Scottsdale, Treasurer
* Mayor Gail Barney, Queen Creek
Mayor Marie Lopez Rogers, Avondale
Mayor Lana Mook, El Mirage
Mayor Greg Stanton, Phoenix

* Not present
# Participated by video or telephone conference call

On January 8, 2014, the MAG Management Committee recommended acceptance.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

CONTACT PERSON:
Rebecca Kimbrough, MAG, (602) 254-6300

DRAFT
RESOLUTION OF SUPPORT
FOR EXTENDING THE BORDER ZONE IN ARIZONA

WHEREAS, the regional planning agencies throughout Arizona, including the Central Arizona Governments (CAG), Central Yavapai Metropolitan Planning Organization (CYMPO), Flagstaff Metropolitan Planning Organization (FMPO), Maricopa Association of Governments (MAG), Northern Arizona Council of Governments (NACOG), Pima Association of Governments (PAG), SouthEastern Arizona Governments Organization (SEAGO), Western Arizona Council of Governments (WACOG), and Yuma Metropolitan Planning Organization (YMPO), and other regional planning agencies and Native American Communities that may wish to join in this effort, hereafter referred to as the Regional Planning Agencies, desire to advocate for the extension of the authorized border zone for Border Crossing Cards (BCC) to include all of Arizona, and for the streamlining of the Mexican Visa process; and

WHEREAS, Mexican visitors traveling into the United States through the land border ports of entry use the Border Crossing Card, which allows for frequent, low-risk Mexican citizens to visit border communities for a period of up to 30 days, and remain within the "border zone," which is no more than 25 miles beyond the border, and 75 miles if entering through selected ports in Arizona, limiting the opportunity for tourism and economic development throughout our state; and

WHEREAS, the proposed border zone extension would allow BCC holders to travel to world-class destinations such as the Grand Canyon – one of the Seven Natural Wonders of the World – and other state and federal parks, stimulating tourism throughout Arizona, and expanding the travel zone to include these tourist destinations will translate into greater economic benefits from residents from Mexico traveling to Arizona for leisure, shopping, conducting business, and visiting family; and

WHEREAS, it is estimated that $7.3 million is spent each day in Arizona by Mexican visitors, and more than 65,000 Mexican residents travel to Arizona each day for business, leisure and recreation; and

WHEREAS, Mexico is the 14th largest economy according to the International Monetary Fund, a member of the G-20 economies, and the 11th most populous country, with 17 percent of Mexico's population of 112 million inhabitants joining the middle class in the last decade, representing market opportunities for U.S. exports-oriented industries; and

WHEREAS, at the peak of the economy in 2007-08, 24 million Mexican visitors came to Arizona and spent $2.7 billion, creating 23,400 direct jobs and an additional 7,000 indirect jobs in Arizona. In 2011, 157,700 jobs were related directly to domestic and international tourism in Arizona, and when combined with indirect employment generated by tourism, the figure almost doubles to 300,000 jobs; and

WHEREAS, in the spirit of the 2012 Executive Order, the proposed extension of the border zone in Arizona will provide significant economic benefits to many communities, especially in rural Arizona, while maintaining ample safeguards to prevent undocumented entry into the United States, and

WHEREAS, due to the necessity to act immediately, the Regional Planning Agencies noted in this resolution have signed with the understanding that other governmental and nonprofit economic development organizations will be joining in supporting this resolution:

NOW, THEREFORE, BE IT RESOLVED BY THE REGIONAL PLANNING AGENCIES as follows:

That it is the intent of the respective Regional Planning Agencies to work cooperatively to jointly advocate to the Arizona Congressional Delegation and the Department of Homeland Security for the extension of Arizona's border zone, authorized for holders of Border Crossing Cards, to include the entire state of Arizona, and to jointly support the streamlining of the Mexican visa process to be more effective in enabling both business travelers and tourists to cross the border.

PASSED, ADOPTED AND APPROVED BY THE REGIONAL PLANNING AGENCIES OF CENTRAL ARIZONA ASSOCIATION OF GOVERNMENTS, CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION, FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION, MARICOPA ASSOCIATION OF GOVERNMENTS, NORTHERN ARIZONA ASSOCIATION OF GOVERNMENTS, PIMA ASSOCIATION OF GOVERNMENTS, SOUTHEASTERN ARIZONA GOVERNMENTS ORGANIZATION, WESTERN ARIZONA COUNCIL OF GOVERNMENTS, AND YUMA METROPOLITAN PLANNING ORGANIZATION, ON THE DATES PROVIDED BELOW.

ATTEST:

Tom Rankin, Chair
CAG Regional Council
Mayor, Town of Florence

Date

Kenneth Hall
CAG Executive Director

Darryl Croft, Chair
CYMPO Executive Board
Vice Mayor, Town of Chino Valley

Date

Christopher Bridges
CYMPO Administrator

Mark Woodson, Vice-Chair
FMPO Executive Board
Councilmember, City of Flagstaff

October 1, 2013
Date

David Wessel
FMPO Manager

Scott Smith, Chair
MAG Regional Council
Mayor, City of Mesa

Date

Dennis Smith
MAG Executive Director

Wade Carlisle, Chair
NACOG Regional Council
Councilman, City of Holbrook

Date

Chris Fetzer
NACOG Executive Director

Jonathan Rothschild, Chair
PAG Regional Council
Mayor, City of Tucson

Date

Cherie Campbell
PAG Acting Executive Director

Rudy Molera, Chair
SEAGO Executive Board
County Supervisor, Santa Cruz

Date

Randy Heiss
SEAGO Executive Director

Tony Reyes, Chair
WACOG Executive Board of Directors
County Supervisor, Yuma

Date

Brian H. Babiars
WACOG Executive Director

Greg Ferguson, Chair
YMPO Executive Board
Supervisor, Yuma County

22 AUGUST 2013

Date

Charlene FitzGerald
YMPO Executive Director

MEXICAN VISITORS - FACT SHEET

- Visa holders who wish to use the Border Crossing Card as a B1/B2 visa to travel outside the "border zone," and/or who are staying longer than 30 days in the United States, must complete a Form I-94 and then be processed through the Office of Biometric Identity Management (OBIM) utilizing biometric procedures in secondary inspection areas at the land border ports of entry at the time of their crossing, and according to the Department of Homeland Security the OBIM is "an interim solution for the land border while the Department explores a long-term solution to record the entry and exit of visitors crossing our land border ports of entry."

- The elimination of the requirement of an I-94 form, or the streamlining of the entire Mexican visa process to eliminate the need for the OBIM biometric procedures in secondary inspection areas for BCC holders traveling anywhere in Arizona would also decrease the administrative workload for Customs and Border Protection (CBP) officers at the Arizona ports of entry, allowing CBP to focus resources on those who may pose a higher risk, improving security, reducing border wait times, and increasing efficiency at land border crossings.

- Tourism is one of the largest industries in Arizona and tourists from Mexico are critically important to the Arizona economy, according to the Arizona Lodging and Tourism Association.

- According to the municipality of Cajeme, Obregon, Sonora, tourism is one of the top developing engines in Sonora and is expected to have a potential market of 4.3 million Mexican tourists by 2030.

- The Regional Planning Agencies jointly recognize the economic power of the tourism industry due to its positive influence for every resident and business in Arizona.

- Tourism is an export-related activity bringing new monies to the region spent in tourism-sensitive sectors and on retail-exports. Tourism and export promotion have become a national focus through the National Export Initiative and the Travel Promotion Act signed into law in 2010 to enhance economic growth and job creation through the promotion of exports and inbound tourism.

- Mexico represented an impressive 21 percent of all inbound international arrivals to the United States with over 12.7 million arrivals in 2012 and was the second largest tourist-generating country after Canada, according to data from the U.S. Department of Commerce's Office of Travel and Tourism Industries.

- Legal entry of Mexican residents and goods is an essential element of Arizona's economy, with Mexico being the largest bilateral trading partner with Arizona, and the second largest in the U.S., accounting for an estimated $30 million in two-way trade between Arizona and Mexico each day, and reaching a record high of $1.3 billion per day in two-way trade between the U.S. and Mexico.

- According to the Greater Phoenix Convention and Visitors Bureau, the Mexico driving market represents the number one method of visiting Arizona and the most important market, with most of the visitors being from the middle class who spend weekends in Arizona with their families shopping and dining.

- The economic contribution of spending by Mexican visitors in Arizona has continued to grow over the decades. The economic impact of Mexican visitors increased from $688.3 million in spending and 12,407 total jobs in 1991, to $962.9 million in spending and 35,179 total jobs in 2001.

- The 2012 Executive Order signed by President Obama "Establishing Visa and Foreign Visitor Processing Goals and the Task Force on Travel and Competitiveness," was ordered to "enable us [United States] to better capitalize on the economic opportunities presented by a dynamic 21st century travel and tourism industry" (Executive Order January 2012).

Agenda Item #6A

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

DATE:
January 22, 2014

SUBJECT:
FY 2014 MAG Final Phase Public Input Opportunity

SUMMARY:
The Maricopa Association of Governments (MAG) typically conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2014 Final Phase Input Opportunity provided final opportunity for input on the Draft FY 2014-2018 Transportation Improvement Program (TIP), FY 2014 Transit Listing of Projects, Draft 2035 Regional Transportation Plan and Draft FY 2014 MAG Conformity Analysis. The phase culminated with a Final Phase Public Hearing. Written responses to comments made during the phase are included in Section II of the Draft FY 2014 Final Phase Input Opportunity Report.

PUBLIC INPUT:
Input received during the Final Phase Input Opportunity is included in the attached Draft FY 2014 Final Phase Input Opportunity Report.

PROS & CONS:
PROS: The FY 2014 Final Phase Public Input Opportunity provides an opportunity for the public to provide final comment on draft transportation plans and programs prior to approval by MAG policy committees, in accordance with federal law. The input process also provides information regarding the meeting process, content, and results to participants, staff, decision makers, federal agencies and other interested parties.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: This input will be considered in the development of the Draft FY 2014-2018 Transportation Improvement Program.

POLICY: The Final Phase process fulfills both the federal requirements and MAG policy, while the report conveys these results to policymakers. In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accord with new federal guidelines.

ACTION NEEDED:
Acceptance of the Draft FY 2014 MAG Final Phase Input Opportunity Report.

PRIOR COMMITTEE ACTIONS:
This item is on the January 29, 2014, Transportation Policy Committee agenda for action.

On January 8, 2014, the MAG Management Committee recommended acceptance of the Draft FY 2014 MAG Final Phase Input Opportunity Report.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
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Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
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Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

CONTACT PERSON:
Jason Stephens, MAG Public Involvement Planner, (602) 254-6300.

DRAFT

FY 2014 FINAL PHASE INPUT OPPORTUNITY REPORT

JANUARY 2014

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

Maricopa Association of Governments (MAG)
302 North First Avenue, Suite 300
Phoenix, Arizona 85003
Telephone: (602) 452-5004
Fax: (602) 254-6490
E-mail: jstephens@azmag.gov
Contact Person: Jason C. Stephens

Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. MAG also partners with ADOT and Valley Metro when/where possible to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was passed on July 6, 2012. The new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21) continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

MAG has a four-phase public involvement process as outlined in the MAG Public Participation Plan. The Final Phase input opportunity provides for final input on the Draft FY 2014-2018 Transportation Improvement Program (TIP), and input on projects included in the Draft 2035 Regional Transportation Plan. This input report will be presented to MAG policy committees for review and consideration prior to action.

INPUT OPPORTUNITIES

During the Final Phase Input Opportunity, MAG obtains input in a variety of ways including, but not limited to: public hearings, small and large group presentations, committee meetings, telephone, website and e-mail correspondence. A summary of the input received during the FY 2014 Final Phase Input Opportunity is included in this report.

All meetings/presentations/events are scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials, such as large print and Braille and FM/Infrared Listening Devices, are available upon request.

SUMMARY OF INPUT

A summary of input gathered during the FY 2014 Final Phase Input Opportunity is included below:

- The design of Loop 202 through Laveen and Ahwatukee and west Phoenix needs to be changed.
- One of the big things we need is more money in work force development.
- The fact that the plan funnels everything downtown affects wealth as well as jobs.
- Part of the problem is the federal government.
- Using arterial money to fund 80 percent of light rail creates a lot more congestion and pollution.
- We need to have some hallmark program. We need to take freight and people and bring them into Hance Park or Downtown Depot and have it elevated and have it fast.
- The road between Phoenix and Tucson needs to be a hallmark project. There are too many terrible accidents and that can be fixed if we work on it.
- We need to look at our high concentration around the Broadway curve and use Grand Avenue better. Using and getting better transportation from the west side and Grand Avenue would help that.
- More funding for Trip Reduction and Telework programs is good.
- The more that we can do to find people that love to go by alternative means helps out with air quality.
- Let's use more flexible rapid buses, more like the Link, that has more limited stops and faster.
- They have got the right signage, for example, off the rail over to catch the Link.
- We need more (transit service) , probably more funding, and certainly better service regionally.
- There are different cab coupon programs, some use debit card system. Phoenix is still using the coupon tickets. It's so complicated from one area to another. It would be really nice if someday we can equalize things across the borders.

- It's very important to send a message that you are serious about mass transit and cutting down on the air quality.

- Having good regional public transportation is very important for the disability community.

- Our Valley very much needs the air quality improvement that public transit can do. And light rail isn't any good unless you have a good bus system that connects people, because people don't necessarily live on the light rail.

- Dial-a-Ride has actually gotten worse since we passed that Regional Transportation Plan.

- The Dial-A-Ride and bus and light rail are really voluntary forms of transportation for people without disabilities. For people with disabilities, it's vital for them to get around.

- The more we use public transportation, the better our air quality is going to be.

- It would be very nice in Scottsdale, to be able to go straight down on Hayden, 64th Street, one of those streets, and have a Park and Ride that you could get onto the light rail with, so that you could go downtown.

- Any cut to public transit is an extremely short-sighted and unfortunate move, due to the fact that a lot of people are moving to the Valley that will need and choose to use public transit.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was passed on July 6, 2012. The new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21) will continue to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

> The MAG process for public involvement receives public opinion in accordance with federal requirements and provides opportunities for early and continuing involvement in the transportation planning and programming process.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the MAG Regional Council, in December 2006, approved a Public Participation Plan to guide the MAG public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6*). The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2014 Final Phase Input Opportunity was conducted in November, 2013. The Final Phase process provides for final input on plan analysis for the Draft TIP and Draft Plan, and includes a public hearing on regional transportation issues. The purpose of this document, the *FY 2014 Final Phase Input Opportunity Report,* is to provide information about the outreach conducted during this phase and to summarize the results of the input received.

The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity are included in this report. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC). During this phase, all comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 hours.

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (SHIP) were on different schedules–which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (*See page 7.*)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning. This plan also conforms to guidelines delineated in MAP-21.

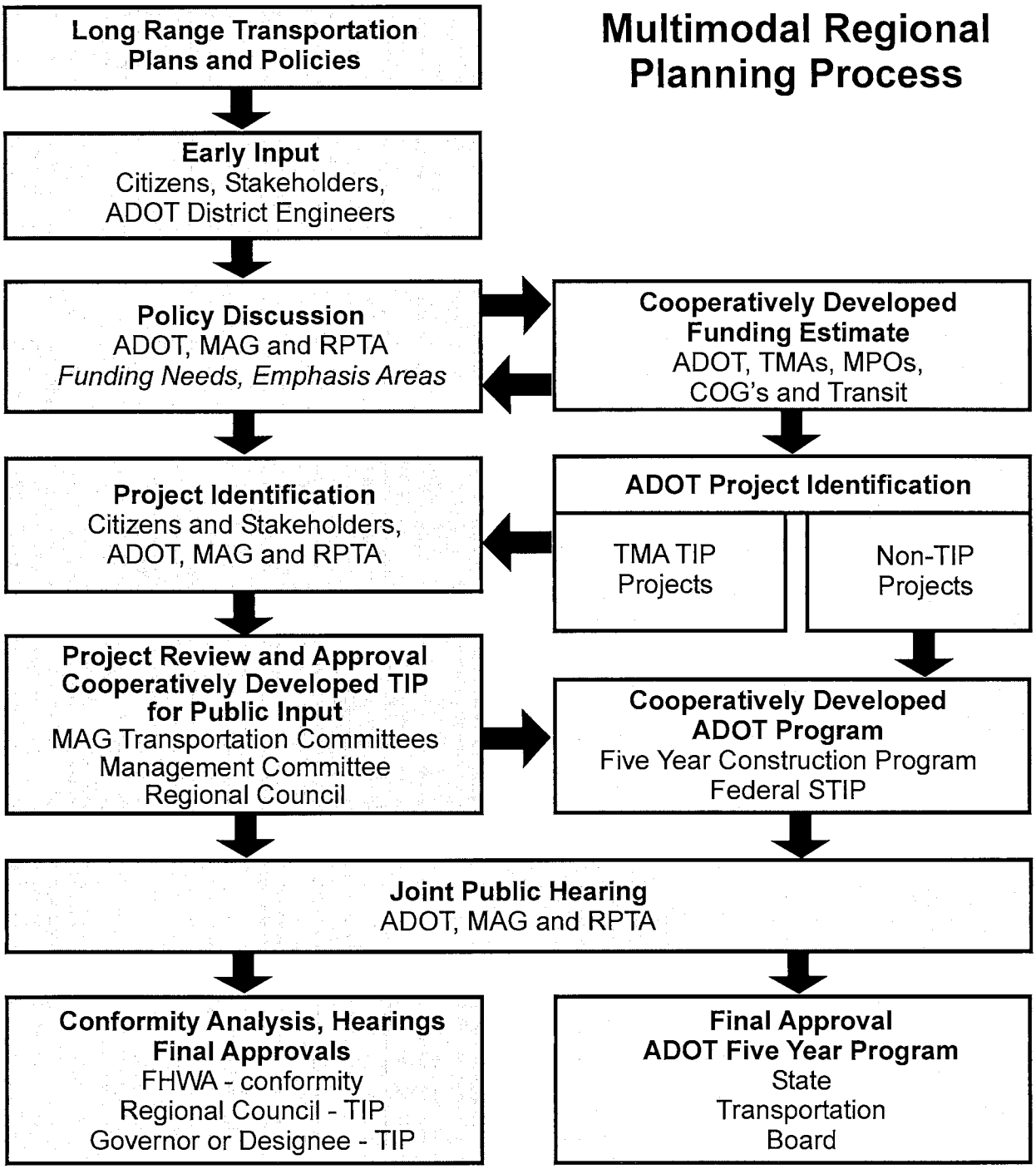

Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

* **TMA:** Transportation Management Area
* **FHWA:** Federal Highway Administration
* **RPTA:** Regional Public Transportation Authority
* **COG:** Council of Governments
* **MPO:** Metropolitan Planning Organization

Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves

- One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

The public is informed of Final Phase public involvement events through a variety of methods. For the FY 2014 Final Phase Input Opportunity, MAG announced the public hearing with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as with display advertisements in *The Arizona Republic*, *Arizona Informant* and *Prensa Hispana*. A postcard notice was also sent to approximately 20 regional libraries throughout the Valley. Each library was sent 20 postcards.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of meetings/presentations/events. Activities included:

- Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, all comments/suggestions/questions are responded to at the time of the interaction or within 48 hours.

- Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.

- Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.

- Continued involvement with the Citizens Transportation Oversight Committee (CTOC).

- Partnership in special events including MAG, ADOT, Valley Metro and METRO, where and when possible. All comments/suggestions/questions received during these special events are responded to on-site or within 48 hours.

- Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at www.azmag.gov The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to jstephens@azmag.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities that make up its membership.

II. PUBLIC HEARING COMMENTS AND RESPONSES

INTRODUCTION

This section includes written and oral comments received during the Final Phase input opportunity. In some cases, comments listed below are summarized and not taken verbatim.

COMMENTS RECEIVED DURING FINAL PHASE PUBLIC HEARING ON MONDAY, NOVEMBER 25, 2013.

Comments from Walt Gray, Valley Resident

Comment: I'm still hopeful that will change the design of Loop 202 through Laveen, Ahwatukee and west Phoenix.

Response: The design features of Loop 202/South Mountain Freeway have been identified in the Environmental Impact Statement (EIS) for the corridor. The EIS process included an analysis of alternatives and considered a broad range of factors, including, but not limited to:

- Overall transportation needs as identified in the Regional Transportation Plan.
- Established long-range planning goals.
- Environmental and societal impacts and the ability to mitigate impacts.
- Traffic operations and performance.
- Project costs and impact on regional funding resources.
- Public input and resolutions passed by local governments.

A Draft EIS for the Loop 202/South Mountain Freeway corridor has been completed and public hearings and other meetings on the document have been held. ADOT and FHWA are currently reviewing all comments received during the Draft EIS public comment period, which closed on July 24, 2013. During this period, over 8,000 comments were received from the public, stakeholders and interested agencies. The Final EIS and a Record of Decision are expected in mid-to-late 2014.

Comment: The economic development I hope that you will recommend to the mayors and to all the cities within the MAG region, that one of the big things we need is more money in work force development. And that needs to come from the city budgets as well as the community college budget and from the state.

Response: Recognizing the importance of economic development in the region, in 2010 MAG formed the Economic Development Committee (EDC). The role of the EDC is to assist in providing a greater focus on the impact on the economy by such things as transportation planning, education and housing within the MAG region and planning process. The major strength of the EDC is beginning the discussions and building relationships among MAG member agencies and outside organizations to develop plans for economic-type issues. The EDC also provides a valuable link between economic development and infrastructure in the MAG region through the MAG Transportation Policy Committee. One of the overall goals of this project is to foster enhanced communication, coordination and consistency between the goals and policies of regional transportation plans and economic development strategies among economic development and planning leaders. The EDC addresses concepts that coordinate a regional approach to business growth and job creation in the MAG region. The EDC consists of 26 members and includes 14 MAG member agency elected officials appointed by the MAG Regional Council, including the Central City, Maricopa County, six West Valley, and six East Valley representatives. The committee also includes 11 business representatives and one representative from the Arizona Department of Transportation.

Comment: I think one of the great fallacies of the plan right now is that everything gets funneled downtown. And that affects wealth as well as jobs.

Response: The Draft 2035 Regional Transportation Plan (RTP) is multi-modal and addresses transportation needs over the entire MAG area. The freeway/highway component represents one of the major elements in the RTP and includes corridors that serve not only the Central Phoenix downtown area, but also provide accessibility throughout outer parts of the region. The freeway/highway network includes a number of circumferential corridors that provide accessibility in the East Valley (Red Mountain and Santan Freeways), the Central Area (Pima, Agua Fria and South Mountain Freeways) and the West Valley (Loop 303 Freeway). The accessibility provided by these corridors enhances economic development and job growth opportunities throughout the MAG area.

The arterial street system is another vital element of the regional transportation network, providing the region with a high level of accessibility and mobility, complementing the regional freeway system and serving automobile traffic, transit, bicycle and pedestrian traffic. The arterial street system serves both established central downtown areas and areas outside the central core. The arterial street network will continue to be expanded and improved to support the functioning of the regional transportation system throughout the entire MAG region. The Regional Transportation Plan identifies a long-range regional arterial grid system that provides for access to existing, as well as newly developing areas in the region.

The Draft 2035 RTP also includes a regional transit network that encompasses all transit modes in the region. The transit network consists of multiple components, including bus operations, paratransit, and high capacity transit/light rail transit (LRT). These services are layered to make up the total transit network the provides service throughout the MAG region. The bus network consists of local bus service, circulators, RAPID/Express, limited, LINK and rural bus service. Bus service addresses a range

of trip needs and is focused on a grid system that provides service to a wide area. Paratransit service includes various types of passenger transportation that is more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes Dial-a-Ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling. High Capacity Transit (HCT) provides high-capacity regional access, and introduces a time-saving element by operating solely in an exclusive guideway. While HCT is currently focused on the Central Phoenix downtown area, it provides higher-speed, high-volume commuter or regional access, which can enhance economic development and job growth opportunities throughout the MAG area.

Comments from Dianne Barker, Valley Resident

Comment: I see that part of the problem is the federal government. I was thinking, you know, with this lawsuit that, if they came in and actually did a transportation program in January, you know, maybe it would help us out with some air quality. But they are using arterial money to fund 80 percent of that great light rail. And that has created a lot more congestion and pollution.

Response: On January 30, 2013, the MAG Regional Council approved a major amendment to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update to add a 1.9-mile segment to the light rail transit (LRT) system, extending from Mesa Drive to Gilbert Road on Main Street in Mesa. This action was taken after the required agency consultation was conducted. On March 27, 2013, after the completion of air quality conformity analysis, the Regional Council approved $153 million in funding for the project through the transfer of Federal STP funds from sixteen Arterial Life Cycle Program projects. The Gilbert Road LRT extension is forecast to significantly increase ridership on light rail by extending the end of line to Gilbert Road. Gilbert Road provides better access to light rail from the eastern portions of Mesa and the East Valley, according to the analysis that was conducted as part of the Alternatives Analysis for the Mesa Drive extension that was a component of the Proposition 400 transit program. The proposed action provides travel options to a broader population than the selected arterial street improvements that are being removed from the Arterial Life Cycle Program. Most of the streets projects have been or will be completed as development occurs adjacent to the streets. The Higley Road projects are not deemed feasible due to neighborhood concerns and have been determined be Mesa as not being a viable concept.

On October 25, 2013, the Draft 2014 MAG Conformity Analysis was made available for public review and comment. The regional emissions analysis conducted for the Draft 2014 MAG Conformity Analysis includes the highway and transit networks for analysis years 2015, 2025, and 2035 and includes projects from the Draft TIP and Regional Transportation Plan. This transportation network includes the one-mile grid system of arterial streets, plus freeways and the bus and the transit system, including light rail transit. The Draft 2014 MAG Conformity Analysis supports a finding of conformity on the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan.

Comment: We need to have some hallmark program. We need to take freight and people and bring them into Hance Park or Downtown Depot and have it elevated and have it fast. And I'm even convinced more of these terrible accidents in the last two months going to Tucson with just inexcusable death, I think between two accidents, four, and up to towards 40 people injured and all these cars blocked for so long, that is the hallmark.

Response: The movement of goods into, within and out of the MAG region are being addressed in the MAG planning process. Freight transport involves a complexity of networks and users who use a variety of methods, modes, and equipment to move raw materials and processed goods through regional, national and international markets for the purpose of commerce. The movement of goods is conducted through the utilization of multiple modes of transport, such as air, pipeline, water, truck, rail, or other non-traditional means. In 2012, the MAG Freight Transportation Framework Study, which evaluated the freight-related economic development opportunities for the Sun Corridor (Maricopa, Pinal and Pima Counties), was completed. Building on the findings from the Freight Transportation Framework Study, MAG will be initiating, in late FY 2013, the MAG Freight Plan, which will analyze the flow of goods through Maricopa County, identify hazardous cargo routes, freight sub-corridors, bottlenecks and link freight corridors to major clusters located throughout the region. This effort will be structured to complement the freight infrastructure needs identified in the Freight Transportation Framework Study and advance the effort to stake out a prominent role in global freight distribution for the MAG region and the Sun Corridor.

To look at long range planning efforts for the three contiguous counties, in 2010 the Maricopa Association of Governments, the Central Arizona Association of Governments and the Pima Association of Governments formed the Joint Planning Advisory Council (JPAC). The Joint Planning Advisory Council (JPAC) was established to identify mutually agreed upon goals and interests, provide guidance on possible technical assistance and joint planning activities, and enhance the communication and cooperation among the policymakers in the three regions. These three agencies are located adjacent to one another with linked economies and acknowledge that regional planning issues transcend jurisdictional boundaries. In addition in May 2013, a new metropolitan planning organization (MPO) was formed in Pinal County (Sun Corridor MPO or SCMPO), generally encompassing the incorporated communities of Casa Grande, Coolidge, and Eloy, as well as surrounding unincorporated areas in Pinal County. It is anticipated that SCMPO will participate in JPAC in the future.

Comment: We need to look at that and look at our high concentration around the Broadway curve and use Grand Avenue better. I concur with the gentleman that was talking about using and getting better transportation from the west side and Grand Avenue would help that.

Response: Studies addressing corridor conditions in the area of the Broadway Curve and Grand Avenue are being pursued by MAG. MAG staff is leading a study effort in coordination with the RTP Partners and the Federal Highway Administration on a single continuous corridor extending from the "North Stack" (I-17/SR-101L) to the "Pecos Stack" (I-10/SR-202L). The purpose of the study is to

develop a Corridor Master Plan that identifies regional improvements to the Interstate Highways in combination with improvements to adjacent arterial facilities to meet existing and future travel needs in a two-mile wide corridor. A related study is also being pursued that explores potential for a regional managed lanes system in the Phoenix Metro area. Specific study efforts include establishing goals and objectives for managed lanes in the region, exploring various management strategies and operations policies for managed lanes, and evaluating the existing regional freeway network for managed lanes potential in terms of constructability, traffic performance, facility cost and revenue potential.

In addition, coordinated study efforts are also proceeding on a Corridor Optimization/Access Management System Study on Grand Avenue (US-60), which will establish a consensus regarding future infrastructure investments in the corridor. The US-60/Grand Avenue COMPASS project has begun to identify a long-term transportation vision for this regional West Valley corridor. The project is examining the route between the SR-303L/Estrella Freeway in Surprise and Willetta Street in Central Phoenix. A key component to this study effort has been the establishment of a "Charter Partners" group representing the elected leadership in the corridor. Upon study completion, this group will present its recommendation, a vision for the US-60/Grand Avenue corridor, to the MAG Regional Council for incorporation into a future Regional Transportation Plan. It is anticipated the US-60/Grand Avenue COMPASS study will be completed late in FY 2014.

Comment: I just wanted to share that there's $6.8 million from 2014 to 2017. Now these monies are for the combined Trip Reduction and Telework programs. And I think this is very good. It's for encouraging and training over 1,000 employers here in the Valley and government entities to you know, reduce the single-occupancy vehicles using more, whether you are going to bicycle to work, you know, you use alternative transportation, whether it's bus, rail, rideshare, and so forth. I talked to some people that have worked for the companies and it didn't seem like there was that much of an outreach to this particular individual, or encouragement to get involved in the prizes. And I was just a little surprised, and actually, this person that was sharing with me seemed a little embarrassed to even participate. And the guy uses on his own transit. So the more that we can do to find people that love to go by alternative means, and there are me of us around, that's the kind of people, I think, that we need in these kinds of good programs. And it helps out with air quality and our credit.

Response: A discussion of Transportation Demand Management (TDM) in the MAG region is described in Chapter 18 of the 2035 MAG Regional Transportation Plan. TDM programs encourage reductions in travel demand within the transportation system. TDM activities generally focus on both improved travel choice and incentives to reduce driving alone. These programs promote alternatives to driving alone, including carpooling, vanpooling, transit, walking and bicycling. TDM also encourages alternative work schedules that reduce trips, including teleworking and compressed work schedules. TDM programs encourage reductions in travel demand within the transportation system. For fiscal years 2014-2017 of the Draft FY 2014-2018 MAG Transportation Improvement Program, $6.8 million is included for the Trip Reduction Program and the Regional Rideshare and Telework Program. The Clean Air Act Section 108(f)(1) identifies these types of programs as transportation control measures.

Comment: Let's use more flexible rapid buses, more like the Link, you know, that has more limited stops and faster, and then give the access information to get people, you know, from one mode to the other, they have got the right signage, for example, off the rail over to catch the Link.

Response: Flexible rapid buses do offer additional amenities and speed for the transit user. As noted in the Valley Metro website, LINK is a state-of-the-art bus service that invites customers to enjoy rail-like comfort, speed and reliability, wifi to connect to the internet using your smart phone or laptop and offer real time bus tracker system that will help you determine when buses arrive at specific stops. Currently, there are two Links in operation, the Main Street and the Arizona Avenue/Country Club Drive routes. The region is working on deploying another route along Scottsdale/Rural roads. The Valley Metro website (www.vallemetro.org) may be visited to track the progress of that project.

Comments from Gail Wilt, Valley Resident

Comment: I heard that there was a proposed cut in transit funding of 32 percent. And I am a public transit user, I use the bus, I use Dial-a-Ride, occasionally light rail. No one specifically addressed Dial-a-Ride this evening, and I just want to be sure that someone stands up and says we need more, probably more funding and certainly better service regionally. Because as has always been the case going from one community to another across boundaries is very time-consuming and trying at times.

Response: There is not a proposed 32 percent cut in transit funding in the Draft 2035 Regional Transportation Plan. The region has directed significant funding to public transit out of the Proposition 400 tax. Of the total revenues collected from the Proposition 400 tax, 33.3 percent goes to fund public transit routes (some route examples are: arterial street routes known as 'supergrid', 'Express' commuter service, 'Link' service, and the federally mandated Americans with Disabilities Act federally mandated service), infrastructure projects such as park-and-rides and light rail, and support services such as customer service. Dial-a-Ride service (and particularly the portion mandated by the Americans with Disabilities Act), specifically Americans with Disability Act federally mandated Dial-a-Ride service, is a critical element funded by Proposition 400. It is important to note that depending on revenue availability, year-to-year adjustments in transit services may be necessary as programs are implemented. Regarding the comments about the challenges of using Dial-a-Ride to travel from one community to another, Valley Metro is working with our member agencies to identify strategies to simplify service and to make services more consistent throughout the region. We are specifically looking at better standardization of policies and procedures for making transfers, more consistency regarding Dial-a-Ride fares and strategies for integrating the use of Dial-a-Ride with fixed-route rail and bus services for those riders who can take advantage of fixed-route transit for some or all trips.

Comment: I wanted to add that I work for a rehabilitation facility that works with blind adults, and they come from all over Maricopa County. Naturally they compare notes, and some, like in the East Valley, have the platinum card, which we don't have in Phoenix. There are different cab coupon programs, some use debit card system. Phoenix is still using the coupon tickets. If people from East Valley – We

have a variance, so that East Valley Dial-a-Ride will bring people across the border, because my agency is not too far from the 60th Street and Thomas transfer point. We are at 40th Street and Thomas. However, if somebody gets sick or there's an emergency or they need to get to their doctor and it wasn't preplanned, because of the situation, they are not allowed to make a same day change, even if they are residents of East Valley, because they are in Phoenix on the variance situation. My point is that it's so complicated from one area to another, but people don't stay in one area. It would be really nice if someday we can equalize things across the borders.

Response: Valley Metro is working with our member agencies to identify strategies to simplify service and to make services more consistent throughout the region. We are specifically looking at better standardization of policies and procedures for making transfers, more consistency regarding Dial-a-Ride fares and strategies for integrating the use of Dial-a-Ride with fixed-route rail and bus services for those riders who can take advantage of fixed-route transit for some or all trips. We also believe that supplemental services such as our RideChoice program (which provides subsidized taxi service to eligible seniors and people with disabilities in several East Valley communities) and our Platinum Pass program offer additional travel options, which would benefit seniors and people with disabilities in other parts of the Valley. We will continue to work with our member agencies to expand the use of these programs where appropriate.

Comments from Patrick Hamblin, Valley Resident

Comment: We also oppose 87 percent reduction overall, from 32 percent to 25 percent. The NFBA of Arizona has fought since 2000 to keep it at the 21 percent level. Of course, they would like it a little higher. But anyway, we also, like Gail, depend a lot on Dial-a-Ride. And although there's an increase in bus mileage and the light rail mileage, I believe there's a cut, seven percent. There's got to be cuts in other busing areas.

Response: The transit funding pot is comprised of various sources including the regional half-cent sales tax, federal transportation funds, local government funds, other sources such as farebox receipts and advertisement revenue. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in the regional half-cent funding source for transit in the 2035 RTP. It is important to note that depending on revenue availability, year-to-year adjustments in transit services may be necessary as programs are implemented.

Comment: I just think it's very important to send a message, if you were to keep it at 32 percent, that you are serious about mass transit and cutting down on the air quality. And all one has to do is, once you are on an express bus, you just look at the lanes on the right side, and it's just like a parking lot. It's so much quicker. And like the gentleman said before, the light rail has exceeded expectation. If you invest in that, you will see that in the future.

Response: The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in the regional half-cent funding source for transit in the 2035 RTP. The Draft 2035 RTP identifies a regional bus network that provides more daily bus-miles than today's system and calls for a light rail/high capacity transit system that has over three time the route miles compared to the current system. It is important to note that depending on revenue availability, year to year adjustments in transit services may be necessary as programs are implemented.

Comments from Amina Kruck, Valley Resident

Comment: People travel across communities, and we do a lot to help people get employment and we move areas to employment. Many people work and live in different communities, and so having good regional public transportation is very important for the disability community. So I also have concern about a reduction

Response: The comment about mobility across the region is very true – having a good public transit system that provides access to employment is very important. Because of that, and many other factors, the Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in funding for transit from the half-cent sales tax in the 2035 RTP. It is important to note that depending on revenue availability, year-to-year adjustments in transit services may be necessary as programs are implemented.

Comment: Our Valley very much needs the air quality improvement that public transit can do. We see that, if you have it, they will come. The light rail has really shown that very well. And light rail isn't any good unless you have a good bus system that connects people, because people don't necessarily live on the light rail.

Response: The Valley's light rail system has well-exceeded all ridership projections; average weekday ridership was about 44,000 passengers. Having adequate connecting or feeder transit service to light rail is very important. Pedestrian and bicycle connections are also important to allow as many users as possible to access light rail.

Comment: Dial-a-Ride has actually gotten worse since we passed that Regional Transportation Plan. We worked really hard in the disability community to have that plan go through and advocated for it as we did in the city of Phoenix and Tempe and Glendale when they added a transportation tax to dedicate funds. It is extremely important for our community as we move forward to have a very healthy public transit system for traffic congestion, for people with disabilities, and people who cannot drive, seniors who need that alternative public transportation available. And it's a sad day that we worked so hard and that the Dial-a-Ride is actually worse than it was when we started a few years back. Less service is available.

Response: Dial-a-Ride service, and specifically federally mandated Americans with Disabilities Disability Act paratransit, federally mandated Dial-a-Ride service, is a critical element funded by Proposition 400. Over the past several years, Valley Metro has worked with our member agencies to expand transportation options for seniors and people with disabilities. In addition to Dial-a-Ride service, we offer a subsidized taxi program called RideChoice, a program whereby individuals who are eligible for Dial-a-Ride are able to receive free Platinum Passes as a means of facilitating the use of fixed-route bus and rail transportation whenever possible, expanded transit training and more. Because RideChoice and Platinum Pass programs are funded by participating member agencies for their residents, the implementation of these programs has not occurred everywhere across the region, but Valley Metro is continuing to work with our member agencies to expand these programs where possible.

Comments from Pauline Steple, Valley Resident

Comment: The Dial-a-Ride and bus and light rail are really voluntary forms of transportation for people without disabilities. For people with disabilities, it's vital for them to get around. And I would, especially for people with disabilities, I would like to see the removal of the transfers between cities, because it makes it so difficult and dangerous for people with disabilities to make those transitions.

Response: Valley Metro is working with our member agencies to identify strategies to standardize and simplify the policies and procedures for making transfers. We are also reducing the number of transfers where possible. Because of the extremely large size of the Dial-a-Ride service area, and given the fact that multiple jurisdictions operate their portions of Dial-a-Ride service differently (e.g. with a mix of internal employees, contractors and business models), it is unlikely that transfers will be eliminated altogether, but our goal is to eliminate them where practicable.

Comment: I really appreciate that the more we use public transportation, the better our air quality is going to be. And as we keep increasing our population in this area, which it's going to do, being able to have people get around without adding to the pollution, I think is very necessary, and that's public transportation.

Response: Public transportation is a priority and a tool for the region in meeting mobility needs of residents and improving air quality. The Draft 2035 RTP identifies a regional bus network that provides more daily bus-miles than today's system and calls for a light rail/high capacity transit system that has over three time the route miles compared to the current system.

Comment: I would also like to ask about a Park and Ride lot between Tempe and the present one, which I think is 48th Street. It would be very nice, being that I am in Scottsdale, to be able to go straight down on Hayden, 64th Street, one of those streets, and have a Park and Ride that you could get onto the light rail with, so that you could go downtown.

Response: Park and rides are key elements of the regional transportation system. Unfortunately, there is no park-and-ride on 64th Street near the light rail station. However, there is a park and ride on Hayden/McClintock Rd. It is actually located on McClintock Road/Apache Boulevard, 1811 East Apache Boulevard, inside Grigio Metro garage and is served by Route 81 and METRO light rail.

Comments from Mike Smith, Valley Resident

Comment: First of all, I would like to talk about the proposed 32 percent cut to 25 percent on public transit. I think that this is in the proposed 2035 plan. I'm sorry. I think that this is really not, due to the fact that a lot of people are moving to the Valley within that period and will need to use public transit, this is an extremely short-sighted and unfortunate move.

Response: The transit funding pot is comprised of various sources including the regional half-cent sales tax, federal transportation funds, local government funds, other sources such as farebox receipts and advertisement revenue. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in the regional half-cent funding source for transit in the 2035 RTP. It is important to note that depending on revenue availability, year to year adjustments in transit services may be necessary as programs are implemented.

Comment: I would like to talk about the meeting times of these hearings. This hearing is held at 5:00 p.m., which is all right for people in Phoenix, I guess. But it's really important that we get meetings throughout the Valley so there's better attendance of people who want to comment on them. I feel that the turnout here has been pretty good, but it could be improved if we had meetings throughout the Valley starting later in the evening, like 7:00 p.m., in various locations like Glendale or Mesa.

Response: MAG obtains input from Valley residents at a variety of meetings/events/presentations. Many of these meetings/events/presentations are held at various times of the day and week, sometimes during the weekend. The public hearings are typically held at the 5:00 p.m. time to give residents an opportunity to provide their input at a convenient time. If residents cannot make the hearing, they are encouraged to provide their comments via e-mail or over the phone with MAG staff. MAG is also centrally located, therefore providing an equidistant trip for people who live in the West Valley or East Valley.

COMMENTS RECEIVED VIA E-MAIL DURING THE FINAL PHASE

E-mail from David Bates, Valley Resident

Comment: I urge you not to cut funding for the public transit system. Disabled people such as myself have a great need for it.

Response: The transit funding pot is comprised of various sources including the regional half-cent sales tax, federal transportation funds, local government funds, other sources such as farebox receipts and advertisement revenue. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in the regional half-cent funding source for transit in the 2035 RTP. It is important to note that depending on revenue availability, year to year adjustments in transit services may be necessary as programs are implemented.

E-mail from Tony Sohl, Valley Resident

Comment: What's the reason for cutting transit? Don't you all realize how important this is to us? You guys do this every time this comes up for the budget and this is getting ridiculous! We are getting tired of you saying, "Oh transit needs to go!" What would happen if all of you could not drive and had to rely on transit? We would like for all of you to take the bus for one month and realize how bad it would be. We are the sixth largest city in the nation and we are the worse for transit. This has got to stop and I hope you look into the implications if the transit gets cut. Would this also affect ride choice? If this affects ride choice then, there would be people unable to take cabs or would have to walk. Again, we urge you not to cut transit. If buses cut then would they all stop at 7:00 PM? Does this mean the Orbits budget gets cut too? Why don't you put in free circulator buses and this would be better.

Response: In the Draft 2035 Regional Transportation Plan (RTP), it is estimated that approximately 29.1 percent of the total funding for transportation during FY 2014-2035 will be utilized for transit operations, maintenance and capital projects. The total funding covers all sources, including the regional half-cent sales tax, federal transportation funds, local government funds and other sources such as farebox receipts. For the regional half-cent sales tax, 33.3 percent is currently allocated to transit uses. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in regional half-cent funding for transit in the 2035 RTP. It is important to note that depending on revenue availability, year to year adjustments in transit services may be necessary as programs are implemented.

E-mail from Allison Hilliker, Valley Resident

Comment: I'm writing to express my concern about the draft regional transportation plan. I've noticed that only 25 percent of funds will be given to public transit, even though 32 percent currently goes to transit. This seven percent decrease is incredibly disappointing! I'm blind, an employed tax-payer, and use public transportation every day for both my job and personal life. It is more valuable to me than I can ever express. It promotes my independence and allows me to participate actively in society. The same is true for many valley residents, both disabled and not. Please don't cut transit funding and make travel more difficult for us.

Response: In the Draft 2035 Regional Transportation Plan (RTP), it is estimated that approximately 29.1 percent of the total funding for transportation during FY 2014-2035 will be utilized for transit

operations, maintenance and capital projects. This funding covers all sources, including the regional half-cent sales tax, federal transportation funds, local government funds and other sources such as farebox receipts. For the regional half-cent sales tax, 33.3 percent is currently allocated to transit uses. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the half-cent funding source to transit throughout the planning period. Thus, there is no seven percent decrease in funding for transit envisioned in the 2035 RTP. The Draft 2035 RTP identifies a regional bus network that provides 20 percent more daily bus-miles than today's system and calls for a light rail/high capacity transit system that has over three time the route miles compared to the current system. At the same time, it should be noted that depending on revenue availability, year to adjustments in transit services may be necessary as programs are implemented.

E-mail from Megan Homrighausen, Valley Resident

Comment: Please don't cut transportation funding. it is so important to us. We need transportation to go to doctors' appointments and even just to be able to run to the store is very important to our independence.

Response: In the Draft 2035 Regional Transportation Plan (RTP), it is estimated that approximately 29.1 percent of the total funding for transportation during FY 2014-2035 will be utilized for transit operations, maintenance and capital projects. The total funding covers all sources, including the regional half-cent sales tax, federal transportation funds, local government funds and other sources such as farebox receipts. For the regional half-cent sales tax, 33.3 percent is currently allocated to transit uses. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in regional half-cent funding for transit in the 2035 RTP. It is important to note that depending on revenue availability, year-to-year adjustments in transit services may be necessary as programs are implemented.

III. PUBLIC AGENDA AND TRASCRIPT

AGENDA

FINAL PHASE PUBLIC HEARING

Monday, November 25, 2013
5:00 p.m.
302 N. 1st Avenue, Second Floor, Saguaro Room

I. INTRODUCTION

— MAG Executive Director Dennis Smith will introduce the program.

II. PRESENTATION OF PROGRAM

— MAG Senior Project Manager Roger Herzog will present the Draft MAG 2035 Regional Transportation Plan.

— MAG Transportation Improvement Program Manager Teri Kennedy will present the Draft FY 2014-2018 MAG Transportation Improvement Program and FY 2014 Transit Program of Projects.

— MAG Air Quality Planning Program Specialist Dean Giles will present the Draft FY 2014 MAG Conformity Analysis.

— MAG Senior Project Manager Roger Herzog will present the Annual Report on Proposition 400.

III. PUBLIC COMMENT

— Public meeting attendees will be provided an opportunity to comment.

IV. ADJOURN

MARICOPA ASSOCIATION OF GOVERNMENTS

FINAL PHASE PUBLIC HEARING

Phoenix, Arizona
November 25, 2013
5:00 p.m.

PREPARED FOR:

Maricopa Association of Governments

(ORIGINAL)

Reported by:
Robin Jasper, RPR
CCR No. 50286

1 MARICOPA ASSOCIATION OF GOVERNMENTS

2 Final Phase Public Hearing, taken on November 25, 2013,
3 commencing at 5:02 p.m., at Maricopa Association of
4 Governments, 302 North 1st Avenue, Saguaro Room, Phoenix,
5 Arizona, before ROBIN JASPER, a Certified Reporter in the
6 State of Arizona.
7
8 APPEARANCES:
9 Mr. Dennis Smith, Chairman
Mr. Deron Lozano
10 Mr. Joe Bowar
Ms. Lindy Bauer
11 Mr. Kwisung Kang
12
Presenters:
13
Mr. Roger Herzog, MAG Senior Project Manager
14
Ms. Teri Kennedy, MAG Transportation Improvement
15 Program Manager
16 Mr. Dean Giles, MAG Air Quality Planning Program
Specialist
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1 (Commencement of public hearing at 5:02
2 p.m.)
3 * * * * *
4
5 MR. SMITH: Why don't we go ahead and call
6 this Final Phase Public Hearing to order. I'm Dennis
7 Smith, Executive Director of the Maricopa Association of
8 Governments. I will be chairing this public hearing
9 today. To those of you who came out to attend this
10 meeting, I thank you for taking the time. Those driving
11 to the meeting who parked in the garage can have their
12 tickets validated. Those using transit can get a transit
13 ticket with presentation of a valid transfer to MAG staff.
14 The public hearing is just one of many
15 opportunities throughout the planning and programming
16 cycle to provide comment on MAG plans and programs. This
17 is also our opportunity to listen. We are interested in
18 hearing what you have to say regarding the Valley's
19 transportation system. Those who wish to comment will
20 have three minutes to express their concerns on any issues
21 related to transportation in the Valley. Any comments
22 received here today will be taken down verbatim by the
23 court reporter and staff will provide written responses to
24 comments. The comments and responses will be included in
25 the FY 2014 MAG Final Phase Input Opportunity Report.

1 This report will be distributed to all MAG policy
2 committees and ADOT for review prior to taking action in
3 January.
4 Next I would like the other members of the
5 panel to introduce themselves. Let's go from left to
6 right.
7 MR. KANG: Good evening. My name is Kwisung
8 Kang. I'm with ADOT. I'm a Programming Manager.
9 MS. BAUER: My name is Lindy Bauer, and I'm
10 with MAG.
11 MR. SMITH: And, Lindy, what do you do here?
12 MS. BAUER: I'm the Environmental Director.
13 MR. BOWAR: I'm Joe Bowar. I'm with the
14 City of Phoenix Public Transit --
15 VOICE: Could I have you folks use my
16 microphone, because I have a hearing loss and I can't hear
17 the other people giving their names. Thank you.
18 MR. BOWAR: I'm Joe Bowar. I'm with the
19 City of Phoenix Public Transit Department, and I'm an
20 Environmental Programs Coordinator.
21 MR. LOZANO: Good evening. My name is Deron
22 Lozano. I'm the Service Planning Manager with Valley
23 Metro.
24 MR. GILES: I'm Dean Giles. I'm an Air
25 Quality Planning Program Specialist at MAG.

1 MS. KENNEDY: Good evening. My name is Teri
2 Kennedy. I'm the Transportation Improvement Program
3 Manager here at MAG.
4 MR. HERZOG: And I'm Roger Herzog, Senior
5 Project Manager with MAG.
6 MR. SMITH: Well, thank you very much. I
7 would like to quickly go over the agenda for today. First
8 we will have some brief presentations given by MAG staff.
9 Following these presentations, we will take public comment
10 on the information presented here today, after which we
11 will adjourn. For those of you wanting to make comments
12 on the material presented here today, a speaker's request
13 form is available from MAG staff, that's one of these blue
14 cards, at the registration table. Please complete this
15 form so that we are able to give everyone an opportunity
16 to speak. As you come up to the podium, please state some
17 information for the formal record, your name and the city
18 in which you live.
19 Now let's go on to the presentations. So
20 first up, Item 1, is a Draft 2035 Regional Transportation
21 Plan. That's going to be presented by MAG Senior Project
22 Manager, Roger Herzog.
23 So, Roger, if you want to grab this.
24 MR. HERZOG: Thank you, Mr. Chairman.
25 The RTP serves as a guide for transportation

1 investments in the Valley through 2035. The plan must be
2 updated at least every four years and was last updated in
3 2010. It is also important to note that the plan
4 basically continues the plans, priorities and projects
5 currently in our adopted plan.
6 On May 9 of this year the Governor approved
7 an expanded planning area for MAG in response to the
8 federal planning requirements. The planning area now
9 extends significantly into Pinal County. The 2035 RTP and
10 the MAG Transportation Improvement Program cover this
11 expanded area.
12 Growth will continue to be a major focus of
13 transportation planning in the region. The population is
14 forecasted to increase by 54 percent between 2010 and
15 2035. And employment is anticipated to increase by about
16 74 percent during that same period.
17 Funding for the RTP is estimated to total
18 $59 billion during the planning period, and approximately
19 half of this will come from regional sources and one-half
20 from local sources. Use of the funds is split
21 approximately one-quarter to transit, one-quarter to
22 freeways, and one-half to arterials.
23 Now looking at some of the modal details of
24 the plan, the RTP identifies a 2035 freeway network that
25 has about 20 percent more lane miles than today's system.

1 And it is estimated that this system will carry about 40
2 percent of all freeway -- of all vehicle traffic by the
3 year 2035.
4 The arterial street network is another key
5 element of the transportation system. And the RTP
6 identifies an arterial street system that will carry about
7 half the traffic in the region in 2035.
8 The bus network is another vital
9 transportation component, and the RTP also identifies a
10 future network there, providing about 20 percent more bus
11 miles than we have today.
12 And the light rail, transit, high-capacity
13 transit is a key transit service component in the region.
14 And the RTP identifies a system with over three times the
15 mileage compared to today's system. And the system will
16 account for about 38 percent of the total transit
17 boardings in the region by 2035.
18 We also include in the RTP listings of
19 specific regionally funded projects for the major
20 transportation modes. And in addition to freeways,
21 transit and arterials, the RTP covers a number of other
22 important transportation activities in the region.
23 So, Mr. Chairman, that completes my
24 presentation on the 2035 RTP.
25 MR. SMITH: Thank you, Roger.

1 Now we are going to go to Item No. 2, the
2 Draft MAG FY 2014-2018 Transportation Improvement Program
3 and 2014 Transit Program of Projects. And to do this
4 presentation will be the MAG Transportation Improvement
5 Program Manager, Teri Kennedy.
6 MS. KENNEDY: Thank you very much,
7 Mr. Director. My name is Teri Kennedy. I'm the
8 Transportation Improvement Program Manager. We also refer
9 to the Transportation Improvement Program as the TIP. So
10 you will hear me talk about the TIP throughout the
11 presentation.
12 And the TIP is a requirement, a federal
13 requirement and originally started out as ISTEA, and with
14 the Surface Transportation Authorization Act it has been
15 updated, but all the requirements are basically the same.
16 Our current Surface Transportation Authorization Act is
17 Moving Ahead for Progress in the 21st Century. And if you
18 would like a little bit more information on the TIP, it is
19 contained in 23 Code Federal Regulations Part 450.324.
20 As Roger said, we have our MAG planning
21 boundaries. We have included an expansion in Pinal
22 County. This includes the Town of Florence, the City of
23 Maricopa, the San Tan Valley, the balance of the Gila
24 River Indian Community and portions of Apache Junction,
25 including all of Maricopa County and all the communities

1 there.

2 So the Draft Transportation Improvement

3 Program was developed in coordination with Federal Highway

4 Administration, Federal Transit Administration, our member

5 agencies, comments from the public. And it integrates a

6 competitive application process for many of our projects.

7 It includes information that's contained in

8 the Regional Transportation Plan, and our member agency

9 information. It contains all of our regionally

10 significant projects. It covers five years, and it

11 complies with all state and federal air quality plans and

12 standards. It also includes a financial plan that shows

13 how we will implement the projects in the near term.

14 It includes our Life Cycle projects, program

15 or projects, that includes Arterial Life Cycle Program,

16 the Transit Life Cycle Program, and our Regional

17 Transportation Plan freeway program. And as Roger said

18 earlier, it's a long-range listing of projects and the TIP

19 programs those in the near term.

20 It also includes the Federal Transit

21 Administration Program of Projects, or Section 5307. And

22 Section 5307 is our general public transit system funding.

23 As we look at our projected apportionment for the fiscal

24 year 2014 and '15, and we then take 25 percent of that

25 funding and it goes toward preventive maintenance for our

1 transit system here in the Valley, and it helps reduce our
2 operating costs.
3 Then we also fund our Job Access Reverse
4 Commute Program at the 2012 level. And that provides
5 services for transit for folks getting to and from
6 training, job training, low-income folks accessing jobs
7 that aren't typically part of the grid system network.
8 We also fund the Transit Life Cycle Program.
9 And we work in close coordination with regional public
10 transportation provider, Valley Metro. And then if we
11 have additional funding left over, we hold a competitive
12 call for projects under the 5307 program. And then the
13 5307 Program of Projects for 2014 and 2015 is available
14 for review. And this is a subset of the Transportation
15 Improvement Program. So it's just one of many programs
16 funding transit included in the TIP.
17 Other projects that are included in the TIP
18 are the 5337 and 5339 programs from the Federal Transit
19 Administration. And these programs provide funding for
20 regional transit facilities and bus procurement. Also the
21 5309 projects are typically funding for light rail
22 facilities. And this is a nationwide competitive process.
23 So we are allocating funds every year, but we also go up
24 for grants to help support some of the larger transit
25 improvements in the Valley.

1 Also included in the TIP are the
2 bicycle/pedestrian projects, the Intelligent
3 Transportation System projects, and paving of unpaved dirt
4 road projects. And these are funded through the
5 Congestion Mitigation and Air Quality Improvement Funds
6 supplied through the Federal Highway Administration.
7 In the TIP we also have some expanded
8 programs that were included in MAP-21. One of the new
9 programs is a transportation alternatives program, and the
10 funding for that program is approximately $4.4 million per
11 year. And that includes projects that are
12 bicycle/pedestrian oriented, and it includes the old safe
13 routes to school program under the previous surface
14 transportation authorization. There also is an expanded
15 safety program, and our funding for that is approximately
16 $1.9 million a year.
17 It also includes air quality programs, which
18 include a Regional Rideshare Program, Telework, van pool
19 program, and also street sweeper program, and these all
20 help to improve air quality in the region.
21 Also included in the TIP listings are safety
22 projects, pedestrian projects, and the recommendations
23 from the State's Strategic Highway Safety Plan. Other
24 items are public transit funds, highway user revenue
25 funds, and other state and county and local funds.

1 Things that aren't included in the TIP that
2 you won't find in there are the planning projects and
3 other things like state research and planning projects.
4 And you will find those in the Unified Planning Work
5 Program for the MAG region.
6 Other items to consider when we're building
7 the TIP are our programming guidelines. And they are
8 provided through each one of the modes and/or through
9 federal regulations, state statutes or policies and
10 procedures that we have developed here at MAG.
11 The overall time line for the TIP, we
12 started development in March of 2012 and we did publish a
13 Call for Projects on our Congestion Mitigation Air Quality
14 Project in August of 2012. We included those projects in
15 January. Some other highlights, we expanded the planning
16 boundaries in May. And right now we are at our Final
17 Phase Public Meeting, and we are moving toward approval on
18 the TIP, plan and the Air Quality Conformity Analysis.
19 So as you look through the TIP listings, if
20 you look at the TIP listings, beginning on the left-hand
21 side is the overall level of detail, and then it gets more
22 detailed as you move right across the page. And on the
23 left-hand side of the page it will tell you who the
24 project sponsor is and what the project name is, and it
25 gets more technically detailed as you move to the right.

1 Each of the agencies that are sponsoring projects are
2 broken out by agency in the TIP listings, so you can
3 quickly find your city or community that you are
4 interested in.
5 So the summary of all the projects that we
6 have listed in the TIP is 782 projects that have been
7 programmed to date, and we are doing some programming
8 that's ongoing from some of the newer programs. The items
9 in the dark blue are listed in the highway project
10 listings and the projects listed in the maroon color are
11 included in the transit listings.
12 So a little bit about the funding by
13 percentage. Our total projects in the TIP, this slide
14 gives you a proportional breakdown of each one of the
15 types of projects. And if we look at all of our transit
16 funding that's currently programmed in the TIP, we have
17 about $1.5 billion in transit projects programmed in the
18 TIP.
19 Our proportional amounts of transit by bus
20 and transit by rail are displayed in this slide. And a
21 little over half of our federal funds are used for bus,
22 and a little less than half of our funds are provided by
23 our regional and local funds.
24 For rail, we've got 81 percent is provided
25 by the federal government and 16 percent are provided

1 regionally with three percent of the local funds.
2 Looking at our highway project listings,
3 approximately a third each is divided up between federal,
4 local and regional funds. And then on the right-hand side
5 of this slide it tells you the specific mode. So if you
6 are interested in how much we fund ITS projects or air
7 quality or bike/ped projects that are currently
8 programmed, you can see that proportionately.
9 In an overall comparison of our funding and
10 our revenues, we still have about $280 million to go in
11 programming our TIP, but we have most of the TIP
12 programmed to date.
13 Some of the next steps are, currently we are
14 having our public hearing right now. We will have our
15 public involvement report that's completed, and that will
16 move through the committees. And our committees will
17 start to review the TIP plan and Air Quality Conformity
18 Analysis in January.
19 If you need more information on any of the
20 projects, it is on our web site at azmag.gov. And through
21 our process we should gain Regional Council approval by
22 the end of January. We then go through our federal
23 approvals and state approvals during February, and by the
24 first week in March, if all things are going well, we
25 should have a new Transportation Improvement Program

1 implemented.

2 If you need to contact any of the staff here

3 with any questions about the program, it's on this slide.

4 And then this is a real great slide. It gives you all the

5 information for the MAG TIP and plan, is available on our

6 web site, ADOT's contact information and Valley Metro

7 RTPA's web site information.

8 And with that, that concludes my

9 presentation. Thank you.

10 MR. SMITH: Thank you, Teri.

11 Now we are going to move on to Item No. 3,

12 the Draft 2013 MAG Conformity Analysis. And to make this

13 report is the MAG Air Quality Planning Program Specialist,

14 Dean Giles.

15 MR. GILES: Thank you very much, Mr. Chair.

16 My name is Dean Giles. I am the Air Quality Planning

17 Program Specialist at MAG.

18 My presentation includes an overview of the

19 conformity requirements and the results of the regional

20 emissions analysis conducted on the Draft Fiscal Year 2014

21 through 2018 MAG Transportation Improvement Program, or

22 TIP, and the Draft 2035 Regional Transportation Plan, or

23 RTP.

24 The Clean Air Act links transportation and

25 air quality and requires that transportation plans,

1 programs and projects be consistent or conform to goals
2 and regional air quality plans. Conformity ensures that
3 transportation activities do not cause violations of the
4 federal air quality standards. And the air quality plans
5 establish motor vehicle emissions budgets that are used
6 for the conformity tests.
7 A finding of conformity is required by MAG
8 prior to approval of the TIP and RTP. And the 2014 MAG
9 Conformity Analysis conducted for the TIP and RTP
10 concludes that the transportation conformity requirements
11 have been met and a finding of conformity is supported.
12 The final determination of conformity for the TIP and RTP
13 is the responsibility of the Federal Highway
14 Administration and Federal Transit Administration.
15 Federal conformity regulations specify four
16 criteria that are required for a conformity determination
17 on the TIP and RTP. The TIP and RTP must pass a
18 conformity emissions test using a budget that has been
19 approved or found by EPA to be adequate for transportation
20 conformity purposes. And for areas without an adequate or
21 approved budget, an interim emissions test.
22 The latest planning assumptions and
23 emissions models in force at the time the conformity
24 analysis began must be used. And the TIP and Regional
25 Transportation Plan must provide for the timely

1 implementation of transportation control measures that are
2 identified in the applicable air quality plans.
3 The last is consultation. Consultation
4 occurs at the beginning of the conformity process on the
5 proposed models, associated methods and assumptions for
6 the upcoming analysis, and on the projects to be assessed,
7 and at the end of the process, on the Draft Conformity
8 Analysis Report.
9 New to conformity this year is an expanded
10 MAG metropolitan planning area boundary and a new Sun
11 Corridor Metropolitan Planning Organization that are in
12 portions of Pinal County PM-10 and PM-2.5 Nonattainment
13 Areas. Both Pinal County Nonattainment Areas are
14 completely covered by MAG and the Sun Corridor
15 Metropolitan Planning Organization.
16 Transportation conformity is required to be
17 demonstrated by both, for both nonattainment areas by both
18 MPO's. On July 1, 2013, the Federal Highway
19 Administration notified the Governor of a transportation
20 conformity lapse in the West Pinal PM-10 Nonattainment
21 Area effective July 2, 2013. And MAG has prepared the
22 initial conformity analysis to help the new Sun Corridor
23 MPO.
24 This map shows the MAG Metropolitan Planning
25 Area in blue and the Sun Corridor. The blue doesn't show

1 up as well as it did in the original slide, but
2 essentially the blue area is in Maricopa County and the
3 Sun Corridor MPO is here in the yellow. In Pinal County
4 portions of both MPO's cover the West Pinal PM-10
5 Nonattainment Area that's outlined in red, and the West
6 Central Pinal PM-2.5 Nonattainment Area that's shown in
7 the red cross-hatched area.
8 The first slides present the regional
9 emissions analysis results for carbon monoxide, eight-hour
10 ozone and PM-10 for the Maricopa County Nonattainment and
11 Maintenance Areas. And since the Draft 2014 Conformity
12 Analysis was first made available for public review, there
13 were some revisions to the transportation network
14 assumptions that resulted in a few changes to the numbers
15 in the regional emissions analysis. These changes are
16 insignificant. I will point out the insignificant changes
17 as they appear in the slides. MAG will use these new
18 numbers from this point forward.
19 So for carbon monoxide, the required
20 conformity test uses the EPA approved Motor Vehicle
21 Emissions Budget established in the MAG 2003 Carbon
22 Monoxide Maintenance Plan. The projected emissions from
23 implementation of the TIP and RTP for analysis years 2015,
24 2025 and 2035 are less than the 2015 budget. I would like
25 to point out that for 2025 the old number was 425.9 metric

1 tons per day, and the new number is 426.0 metric tons per
2 day. An increase of one-tenth of a metric ton. This
3 change is insignificant.
4 Also, EPA advised that the conformity
5 analysis should include the submitted MAG 2013 Carbon
6 Monoxide Maintenance Plan Budget for information purposes
7 in case EPA takes approval action on the plan in the near
8 future. The projected emissions for analysis years 2025
9 and 2035 are less than the 2025 Motor Vehicle Emissions
10 Budget in that submitted plan. The results indicate that
11 the TIP and transportation plan satisfy the conformity
12 test for carbon monoxide.
13 Now for eight-hour ozone, the required
14 conformity test uses the EPA-approved Motor Vehicle
15 Emissions Budget for Volatile Organic Compounds, or VOC's,
16 and nitrogen oxide, or NOx, established in the MAG 2007
17 Eight-Hour Ozone Plan. The projected VOC emissions from
18 the implementation of the TIP and Regional Transportation
19 Plan for each analysis year, 2015, 2025 and 2035, are less
20 than the 2008 budget. The projected NOx emissions from
21 the implementation of the TIP and RTP for each analysis
22 year of 2015, 2025 and 2035 are less than the 2008 budget.
23 I would like to point out that for 2025 the old number was
24 56.8 metric tons per day, and the new number is
25 56.9 metric tons per day, an increase of one-tenth of a

1 metric ton. This change is insignificant.
2 Also EPA advised that the conformity
3 analysis should include the submitted MAG 2009 Eight-Hour
4 Ozone Plan Budgets for information purposes in case EPA
5 takes approval action on the plan in the near future.
6 The projected emission for analysis years
7 2025 and 2035 are less than the 2025 Motor Vehicle
8 Emissions Budgets for both VOC and NOx in the submitted
9 plan. The results indicate that the TIP and Regional
10 Transportation Plan satisfy the conformity test for
11 eight-hour ozone.
12 For PM-10 the required conformity test uses
13 the EPA-approved Motor Vehicle Emissions Budget
14 established in the Revised MAG 1999 Serious Area
15 Particulate Plan for PM-10. The projected PM-10 emissions
16 from the implementation of the TIP and RTP for each
17 analysis year 2015, 2025, 2035 are less than the 2006
18 budget. Also EPA advised that the conformity analysis
19 should include the PM-10 budget from the submitted MAG
20 2012 Five Percent Plan for PM-10 for information purposes
21 in case EPA takes approval action on the plan in the near
22 future.
23 The projected emissions for analysis years
24 2015, 2025 and 2035 are less than the 2012 Motor Vehicle
25 Emission Budget for PM-10 in that submitted plan. The

1 results indicate that the TIP and RTP satisfy the
2 conformity test for PM-10 in the Maricopa County
3 Nonattainment Area.
4 The next three slides present the regional
5 emissions analysis results for PM-10 and PM-2.5 for the
6 Pinal County Nonattainment Area -- Areas, excuse me.
7 Since there are no motor vehicle emissions budgets, the
8 interim emission build-no build test was conducted. For
9 PM-10 in each of the analysis years, 2015, 2025 and 2035,
10 the projected emissions for the build scenario are not
11 greater than the projected emissions for the no-build
12 scenario. It's also reasonable to expect that build
13 emissions would not exceed the no-build emissions for the
14 time period between the analysis years. The results
15 indicate that the TIP and transportation plan satisfy the
16 conformity test for PM-10 for the West Pinal PM-10
17 Nonattainment Area.
18 Two tests are required for the Pinal County
19 PM-2.5 Nonattainment Area. In addition to PM-2.5, EPA
20 requires that NOx, or nitrogen oxides, also be included in
21 the interim emission build/no-build test. For PM-2.5 in
22 each of the analysis years of 2015, 2025 and 2035, the
23 projected build scenario emissions are not greater than
24 the projected no-build scenario emissions. It is also
25 reasonable to expect the build emissions would not exceed

1 the no build emissions for the time period between the
2 analysis years.
3 I would like to point out that for the
4 2025 PM-2.5 build scenario the old number was
5 861 kilograms per day, and the new number is 860 kilograms
6 per day, a decrease of one kilogram. This change is
7 insignificant.
8 For NOx, in each of the analysis years 2015,
9 2025 and 2035, the projected build scenario emissions are
10 not greater than the projected no-build scenario
11 emissions. It is also reasonable to expect the build
12 emissions would not exceed the no-build emissions for the
13 time period between the analysis years. The results
14 indicate that the TIP and transportation plan satisfy the
15 conformity tests for PM-2.5 in the West Central Pinal
16 PM-2.5 Nonattainment Area.
17 The TIP and RTP must also provide for the
18 timely implementation of transportation control measures
19 in the approved air quality plans. This chart presents
20 the total funding over $1.8 billion that is programmed in
21 the TIP for implementation of transportation control
22 measures. The TIP and RTP do not interfere with the
23 timely implementation of TCM's, or transportation control
24 measures, in the approved air quality plans and priority
25 is given to implementation of these measures.

1 And on to our schedule. Following today's
2 public hearing, the MAG Air Quality Technical Advisory
3 Committee may make a recommendation on the conformity
4 analysis at their meeting on December 3, 2013. The MAG
5 Management Committee may make a recommendation on the
6 conformity analysis on January 8, 2014. Then on
7 January 29, 2014, the MAG Regional Council may make a
8 finding of conformity.
9 Mr. Chair, that concludes my presentation.
10 MR. SMITH: Thank you, Dean.
11 Now we are going to go on to our last item,
12 and that is the FY 2013 Annual Report on the Status of
13 Proposition 400. And to do that is MAG Senior Project
14 Manager, Roger Herzog.
15 MR. HERZOG: Arizona statutes require MAG to
16 annually prepare a report on the status of projects funded
17 through Proposition 400. This basically comes down to
18 reporting on the Life Cycle programs for the three major
19 modes, freeways, arterials and transit. All of these
20 programs extend through fiscal year '26, 2026. And the
21 numbers I will present tonight cover that time period.
22 Also, the statutes require a public hearing
23 regarding the report, and that's what we are holding this
24 evening. Taking a look at regional revenues, collections
25 in fiscal year '13 for the half-cent sales tax were about

1 5.4 percent higher than in fiscal year 2012. The HURF
2 revenues, that is Highway User Revenue Fund revenue, were
3 basically flat between the two years. Now even though
4 there was an increase in the half-cent sales tax,
5 collections are still below what they were back in fiscal
6 year 2007.
7 And also in terms of forecasts, there was a
8 slight decrease in the expected revenues from the
9 half-cent sales tax through fiscal year 2026. But so far
10 as the ADOT funding going into the Life Cycle program,
11 there was a significant 23.3 percent decrease in the
12 forecast, and this was due to the expected decline in
13 federal aid for transportation.
14 Looking at the Freeway Life Cycle Program in
15 greater detail, there's a positive ending balance for all
16 years from fiscal year 2014 through 2018. On the other
17 hand, cash flow analysis showed that there will be an
18 estimated deficit of $444 million through fiscal year
19 2026. This represents about eight percent of the total
20 expenditures anticipated between fiscal year 2014 and --
21 that's 2014 and 2026. MAG and ADOT are continuing to
22 review the program to renew a cost revenue balance.
23 Even though there are long-term funding
24 issues, progress has proceeded on a number of projects in
25 the Freeway Life Cycle Program. Projects on U.S. 60 and

1 State Route 85 were completed during fiscal year 2013.
2 Also significant work is underway on the Gateway Freeway
3 in the East Valley and Loop 303 in the West Valley. In
4 addition, approximately $523 million is programmed for
5 fiscal year 2014 to continue the program.
6 Another key element in the Life Cycle series
7 is the Arterial Life Cycle Program. There's a small cost
8 revenue imbalance of about 2.4 percent through 2026, but
9 this is really within the variance of the projections for
10 revenues. Although there was a slight imbalance in
11 projected revenues and costs, there were no project
12 deferrals during fiscal year 2013. And MAG will be
13 continuing to monitor the program closely to maintain
14 cost/revenue balance in the future. There's been
15 continued progress on the arterial program. $52 million
16 was disbursed in fiscal year 2013. And a total of
17 $347 million has been disbursed since the beginning of the
18 program in 2006. For fiscal year 2014 it is anticipated
19 that another $84 million will be disbursed.
20 MR. SMITH: Roger, on that slide, if you go
21 back to it, I think you misspoke. It was $374 million.
22 MR. HERZOG: Sorry. Thank you.
23 And finally, the last major program is the
24 Transit Life Cycle Program. For this set of services and
25 facilities, future costs are estimated to be in balance

1 with revenues for the period through fiscal year 2026.
2 And this balance was achieved by improving operational
3 efficiencies and consolidating some of the operating
4 contracts.
5 Significant progress has been maintained on
6 the Transit Life Cycle Program. 33 bus routes have been
7 implemented since the start of the program, and an
8 additional six routes are anticipated to receive funding
9 over the next five years. Work is progressing on several
10 light rail route extensions, and the 20-mile light rail
11 system now in operation is continuing to exceed
12 performance expectations that were originally forecasted.
13 Also there was an audit of the RTP that was
14 released back in 2011. And MAG, ADOT and Valley Metro
15 have pretty much implemented all the recommendations that
16 the audit team released as a part of that audit.
17 There are several ongoing issues that will
18 need to receive attention in the future as the
19 implementation of the programs continues. For example,
20 the economy is recovering, and, as noted, some of the
21 revenues are increasing from previous years, but
22 collections are still substantially below what they were,
23 say, back in 2007. And our forecasts are also below what
24 was originally envisioned.
25 Also, with the budget issues in Washington,

1 there is continuing uncertainty as to the role and
2 magnitude of federal aid in funding transportation
3 facilities in the future. Also, as mentioned, MAG, ADOT
4 Valley Metro will continue to closely monitor the balance
5 between cost and revenues in the Life Cycle programs.
6 Mr. Chairman, that completes my
7 presentation.
8 MR. SMITH: Thank you, Roger, for that
9 presentation.
10 So that everyone has time to speak, we are
11 requesting that you limit your comments to three minutes.
12 A timer is on the podium to assist you in making your
13 presentations. When two minutes have gone by, the yellow
14 light will come on to notify the speaker that they have
15 one minute to sum up. At the end of the three-minute time
16 period, the red light will come on, followed by a beeping
17 sound.
18 So we are going to leave the listening
19 device up at the podium to assist a person in the
20 audience. And these blue cards that we have here are what
21 you need to fill out. I do have some of these blue cards.
22 So make sure that when you come forward and speak in the
23 microphone that you mention your name, so that that will
24 be there for the public record.
25 So let's begin with -- The first speaker is

1 going to be Walt Gray from Phoenix.
2 MR. GRAY: Thank you, Mr. Smith. I think I
3 want to make some general comments. I think, as Roger's
4 presentation showed, this is reviewed every four years.
5 I'm still hopeful that will change the design of Loop 202
6 through Laveen and Ahwatukee and west Phoenix.
7 I think the major thing, while we try to
8 satisfy environmental considerations in this system, that
9 the main thing of transportation, in addition to moving
10 people in their vehicle, is economic development.
11 Economic development and transportation are tied hand in
12 hand and that's shown here in MAG. And economic
13 development is not satisfied with the type of regional
14 planning that's going on when we are not considering
15 things like the distribution of wealth caused by
16 transportation, and the infrastructure costs, the overall
17 infrastructure costs that will increase with sprawl. And
18 I think the way in which the plan is designed is that it
19 will increase sprawl. Although I'm happy to see there's
20 more bus development, intense development in the PM-10
21 area in Pinal County. And also I'm happy to see that
22 there's more balance in arterial streets between the West
23 Valley and the East Valley.
24 But the economic development I hope that you
25 will recommend to the mayors and to all the cities within

1 the MAG region, that one of the big things we need is more
2 money in work force development. And that needs to come
3 from the city budgets as well as the community college
4 budget and from the state. Thank you.
5 Oh, wait a minute. I have got a minute.
6 Now that the community college budget -- work force
7 development will raise the scale. And I think one of the
8 great fallacies of the plan right now is that everything
9 gets funneled downtown. And that affects wealth as well
10 as jobs. And we need more wealth distributed throughout
11 the MAG region. And that can be done through
12 transportation and work force development funding and
13 community college funding. That will increase the skills
14 in the low income areas, so that employment will be
15 shifted out in those directions, that they go west rather
16 than south, because the west has better access to
17 downtown. And we can prevent access to downtown by having
18 west development, and thereby reducing the amount of
19 traffic coming downtown and increasing the wealth in the
20 west side.
21 MR. SMITH: Thank you, Mr. Gray.
22 Next is Ms. Dianne Barker from Phoenix.
23 MS. BARKER: Good evening, Chairman Smith
24 and MAG RTP. My name is Dianne Barker and I reside in
25 greater Phoenix. My address is of record.

1 I did study, not only on the Internet and
2 got interrupted, so I came to MAG to look at the
3 documents, all six of the documents. And I concur with
4 Roger's take, you know, on the funds. And how that -- I
5 was noticing how 23 percent just in the last year from the
6 ADOT funds were down. We have already been 23 percent
7 down into the regional area road fund.
8 Okay. So now we get to get leaner and
9 smarter. I ended up going out to a CTOC meeting. I used
10 the light rail, had a good connection out in Mesa and got
11 on the Link bus. And it had one stop, took me to
12 Chandler, and that's where I got to see the -- It took a
13 little bit over an hour. And Mr. Arnett said that he was
14 happy to see me, that I was loyal. I ended up in Surprise
15 like a couple months before. That was quite an eye-opener
16 because they met in places they don't have anyplace for a
17 bicycle nor a sidewalk.
18 So where I'm going with this, I would like
19 to enter a document that is from the I-11 presentation
20 that CTOC had. And I find it interesting in regards to
21 what we are discussing today in the expansion of MAG's air
22 quality to Pinal County and its overview for good
23 transportation. Because the traffic volumes do show on
24 this I-11 substantially more traffic between Phoenix and
25 Tucson.

1 And this is what I'm proposing. I see that
2 part of the problem is the federal government. I was
3 thinking, you know, with this lawsuit that, if they came
4 in and actually did a transportation program in January,
5 you know, maybe it would help us out with some air
6 quality. But they are using arterial money to fund 80
7 percent of at-grade light rail. And that has created a
8 lot more congestion and pollution. We need to have some
9 hallmark program. We need to take freight and people and
10 bring them into Hance Park or Downtown Depot and have it
11 elevated and have it fast. And I'm even convinced more of
12 these terrible accidents in the last two months going to
13 Tucson with just inexcusable death, I think between two
14 accidents, four, and up to towards 40 people injured and
15 all these cars blocked for so long, that is the hallmark.
16 We need to look at that and look at our high concentration
17 around the Broadway curve and use Grand Avenue better. I
18 concur with the gentleman that was talking about using and
19 getting better transportation from the west side, and
20 Grand Avenue would help that.
21 Here's the document. Thank you.
22 MR. SMITH: Thank you, Ms. Barker.
23 Next up is Gail Wilt.
24 MS. WILT: Good evening. I heard that there
25 was a proposed cut in transit funding of 32 percent. And

1 I am a public transit user, I use the bus, I use
2 Dial-A-Ride, occasionally light rail. I just want -- No
3 one specifically addressed Dial-A-Ride this evening, and I
4 just want to be sure that someone stands up and says we
5 need more, probably more funding and certainly better
6 service regionally. Because as has always been the case
7 going from one community to another across boundaries is
8 very time-consuming and trying at times.
9 Thank you.
10 MR. SMITH: Thank you very much.
11 Next up is Patrick Hamblin.
12 MR. HAMBLIN: Hi. I agree with a lot that
13 Gail just said. And I work for the Arizona Business
14 Enterprise Program. And I'm here on behalf of the
15 National Federation of the Blind of Arizona.
16 MR. SMITH: I believe we need to get the
17 listening device over, if one of the staff members could
18 do that, so that the public that has a hearing issue can
19 hear these comments too. Thank you.
20 MR. HAMBLIN: And we also oppose 87 percent
21 reduction overall, from 32 percent to 25 percent. The
22 NFBA of Arizona has fought since 2000 to keep it at the 30
23 percent level. Of course, they would like it a little
24 higher. But anyway, we also, like Gail, depend a lot on
25 Dial-a-Ride. And although there's an increase in bus

1 mileage and the light rail mileage, I believe there's a
2 cut, 7 percent. There's got to be cuts in other bussing
3 areas.
4 I know, for example, me, I'm from Mesa, and
5 I live off of Stapley and McKellips, and I used to commute
6 to 16th Avenue and Jefferson for the last eight months.
7 And a year and a half ago they took out the express bus
8 which was at Stapley and McKellips, so now -- previously,
9 I had to take Dial-A-Ride to the Gilbert-McDowell Park and
10 Ride, which everybody, by the way, loved. I was able to,
11 actually me and one other person were blind and the rest
12 were all sighted workers and we were all just going to
13 conduct economic activity such as work and shop and going
14 to dental or medical appointments, and so forth. So I
15 just think it's very important to send a message, if you
16 were to keep it at 32 percent, that you are serious about
17 mass transit and cutting down on the air quality. And all
18 one has to do is, once you are on an express bus, you just
19 look at the lanes on the right side, and it's just like a
20 parking lot. It's so much quicker. And like the
21 gentleman said before, the light rail has exceeded
22 expectation. If you invest in that, you will see that in
23 the future. Thank you very much.
24 MR. SMITH: Next up is Amina Kruck, from
25 Tempe.

1 MS. KRUCK: Thank you, Chairman. Whoa.
2 Watch, right away I break it. That's good. How
3 embarrassing.
4 I'm Amina Kruck. I live in Tempe, Arizona.
5 And I work at Arizona Bridge to Independent Living, the
6 disability empowerment center at 50th Street and
7 Washington in Phoenix. As you have already heard, people
8 travel across communities, and we do a lot to help people
9 get employment and we move areas to employment. Most
10 people don't -- many people work and live in different
11 communities, and so having good regional public
12 transportation is very important for the disability
13 community. So I also have concern about a reduction.
14 I see the dilemma, or I see, having seen
15 this presentation, the dilemma with a cut in federal funds
16 that might be going more to freeways and road projects
17 than to public transportation. But our Valley very much
18 needs the air quality improvement that public transit can
19 do. We see that, if you have it, they will come. The
20 light rail has really shown that very well. And light
21 rail isn't any good unless you have a good bus system that
22 connects people, because people don't necessarily live on
23 the light rail.
24 Dial-a-Ride has actually gotten worse since
25 we passed that Regional Transportation Plan. We worked

1 really hard in the disability community to have that plan
2 go through and advocated for it as we did in the city of
3 Phoenix and Tempe and Glendale when they added a
4 transportation tax to dedicate funds.
5 So I realize this is the final phase, and so
6 it's kind of late to be saying this. And I feel
7 embarrassed that I'm only coming to you today to talk to
8 you about it. But it is extremely important for our
9 community as we move forward to have a very healthy public
10 transit system for traffic congestion, for people with
11 disabilities, and people who cannot drive, seniors who
12 need that alternative public transportation available.
13 And it's a sad day that we worked so hard and that the
14 Dial-A-Ride is actually worse than it was when we started
15 a few years back. Less service is available.
16 So thank you very much. Appreciate anything
17 you can do to improve that.
18 MR. SMITH: Thank you very much for your
19 comments.
20 The next speaker, and hopefully I get the
21 last name right here, is Pauline -- Is it Steple?
22 MS. STEPLE: Steple.
23 MR. SMITH: Steple.
24 MS. STEPLE: Hi. I come from the light rail
25 wasteland of Scottsdale. And the issues that I would like

1 to address are improving Dial-A-Ride for our people with
2 disabilities. The Dial-A-Ride and bus and light rail are
3 really voluntary forms of transportation for people
4 without disabilities. For people with disabilities, it's
5 vital for them to get around. And I would, especially for
6 people with disabilities, I would like to see the removal
7 of the transfers between cities, because it makes it so
8 difficult and dangerous for people with disabilities to
9 make those transitions.
10 Also, I really appreciate that the more we
11 use public transportation, the better our air quality is
12 going to be. And as we keep increasing our population in
13 this area, which it's going to do, being able to have
14 people get around without adding to the pollution, I think
15 is very necessary, and that's public transportation.
16 I would also like to ask about a
17 Dial-a-Ride -- not a Dial-a-Ride, a Park and Ride lot
18 between Tempe and the present one, which I think is 48th
19 Street. It would be very nice, being that I am in
20 Scottsdale, to be able to go straight down on Hayden, 64th
21 Street, one of those streets, and have a Park and Ride
22 that you could get onto the light rail with, so that you
23 could go downtown.
24 Thank you.
25 MR. SMITH: Thank you very much.

1 I'm just reminding everyone in the audience,
2 if you haven't filled out a blue card yet, I'm down to the
3 last card. And the blue cards, Jason has the blue cards
4 over there on the registration table. So if anybody still
5 wants to fill out a card, go ahead.
6 So right now our last speaker is Mike Smith
7 from Mesa.
8 MR. MIKE SMITH: Good evening. My name is
9 Mike Smith. I'm from Mesa, Arizona.
10 I would like to address two issues this
11 evening. First of all, I would like to talk about the
12 proposed 32 percent cut to 25 percent on public transit.
13 I think that this is in the proposed 2035 plan. I'm
14 sorry. I think that this is really not, due to the fact
15 that a lot of people are moving to the Valley within that
16 period and will need to use public transit, this is an
17 extremely short-sighted and unfortunate move.
18 Secondly, I would like to talk about the
19 meeting times of these hearings. This hearing is held at
20 5:00 p.m., which is all right for people in Phoenix, I
21 guess. But it's really important that we get meetings
22 throughout the Valley so there's better attendance of
23 people who want to comment on them. I feel that the
24 turnout here has been pretty good, but it could be
25 improved if we had meetings throughout the Valley starting

1 later in the evening, like 7:00, in various locations like
2 Glendale or Mesa.
3 Thank you.
4 MR. SMITH: Thank you very much.
5 Jason, can you bring that listening device
6 over here.
7 So do you have any other speakers?
8 Thank you all very much for coming and
9 providing --
10 MS. BARKER: Mr. Smith, just one second, if
11 I could. I had an add-on, I did have just a little -- Can
12 I make a statement or should I just put it in there?
13 MR. SMITH: Ms. Barker, you would need to
14 come and get this little device and then go to a
15 microphone.
16 MS. BARKER: Thank you so much, Mr. Smith
17 and Committee.
18 I just wanted to share that there's
19 $6.8 million from 2014 to 2017. Now these monies are for
20 the combined Trip Reduction and Telework programs. And I
21 think this is very good. It's for encouraging and
22 training over 1,000 employers here in the Valley, and
23 government entities, to, you know, reduce the
24 single-occupancy vehicles using more, whether you are
25 going to bicycle to work, you know, you use alternative

1 transportation, whether it's bus, rail, rideshare, and so
2 forth. I think that it's a good idea, if these -- I think
3 there are five positions where we are going to fund -- if
4 I'm understanding this right -- the teachers in these
5 different programs for the incentives, and that we would
6 choose persons that actually have firsthand knowledge of
7 the Valley and the usage of the different modes, and maybe
8 they are even bicycle riders.
9 I talked to some people that have worked for
10 the companies and it didn't seem like there was that much
11 of an outreach to this particular individual, or
12 encouragement to get involved in the prizes. And I was
13 just a little surprised, and actually, this person that
14 was sharing with me seemed a little embarrassed to even
15 participate. And the guy uses on his own transit. So the
16 more that we can do to find people that love to go by
17 alternative means, and there are some of us around, that's
18 the kind of people, I think, that we need in these kinds
19 of good programs. And it helps out with air quality and
20 our credit.
21 And the other thing is, let's use more
22 flexible rapid buses, more like the Link, you know, that
23 has more limited stops and faster, and then give the
24 access information to get people, you know, from one mode
25 to the other, they have got the right signage, for

1 example, off the rail over to catch the Link.
2 Thank you.
3 MR. SMITH: Okay. So we provided a little
4 additional time to Ms. Barker here, so to be fair to
5 anyone else in the audience, so if you didn't have an
6 opportunity to get your comments completed, we were very
7 generous on the time, but if somebody else has an issue
8 that they thought that they didn't get out, we are going
9 to provide you that time also.
10 So, Jason, you need to come and get this
11 device.
12 MS. WILT: I'm Gail Wilt of Phoenix. And I
13 wanted to add that I work for a rehabilitation facility
14 that works with blind adults, and they come from all over
15 Maricopa County, from the city of Maricopa, Avondale,
16 Buckeye, Apache Junction, Queen Creek, Peoria. And we
17 have some vehicles and drivers that get the people who are
18 outside of public transit areas. We have to keep adding
19 more and more, and it's sometimes a day-to-day struggle to
20 see to it that we can cover the area we need to.
21 There are also inequities across the board.
22 Since we have students coming from all over the Valley,
23 naturally they compare notes, and some, like in the East
24 Valley, have the platinum card, which we don't have in
25 Phoenix. There are different cab coupon programs, some

1 use debit card system. Phoenix is still using the coupon
2 tickets. If people from East Valley -- We have a
3 variance, so that East Valley Dial-A-Ride will bring
4 people across the border, because my agency is not too far
5 from the 60th Street and Thomas transfer point. We are at
6 40th Street and Thomas.
7 However, if somebody gets sick or there's an
8 emergency or they need to get to their doctor and it
9 wasn't preplanned, because of the situation, they are not
10 allowed to make a same day change, even if they are
11 residents of East Valley, because they are in Phoenix on
12 the variance situation.
13 My point is that it's so complicated from
14 one area to another, but people don't stay in one area.
15 It would be really nice if someday we can equalize things
16 across the borders.
17 Thank you.
18 MR. SMITH: Thank you. Anyone else?
19 I would like to thank, again, everyone who
20 commented tonight. And also I would like to thank the
21 people up here on the panel from ADOT, Valley Metro and
22 the City of Phoenix.
23 And for those of you who have provided input
24 today, your comments will be included in the official
25 record and made part of our decision-making process.

1 Thank you again, and we hope to see you at the next
2 meeting. Thanks.
3 (Conclusion of public hearing at 6:10 p.m.)
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1 STATE OF ARIZONA)
) ss.
2 COUNTY OF MARICOPA)

3 BE IT KNOWN that the foregoing transcript was taken
4 before me, ROBIN JASPER, a Certified Court Reporter in the
5 State of Arizona; that the proceedings thereto were taken
6 down by me in shorthand and thereafter reduced to print
7 under my direction; that the foregoing pages are a true
8 and correct transcript of all proceedings, all done to the
9 best of my skill and ability.
10 I further certify that I am in no way related to any
11 of the parties hereto nor am I in any way interested in
12 the outcome hereof.
13 Dated at Phoenix, Arizona, this 26th day of
14 November, 2013.
15
16
17 Robin Jasper
18
ROBIN JASPER - Digital Signature
19 AZ Certified Court Reporter No. 50286
20
21
22
23
24
25

IV. APPENDIX A.
PUBLICITY MATERIAL

PUBLIC HEARING ON THE
DRAFT 2035 MAG REGIONAL TRANSPORTATION PLAN,
DRAFT FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT FY 2014 AND 2015 TRANSIT PROGRAM OF PROJECTS,
DRAFT 2014 MAG CONFORMITY ANALYSIS, AND
DRAFT 2013 MAG ANNUAL REPORT ON THE STATUS OF THE IMPLEMENTATION OF PROPOSITION 400

Monday, November 25, 2013 at 5:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft 2035 MAG Regional Transportation Plan, Draft FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2014 and 2015 Transit Program of Projects, and Draft 2014 MAG Conformity Analysis. The public hearing will also include the Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400. The public involvement process for developing the transportation improvement program satisfies the public participation requirements for the Transit Program of Projects. The purpose of the hearing is to receive public comments.

Five documents will be discussed, including the: (1) Draft 2035 MAG Regional Transportation Plan (RTP), which describes the regional transportation facilities and services planned through 2035, (2) Draft FY 2014-2018 MAG Transportation Improvement Program (TIP), which identifies programmed expenditures for transportation facilities and services in the region for the upcoming five year period, (3) Draft FY 2014 and 2015 Transit Program of Projects, (4) Draft 2014 MAG Conformity Analysis, which presents the documentation to support a finding that the TIP and RTP meet transportation conformity requirements for carbon monoxide, eight-hour ozone, and particulate matter PM-10 in the Maricopa County nonattainment and maintenance areas, and PM-10 and PM-2.5 in the Pinal County nonattainment areas, and (5) Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400.

The draft documents are available for review at the MAG Offices, 3rd floor, from 8:00 a.m. to 5:00 p.m, Monday through Friday and on the MAG web site at www.azmag.gov. Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. November 25, 2013 to the address below. In addition, after considering comments, the MAG Regional Council may take action on the TIP, RTP, and Conformity Analysis on January 29, 2014.

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

Please Join Us!

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ON THE MOVE

PARTNERS IN PROGRESS

Public Hearing on the MAG Transportation Plan and Programs, Conformity Analysis and Prop. 400 Annual Report

Monday, November 25, 2013, 5:00 p.m.

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Phoenix
Saguaro Room - second floor

Your participation is encouraged and appreciated.

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Your participation is encouraged and appreciated.

Martinson

Continued from Page A1

allegations as well as refer the record of the proceedings to our Ethics Committee and Appellate section for review," County Attorney Bill Montgomery said in an e-mail to *The Arizona Republic*. "We will also review the conduct of defense counsel and that of the Judge for appropriate action."

Duncan wrote a 28-page ruling detailing the conduct by the prosecution team, led by Deputy Maricopa County Attorney Frankie Grimsman.

"When viewing the totality of circumstances, the Court finds that during trial the Prosecutors engaged in a pattern and practice of misconduct designed to secure a conviction without regard to the likelihood of reversal," Duncan wrote.

Duncan then detailed the misconduct. The prosecutors had charged Martinson with felony murder, specifically saying that Martinson's son, Josh, died because of child abuse, and then tried the case as if he were charged with intentional, premeditated murder. Grimsman had been warned by Duncan several times over the course of the trial not to do so.

After the conviction was thrown out because of improper testimony from a medical examiner and juror misconduct, Duncan wrote, Grimsman tried to re-indict Martinson for premeditated murder. She then repeatedly tried to get Duncan and the defense attorneys, Michael Terribile and Treasure VanDreumel, removed from the case.

"Accordingly, the prosecutors relentlessly sought to remove defense counsel and the assigned judicial officer specifically to avoid the risk of acquittal during any trial," Duncan wrote.

Criminal cases, especially homicides, are rarely overturned because of misconduct, even in appellate courts. A recent investigation by *The Republic* found that only two of 82 death sentences in Arizona since 2002 had been overturned on appeal because of prosecutors' actions.

Verdicts are even less frequently overturned with prejudice by a trial court judge.

"I am pleased that judges at the trial-court level are giving credence to allegations of prosecutorial misconduct," VanDreumel said. "Often, it's a paper tiger and they prefer the decision to be made at the appellate level."

Martinson, 47, has been in jail for nine years awaiting a final verdict.

On the night the child died in 2004, Martinson was in a custody battle with his ex-wife. Martinson claimed he found the boy floating in the bathtub and could not resuscitate him. Then, Martinson claimed, in his anguish, he tried to kill himself but failed.

An autopsy showed the boy had muscle relaxants in his bloodstream, and the medical examiner ruled Josh died of a drug overdose.

It appeared to be a murder-suicide, but Martinson was not charged with first-degree premeditated murder, but rather with first-degree felony murder, meaning prosecutors wanted to prove that Josh died during child abuse by Martinson.

Terribile and VanDreumel argued that the death was consistent with drowning and that there was DNA on the bottle of muscle-relaxant tablets that could not be identified but could not be eliminated as coming from the boy. The defense maintained the boy may have taken the tablets himself, and Terribile pointed out that the pills resembled candy.

After several years of changing defense attorneys, Martinson went to trial in July 2011.

Martinson was found guilty in November 2011, and the jury determined there were aggravating factors that made him eligible for the death penalty. But before the jury could sentence Martinson, a juror came forward to tell Terribile and VanDreumel about what was going on in the jury room. The forewoman was accused of browbeating other jurors into finding Martinson guilty. The guilty verdict was thrown out in March 2012.

In fall 2012, Grimsman told the judge that the original indictment and the intent to seek the death penalty had been dropped and that she had asked that another judge and defense team be appointed. Terribile and VanDreumel fought the new charge.

In late 2012, the Arizona Court of Appeals ruled that Grimsman could indeed reindict Martinson, unless Duncan found that Grimsman had done so in bad faith.

On Tuesday, Duncan made that finding, in addition to the finding of prosecutorial misconduct.

Defending the case had cost taxpayers $2.97 million as of last July, nearly twice the amount paid for the defense of Jodi Arias.

Russian probe blames crash on pilot moves

By Jim Heintz
Associated Press

MOSCOW — The pilots of a Boeing 737 that plunged into the ground at Kazan airport lost speed in a steep climb then overcompensated and sent the plane into a near-vertical dive, according to a preliminary report released Tuesday by Russian aviation experts. All 50 people aboard were killed.

The Moscow-based Interstate Aviation Committee, which oversees civil flights in much of the former Soviet Union, said the plane's engines and other systems were working fine until the moment the plane crashed Sunday night.

The Tatarstan Airlines plane was flying from Moscow to the central city of Kazan, 450 miles to the east.

The Russian aviation experts said the plane's two pilots had failed to make a proper landing approach on their first attempt, so they began a second try.

The report did not specify why the pilots aborted the first landing.

To get the plane ready for the second try, the pilots put the plane's engines on maximum power and raised the plane's nose up to an angle of about 25 degrees, the report said. That caused a loss of speed.

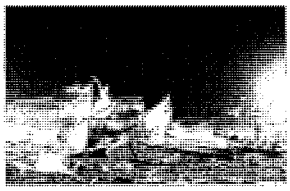
The normal procedure during an aborted landing is to apply near-maximum power and assume about a 5-to-7 degree nose-up attitude, said Kevin Hiatt, a former Delta Air Lines chief pilot and president of the Flight Safety Foundation, a U.S.-based nonprofit.

"Twenty-five degrees nose-up is excessive. There's no question about that whatsoever," Hiatt said. "Why they determined they needed to go to that high an angle will be part of the investigation."

At an altitude of about 2,200 feet, the crew tried to gain speed and avert a stall by putting the nose of the plane down. The report said the plane then went into a dive of about 75 degrees and smashed into the ground.

Airplanes can sometimes recover from steep dives but they must be at a sufficiently high altitude.

The plane's climb and its subsequent plunge lasted only about one minute and it struck the ground going about 280 mph, the report said.



A Russian passenger airliner crashed Sunday night while trying to land at the airport in the city of Kazan, killing all 50 people aboard, officials said. AP

ON THE MOVE
PARTNERS IN PROGRESS

Public Hearing on the MAG Transportation Plan and Programs, Conformity Analysis and Prop. 400 Annual Report

Monday, November 25, 2013, 5:00 p.m.
302 North 1st Avenue, Phoenix
Saguaro Room - second floor

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Draft documents are available online at *www.azmag.gov*

Your participation is encouraged and appreciated.

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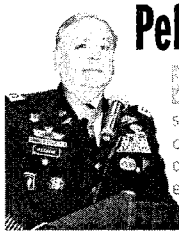
Pelearon por su sueño americano


El galardonado con la medalla de honor, Alfred Rascón.

Cinco militares y veteranos se convirtieron en ciudadanos estadounidenses en una emotiva ceremonia.

MARITZA LIZETH FÉLIX

Pelearon por una patria que aún no era suya, defendieron territorio que todavía no podían llamar casa y portaron el uniforme de una nación que tardó en darles la bienvenida; pero después de años, decenas de combates y sacrificios, cinco militares y veteranos se convirtieron en ciudadanos estadounidenses en una ceremonia de naturalización que se realizó en la oficinas de Inmigración el pasado 12 de noviembre.

A su lado, otros 36 inmigrantes de 19 diferentes países tomaron protesta como ciudadanos de la Union Americana.

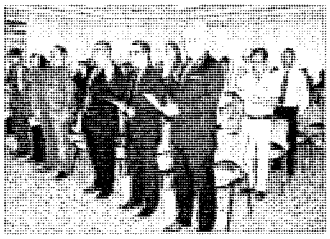
En el evento se les rindió tributo a todos aquellos miembros de las Fuerzas Armadas que, de una manera u otra, han defendido la soberanía nacional. Esa fue la manera de agradecer la libertad que los nuevos ciudadanos tienen gracias al sacrificio y entrega de los veteranos.

En esta ocasión, el director regional del Servicio de Inmigración y Ciudadanía de los Estados Unidos (USCIS, por sus siglas en inglés), John Krammar, fue el encargado de tomar el juramento de los inmigrantes. Después les dio la bienvenida a la tierra de las oportunidades, y los nuevos ciudadanos ondearon orgullosos sus banderas.

Para aquellos que han servido o continúan haciéndolo en las Fuerzas Armadas, el especialista Alfred Rascón, de la 503rd División de Infantería, quien fue distinguido con la Medalla de Honor del Congreso, habló de su experiencia en Vietnam y cómo hizo méritos para ganarse la prestigiosa presea.

El originario de Chihuahua, México, enfatizó que él es mexicano de nacimiento y estadounidense por elección, y que se siente muy orgulloso de haber formado parte de la milicia estadounidense, porque esta es una patria que siempre ha sentido suya.

Al evento asistió también el exprocurador de Arizona, Terry Goddard, quien invitó a los ahora ciudadanos a cumplir con sus obligaciones cívicas, enlistarse en el padrón electoral y ejercer su derecho del voto.


Los nuevos ciudadanos al momento de la juramentación.

El director regional de USCIS, John Krammar.

De vecinos a héroes

Cuatro hombres intentaron salvar de un incendio a una mujer de 68 y su valentía fue reconocida por las autoridades.

Los héroes del barrio durante la entrega del reconocimiento en la estación de Bomberos.

MARITZA LIZETH FÉLIX

Manuel Soto estaba esperando un "raite" para ir a trabajar cuando vio las llamas salir de un apartamento, cerca de las avenidas Central y Southern, el mes pasado. Corrió a ver qué pasaba y se impresionó al notar cómo las llamaradas consumían con voracidad la vivienda. Se apresuró a socorrer a Patricia Ferrel, una mujer de 68 años que había quedado atrapada en el incendio.

Con la ayuda de Edward Valenzuela, Anthony Fritz y Roscoe Young II, Soto logró derribar la puerta de metal del departamento y sacar a la señora al balcón. Hicieron hasta la imposible para salvar a la mujer, quien desafortunadamente murió a causa de las heridas.

El capitán de los Bomberos de Phoenix, Tony Mure, indicó que a pesar de que esta historia tuvo un desenlace trágico, la valentía de los hombres es digna de ser reconocida.

Los ahora considerados héroes del barrio recibieron un certificado de agradecimiento por parte de los "traga humos". La ceremonia de entrega se llevó a cabo el lunes pasado en la estación 22, la más cercana al departamento donde ocurrió el accidente. Ahí contaron la experiencia que podría haberles costado la vida.

"A mí me despertó otro de mis vecinos pidiéndome agua y un extinguidor... cuando salí a ver qué es lo que estaba pasando, lo vi todo y sin pensarlo me puse a ayudarlos", expresó Rosco Young.

Los rescatistas improvisados coincidieron en que no se detuvieron a pensar en las consecuencias, sino en tratar de salvar a la mujer que los necesitaba.

"No nos consideramos héroes, a lo menos yo no", dijo Anthony Fritz, quien aseguró estar preparado en caso de que otro imprevisto como este se le ponga en el camino.

Los héroes se unieron al clamor de los bomberos de Phoenix para que los habitantes tengan más precaución en sus hogares y eviten los incendios, principalmente durante la próxima temporada de fiestas.

ON THE MOVE
PARTNERS IN PROGRESS

¡Por favor, acompáñenos!

MARICOPA ASSOCIATION of GOVERNMENTS

La Asociación de Gobiernos de Maricopa (MAG) llevará a cabo una audiencia pública acerca de lo siguiente: el *Anteproyecto del Plan de Transporte Regional 2035 de MAG, Anteproyecto del Programa de Mejoramiento de Transporte de MAG por los Años Fiscales 2014-2018, Anteproyecto de Programas y Proyectos de Transito de los Año Fiscales 2014 y 2015*, y el *Anteproyecto del Análisis de Conformidad de la Calidad del Aire del Año 2014*. La audiencia pública también incluirá el Reporte anual anteproyectal del estado de la *Proposición 400 de MAG* por el Año 2013. El propósito de la audiencia es para recibir comentarios del público acerca de los varios anteproyectos que se presentaran. Los documentos de todos los anteproyectos mencionados estén disponibles en la siguiente página de internet: www.azmag.gov.

¡Animamos su participación y de antemano le agradecemos!

Audiencia Pública de Informe Anual acerca del Plan de Transporte y Programas de MAG, Análisis de Conformidad y Reporte Anual de la Proposición 400

Lunes, 25 de Noviembre 2013, 5:00 p.m.
302 North 1st Avenue, Phoenix. Salon de Conferencias Saguaro—Segundo Piso

Para más información o para hacer arreglos de acomodaciones especiales, por favor llame a Jason Stephens proyectista para el envolvimiento público al 602-452-5004. Su boleto de estacionamiento en el sótano del edificio de MAG será validado. A los que usen transporte público para asistir a la audiencia, se les dará boletos de transito. También tiene la opción de contribuir con su opinión por medio de correo electrónico. Si gusta usar este método de participación, por favor envíe sus comentarios a jstephens@azmag.gov.

LOS PRECIOS DE LA VENTA ADELANTO DE NAVIDAD ESTARÁN VIGENTES DEL 13 AL 17 DE NOVIEMBRE DE 2013. LA MERCANCÍA ESTARÁN EN OFERTA A ESTOS Y OTROS PRECIOS HASTA EL 4 DE ENERO DE 2014, EXCEPTO SEGÚN LO INDICADO.

ABRE UNA CUENTA MACY'S Y RECIBE 20% DE DESCUENTO EXTRA LOS 2 PRIMEROS DÍAS, HASTA $100, Y VENDRÁN MÁS PREMIOS. La tarjeta de crédito Macy's está disponible con aprobación de crédito; los descuentos para nuevas cuentas son válidos en el día de la compra y al siguiente; excluye artículos con descuentos adicionales, "apartar de regalo, restaurantes, comida gourmet y vino. Hay un límite de $100 en los descuentos para nuevas cuentas al comprar muebles, colchones y alfombras; la aplicación debe ser aprobada al momento para recibir los descuentos extras; los empleados de Macy's no pueden participar.

Black Nativity Cast Tells About The Tale Of Reconnection

Story and photos
By ArnE Williams

In exclusive interviews, director Kasi Lemmons (Eve's Bayou) and the cast discussed the contemporary musical adaptation of Langston Hughes's 1961 play Black Nativity opening Nov. 27 in Valley theaters.

The feature is a Fox Searchlight Pictures musical staring Jennifer Hudson, Forest Whitaker, Mary J. Blige and Angela Bassett. It's star-studded cast also includes R & B powerhouse Mary J. Blige, Tyrese and Jacob Latimore.

Lemmons said as she expanded the original musical drama, she was set about creating homage to Langston using the actual performance of Black Nativity as the climatic centerpiece of a film that would detail the struggles of a family divided.

She looked to fill her cast with actors who could sing. Upon googling Forest, she was thrilled to learn that he had started out with a career in "light opera." Besides bringing his surprising singing talent and his acclaimed acting chops to the project, he also served as a mentor to fellow cast mates.

Lemmons wanted to make sure that the important motifs of hope and forgiveness from "Black Nativity" the play would be incorporated into the film.

Black Nativity was originally written as a retelling of the classic nativity story with an all black cast and gospel spirituals chosen by Hughes. Over the decades, the play has been performed off-broadway and in theaters around the nation.

Forest Whitaker and Angela Bassett

Kasi hopes that this holiday musical drama will inspire young people to behave as members of a community and to recognize how they impact those around them.

Forest and Angela see this story as a tale of forgiveness of others and forgiveness of self just in time for estranged families during the holiday season.

Tyrese realizes that many of our younger generation will be learning about Langston for the first time and is honored to be a part of the Langston Hughes legacy and the things that he stood for as a poet. He hopes the movie will sevre to mentor those who are hurting and confused.

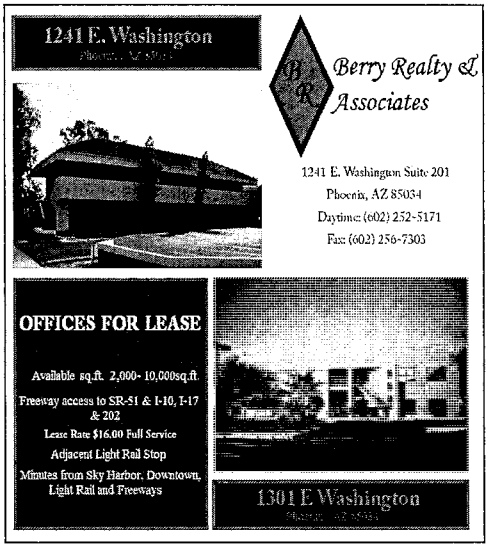
Jennifer Hudson said she had turned down dozens of musicals sent to her after winning an Academy Award for "Dreamgirls" for more dramatic roles like "The Secret Life of Bees, "Winnie Mandela" and the forthcoming "The Inevitable Defeat of Mister & Pete." But this film was different because it was a holiday film. "I'm a holiday fanatic," Hudson said. "And it's something that brings families together and I wanted to be a part of that because I feel like we don't have enough of that around."

Expanding his creative domain, Raphael Saadig marks his debut as a film scorer. Moved by director Lemmons' interpretation of the play, he immediately got on board as executive music director.

Mary J. Blige

Tyrese Gibson

"I have a huge background in gospel," Saadig said. "I started in church. Gospel was the root of everything for me. "Black Nativity " gave me a lot of room to flex my gospel chops."



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PUBLIC NOTICE

ON THE MOVE
PARTNERS IN PROGRESS

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November 25, 2013, 5:00 p.m.
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PUBLIC NOTICE

City of Phoenix
REQUEST FOR PROPOSALS (RFP)
PT14-006 – FARE MEDIA ADVERTISING

The City of Phoenix Public Transit Department (CITY) is requesting proposals from advertising firms interested in managing the CITY's fare media advertising program. The three (3) year contract shall commence on or about March 1, 2014.

Interested persons may obtain the RFP by downloading a copy from the City's website:
http://phoenix.gov/rfp/index.html

Kimberly Hayden
Contracts Specialist II
City of Phoenix Public Transit Department
302 North First Avenue, Suite 900
Phoenix, Arizona 85003-1598
(602) 256-3239 FAX (602) 495-2002
E-mail: Kimberly.hayden@phoenix.gov (preferred)

A pre-proposal conference will be held on Tuesday, December 3, 2013, at 2:00 p.m. MST (local time). Interested proposers should convene at City of Phoenix, Public Transit Department, 302 North First Avenue, 9th Floor, Room 9A, Phoenix, Arizona 85003.

Proposals will be received by the Public Transit Department, 302 North First Avenue, Suite 900, Phoenix, Arizona 85003, no later than **2:00 p.m. local time on Thursday, December 19, 2013.** Late proposals will not be considered.

PUBLIC NOTICE

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V. APPENDIX B. CORRESPONDENCE RECEIVED DURING THE FINAL PHASE INPUT OPPORTUNITY

Jason Stephens

From: Dean Giles
Sent: Tuesday, November 26, 2013 9:07 AM
To: Jason Stephens
Cc: Lindy Bauer
Subject: FW: Transit cuts

Jason,

Here is a citizen comment received today. Kelly requested that I forward it to you.

Thank you.

Dean

From: Dave Bates [mailto:jeauris@gmail.com]
Sent: Tuesday, November 26, 2013 4:32 AM
To: Dean Giles
Subject: Transit cuts

I urge you not to cut funding for the public transit system. Disabled people such as myself have a great need for it. Thanks

Jason Stephens

From: Dean Giles
Sent: Sunday, November 24, 2013 8:55 AM
To: Jason Stephens; Kelly Taft
Cc: Lindy Bauer; Eric Anderson
Subject: FW: Transit cuts

-----Original Message-----
From: Tony Sohl [mailto:tonysohl@samobile.net]
Sent: Saturday, November 23, 2013 3:48 PM
To: Dean Giles
Subject: Transit cuts

Hi my name is Tony sohl and both myself and my feancie tak the bus and rely on public transit service in the East Valley and valley wide.

What's the reason for cutting transit? Don't you all realize how importnat this is to us?

You guys do this every time this comes up for the budget and this is getting rediculous!

We are getting tired of you saying, "Oh transit needs to go!" What would happen if all of you could not drive and had to rely on transit?
We would like for all of you to take the bus for one month and realize how bad it would be.

We are the 6 largest city in the nation and we are the worse for transit. This has got to stop and I hope you look into the implications if the transit gets cut.

Would this also affect ride choice? If this affects ride choice then, there would be people unable to take cabs or would have to walk.

Again, we urge you not to cut transit and if there needs to be cuts in the budget then cut other things such as the director of CPS he needs to go!

If buses cut then would they all stop at 67:00 PM? Does this mean the orbits bget cut to? Why don't you put in free circulator buses and this would be better.

Again, this has got to stop and if thies does not stop then you will have v ery angry people protesting and geting very angry and cut all yoru trips that you bill to us. All of you need to stop billing us for all yoru little trips and lunches.

Grop up and play for it yourself.

Jason Stephens

From: Dean Giles
Sent: Sunday, November 24, 2013 8:55 AM
To: Jason Stephens; Kelly Taft
Cc: Lindy Bauer; Eric Anderson
Subject: FW: Comments - Regional Transportation Plan

-----Original Message-----
From: allison Hilliker [mailto:nfbarizona@gmail.com]
Sent: Saturday, November 23, 2013 8:26 AM
To: Dean Giles
Subject: Comments - Regional Transportation Plan

Hello,

I'm writing to express my concern about the draft regional transportation plan. I've noticed that only 25% of funds will be given to public transit, even though 32% currently goes to transit. This 7% decrease is incredibly disappointing!

I'm blind, an employed tax-payer, and use public transportation every day for both my job and personal life. It is more valuable to me than I can ever express. It promotes my independence and allows me to participate actively in society. The same is true for many valley residents, both disabled and not. Please don't cut transit funding and make travel more difficult for us.

Sincerely,

Allison Hilliker
President, National Federation of the Blind of Arizona (East Valley Chapter)
623-221-1026
nfbarizona@gmail.com

Jason Stephens

From: Dean Giles
Sent: Sunday, November 24, 2013 8:55 AM
To: Jason Stephens; Kelly Taft
Cc: Lindy Bauer; Eric Anderson
Subject: FW: Public Transpertation

-----Original Message-----
From: Megan Homrighausen [mailto:megan.homrighausen@yahoo.com]
Sent: Saturday, November 23, 2013 1:34 PM
To: Dean Giles
Subject: Public Transpertation

To Whom it may concern,

Please don't cut transpertatation funding. it is so important to us. We need tarnspertaion to go to Drs. appointments and even just to be able to run to the store is very important to our independence.

Thank you for taking the time to read my letter.

Sincerely,
Megan Homrighausen

Sent from my iPad

Agenda Item #6B

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Approval of the Draft FY 2014-2018 MAG Transportation Improvement Program

SUMMARY:
The Draft fiscal year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) has been under development since March 2012. All federally funded projects and regionally significant transportation projects (including local and privately funded projects) are required by federal law to be included in the draft TIP for the purpose of meeting the air quality conformity analysis requirements. In October 2013, the Draft FY 2014-2018 MAG TIP Listing of Projects was approved by the MAG Regional Council to undergo this analysis, which is now complete. A public hearing on the draft TIP was conducted on November 25, 2013. An errata sheet with tables summarizing requested corrections since the September published version for public review of the Draft FY 2014-2018 TIP is included in the attachment. The Draft FY 2014-2018 TIP may be viewed on the MAG website at: www.azmag.gov/TIP and is attached.

The Transportation Review Committee (TRC) recommended approval of the Draft FY 2014-2018 TIP and modifications to the Draft FY 2014-2018 TIP that are included in the errata sheet and tables, contingent on a finding of conformity. Since the TRC recommended approval, a notes column has been included to provide greater detail with other corrections tinted in yellow. The Management Committee recommended approval of the Draft FY 2014-2018 TIP and modifications to the Draft FY 2014-2018 TIP that are included in the errata sheet and tables, contingent on a finding of conformity. Since the Management Committee recommended approval, additional corrections have been added to the errata sheet and are tinted in blue.

PUBLIC INPUT:
The results from the final phase public meeting input on the Draft FY 2014-2018 MAG TIP is included in the Final Phase Opportunity Report that will be in a separate agenda item for this meeting.

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

CONS: Approval of the TIP indicates approval of local projects by local agencies.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The TIP is a listing of projects that are scheduled for construction and/or implementation within the next five years. The current TIP is the FY 2011-2015 MAG TIP, which is valid under Federal rules until August 2014. Approval of the Draft FY 2014-2018 MAG TIP is

required to update and validate construction and implementation of new transportation projects in years 2014, 2015, 2016, 2017, and 2018. The FY 2014-2018 MAG TIP contains as a subset the MAG Federal Transit Administration Section 5307 program FY 2014 and FY 2015 Program of Projects for the MAG region.

POLICY: The TIP is developed with input from all MAG jurisdictions and member agencies, Arizona Department of Transportation, Federal Highway Administration, Federal Transit Administration, Indian Communities, Tribal Governments, the general public, and incorporates controls to ensure fiscal constraint and compliance with air quality regulations.

ACTION NEEDED:

Recommend approval of the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) with the included errata sheet and table correction updates, contingent on a finding of conformity of the Draft TIP and 2035 Regional Transportation Plan (RTP) with applicable air quality implementation plans.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee: This item is on the January 29, 2014, Transportation Policy Committee agenda for action. An update will be provided on action taken by the Committee.

Management Committee: On January 8, 2014, the committee recommended approval of the Draft FY 2014-2018 MAG TIP with errata sheet and table corrections, contingent upon a finding of conformity of the TIP and 2035 RTP with applicable air quality plans.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

Transportation Review Committee: On December 12, 2013, the committee recommended approval of the Draft FY 2014-2018 MAG TIP with errata sheet and table corrections, contingent upon a finding of conformity of the TIP and 2035 RTP with applicable air quality plans.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair
ADOT: Kwi-Sung Kang for Floyd Roehrich
* Buckeye: Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum
Fountain Hills: Randy Harrel
*Gila Bend: Eric Fitzer
Gila River: Tim Oliver
Gilbert: Leah Hubbard
Glendale: Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
Maricopa (City): Paul Jepson
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
* Queen Creek: Mohammed Youssef for Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale
*ITS Committee: Catherine Hollow, Tempe
* FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*Transportation Safety Committee: Renate Ehm, City of Mesa

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

Regional Council: On October 23,2013, the Regional Council approved the Draft FY 2014-2018 MAG TIP - Listing of Projects for an air quality conformity analysis.

MEMBERS ATTENDING

Vice Mayor Alex Finter for Mayor Scott Smith, Mesa
Mayor Michael LeVault, Youngtown, Vice Chair
* Vice Mayor Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Councilmember Mike Farrar for Mayor David Schwan, Carefree
Councilmember Reginald Monachino, Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
* Mayor Tom Rankin, Florence
* President Ruben Balderas, Fort McDowell Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
Mayor Steven Holt, Gila Bend
* Governor Gregory Mendoza, Gila River Indian Community
Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear
Vice Mayor Andrew Sanchez for Mayor Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Mayor Christian Price, City of Maricopa
* Supervisor Steve Chucri, Maricopa County
Councilmember Dan Schweiker for Mayor Scott LeMarr, Paradise Valley
Councilmember Cathy Carlat, Peoria
Mayor Greg Stanton, Phoenix

* Supervisor Todd House, Pinal County
# Vice Mayor Dawn Oliphant for Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
Mayor W. J. “Jim” Lane, Scottsdale
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor John Cook, Wickenburg
Victor Flores, State Transportation Board
Joseph La Rue, State Transportation Board
Roc Arnett, Citizens Transportation Oversight Committee

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

CONTACT PERSON:
Teri Kennedy, (602) 254-6300.

DRAFT

FY 2014-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

October, 2013

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

DRAFT

MARICOPA ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2014-2018

This report was approved for distribution by MAG Regional Council

on January xx, 2014

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

CERTIFICATION

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

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

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

_____

Scott Omer, Assistant Director Multimodal Planning Division Date
ARIZONA DEPARTMENT OF TRANSPORTATION

_____

Dennis W. Smith, Executive Director Date

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I. FY 2014-2018 MAG TIP PROGRAMMING PROCESS

INTRODUCTION

The FY 2014 – 2018 Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP) was developed under the federal guidance and requirements set forth in the Moving Ahead for Progress in the 21st Century (MAP-21) legislation. MAP-21 will expire on September 30, 2014; when new federal legislation is passed, the FY 2014 – 2018 MAG TIP will be evaluated and modified as appropriate.

§ 450.324 (a)

The FY 2014 – 2018 MAG Transportation improvement Program (TIP) serves as a five-year guide for the preservation, management and expansion of public transportation services across Maricopa County and portions of Pinal County. Public transportation services include highways, arterial streets, transit, demand management, and alternative mode improvements. The TIP includes a five-year capital improvement program of transportation projects for the region, a financial plan for funding capital, detail on operating and maintenance needs, and a report on the status of major projects included in the FY 2014-2018 MAG TIP.

MAG Transportation Planning Designations and Roles

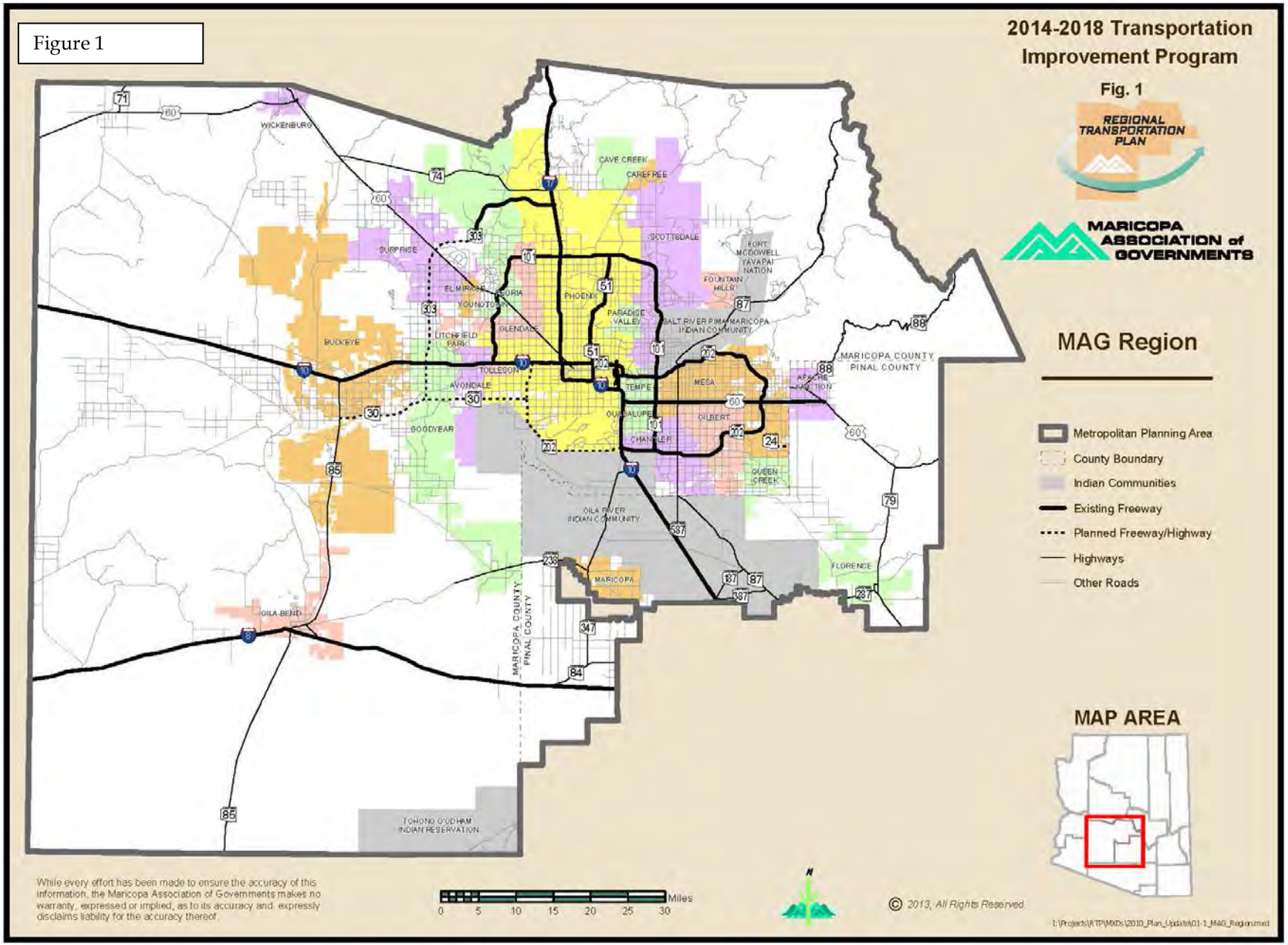
The Maricopa Association of Governments (MAG) is a voluntary association of governments and the designated Metropolitan Planning Organization (MPO) for Maricopa County and portions of Pinal County. The MAG planning area includes all of Maricopa County and portions of Pinal County that are located in the MAG planning area as defined by the Federal Highway Administration. See figure 1 for a map of the MAG planning area. MAG is responsible for the region's transportation, air quality, water quality, and human services planning.

MAG's membership includes all of the region's cities and towns, three Native American Communities, Maricopa County, Pinal County, the Arizona Department of Transportation (ADOT), and the Citizens Transportation Oversight Committee (CTOC).

§ 450.324 (b)

All member agencies are represented on the MAG decision making body -- the Regional Council. The Regional Council includes one elected official from each member agency. Two representatives from the State of Arizona Transportation Board and one representative from the Citizens Transportation Oversight Committee also serve on the Regional Council for transportation-related issues.

Figure 1


2014-2018 Transportation Improvement Program
Fig. 1
REGIONAL TRANSPORTATION PLAN
MARICOPA ASSOCIATION of GOVERNMENTS
MAG Region
Metropolitan Planning Area
County Boundary
Indian Communities
Existing Freeway
Planned Freeway/Highway
Highways
Other Roads
MAP AREA
WICKENBURG
CAVE CREEK
CAREFREE
SCOTTSDALE
SURPRISE
EL MIRAGE
PEORIA
YOUNTOWN
PHOENIX
PARADISE VALLEY
FOUNTAIN HILLS
FORT MCDOWELL YAVAPAI NATION
SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
LITCHFIELD PARK
GLENDALE
BUCKEYE
TOLLESON
AVONDALE
TEMPE
MESA
GILBERT
GUADALUPE
CHANDLER
GOODYEAR
QUEEN CREEK
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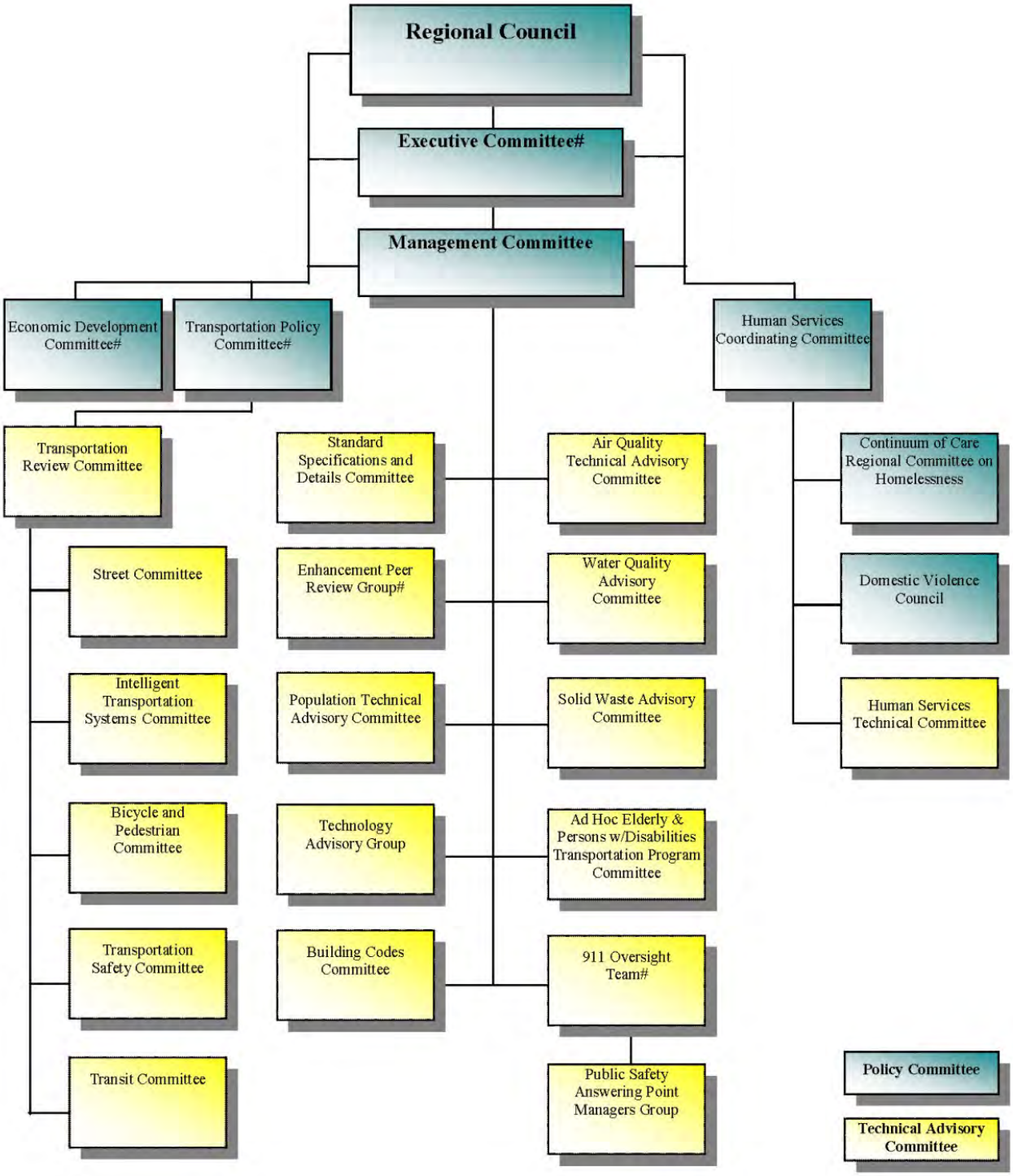
MAG COMMITTEE STRUCTURE FOR



#Membership Prescribed

Revised 8/16/2013

§ 450.324 (b)

The MAG planning and programming process is designed to consider and incorporate input from a wide [illegible]s and organizations. Parties that provide input include, but are not limited to, the following: members of the general public, directly affected communities, local agencies, transportation providers and operators, state and federal agencies, other stakeholders, and technical staff from MAG and its member agencies.

Figure 2

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

The FY 2014 – 2018 MAG TIP builds on existing regional plans, programs, and policies. The TIP was developed through the MAG planning and programming process in cooperation with the State of Arizona and the region's counties, cities, towns, tribal governments, transit operators, and general public. Transit operators in the MAG planning area include the City of Phoenix, Valley METRO Rail/RPTA, the City of Scottsdale, the City of Peoria, and the City of Glendale. The Arizona Department of Transportation is represented on all MAG transportation committees, the MAG Management Committee, and the Regional Council. See Figure 2 for detail on the MAG committees.

Required Projects in the FY 2014-2018 MAG TIP

The MAG programming process is developed within a legal framework established by applicable state statutes and the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, which was enacted by congress on July 6, 2012. The legal framework requires, at a minimum, that the TIP is consistent with the long range metropolitan transportation plan for the region, is shown to conform to all applicable federal and state air quality plans and standards, has a full provision for the effective involvement of a wide-variety of institutional and public actors in the decision making process, is financially constrained, and meets all federal congestion management process requirements prior to approval by the MAG Regional Council.

§ 450.324 (d)

To meet Federal requirements, the FY 2014-2018 MAG TIP reports on all projects programmed with federal funds as identified in Title 23 and Title 49 of the US Code and on all regionally significant projects that are funded with federal and non-federal funds. The FY 2014-2018 MAG TIP also reports on projects that have obligated with federal funds in the previous Federal fiscal year.

MAG defines a regionally significant project as:

> A transportation project that is on a facility which serves regional transportation needs (i.e., urban freeways, other urban or rural principal arterials; and the one-mile grid street

network and extensions thereof), and would normally be included in the modeling of the transportation network.
Projects that are greater than one-half mile in length, impacts freeways or freeway interchanges, or alters the number of striped through-lanes for motor vehicle use, are reflected in the transportation network used by MAG for regional transportation modeling purposes.

In addition, fixed guideway transit facilities (e.g., trackage for light rail service, or dedicated busways) that serve regional transportation needs also meet the definition of a regionally significant project. The government agency with jurisdiction for approving the project has the responsibility of determining whether or not a transportation project is regionally significant and for providing information on the regionally significant projects through the interagency consultation process to MAG.

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

§450.324 (g)

The FY 2014-2018 MAG TIP is an element of the MAG Regional Transportation Plan (RTP), which is the region's long range transportation plan. Projects included in the FY 2014-2018 MAG TIP are drawn from projects defined in the RTP and major elements of the RTP, such as the life-cycle programs for transit, arterial streets and freeways as well as the MAG Federal Fund Program. The RTP provides a policy framework to guide regional transportation investments and establishes performance measures for regional transportation facilities and services that will allow the region to better monitor and improve the system in the future. It also identifies and prioritizes specific transportation facilities needed to achieve the congestion, mobility, safety, environmental and other goals of the plan. These projects are detailed in the maps and texts of the RTP document and in major elements of the RTP including: the life-cycle programs for freeways, arterial streets and transit and the MAG Federal Fund Program.

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

For more information about the RTP, refer to the RTP document. The RTP report can be found at: http://www.azmag.gov/RTP. The life-cycle programs and MAG Federal Fund Program are described below.

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

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

The Life Cycle Programs

The life cycles are directed by the MAG RTP. In 2004, Proposition 400 authorized the continuation of the existing half-cent sales tax for transportation in Maricopa County (also known as the Maricopa County Transportation Excise Tax). This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement arterial, transit, and freeway projects identified in the MAG RTP that would be managed by three individual life cycle programs.

Information on projects occurring in the life cycle programs may be found at:

- Arterial: http://www.azmag.gov/ALCP
- Transit: http://www.valleymetro.org/publications_reports/
- Regional Freeway/Highway: http://www.valleyfreeways.com

MAG Federal Fund Program

The MAG Federal Fund Program consists of both highway and transit projects in the MAG TIP funded from Federal sources. A summary of federal transportation funds from all programs allocated for programming in the MAG region is provided in Table 1.

Table 1
Summary of Federal Funding in the MAG Area
(Year of Expenditure Dollars)

Fiscal Year	Federal Funding		
	Highway	Transit	Total
2014	116.0	140.0	256.0
2015	115.5	140.0	255.5
2016	115.5	140.0	255.5
2017	115.5	140.0	255.5
2018	115.5	140.0	255.5
Total	**578.0**	**700.0**	**1,278.0**

As directed by the RTP, the federal funds in the MAG region are policy driven to fund a multi-modal program in both the short and long term as shown in Table 2 below. As noted in the far left column of Table 2, the Freeway and Arterial Street Life Cycle Programs rely on Surface Transportation Program (STP) funding sub allocated to MAG and on Congestion Mitigation and Air Quality (CMAQ) funding to fund a prioritized program of freeway and arterial street projects. The Transit Life Cycle relies on Federal Transit – 5307 Urbanized Area funding, on Federal Transit – 5309 Rail and Fixed Guide-way Modernization funding, and on CMAQ for funding as well.

TABLE 2
PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2014-2018
(Percentage of Funding Source by Program)

	Modes		Regional 1/2 Cent	ADOT Funds	FTA §5307	FTA §5337	FTA §5309	FTA §5310	ADOT-STP Flex	FHWA STP-MAG	FHWA CMAQ	FHWA TA	FHWA HSIP
Life Cycle Programs	FLCP	Freeway	56.2%	100%						30.9%	18.8%		
	ALCP	Arterial & ITS	10.5%							55.9%	13.2%		
	TLCP	Bus Transit	33.3%		95.4%	85.8%	17.0%		100%		3.0%		
		Light Rail Transit				14.2%	83.0%				32.4%		
Non-Life Cycle Programs	Transit				4.6%			100.%					
	Bicycle / Pedes.										16.8%		
	Air Quality										14.4%		
	Planning									10.9%			
	Transportation Alternatives*											100%	
	Safety												100%
	Non ALCP/Other									2.3%	1.5%		
	Total		**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Percentages are rounded, variance may be Displayed.
* The Transportation Alternatives program includes Safety, Bicycle and Pedestrian components.

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

A variety of federal funding sources are included in the FY 2014-2018 MAG TIP including:

- National Highway Performance Program (NHPP),
- National Highway Performance Program, Bridge (NHPP-B),
- Surface Transportation Program Arizona (STP-AZ),
- Surface Transportation Program MAG (STP-MAG),
- STP Off-System Bridge (STP-OSB)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Congestion Mitigation and Air Quality Improvement Program, PM2.5 (CMAQ-2.5)
- Congestion Mitigation and Air Quality Improvement Program Flexible Funding(CMAQ-Flex) (Transit)
- Highway Safety Improvement Program Arizona (HSIP-AZ)
- Highway Safety Improvement Program MAG (HSIP-MAG)
- Railway-Highway Crossings (RHC)
- Railway-Grade Crossings (RGC)
- Safe Routes to School (SRTS) {SAFETEA-LU}
- State Highway and Regional Planning (SHRP 2)

- Transportation Enhancements (TEA) {SAFETEA-LU}
- 5307 and section 5340 Urbanized Area Apportionments (transit),
- 5307 Urbanized Area Apportionments Allocation to Avondale-Goodyear UZA (5307-AVN GY) (Transit),
- 5310 Enhanced Mobility for Seniors and Individuals with Disabilities (Transit),
- 5311 – Rural and Small Urban Areas (Transit),
- 5337 State of Good Repair Formula Apportionments (Transit),
- 5339 Bus and Bus Facilities Formula Allocations (Transit),

For more information on the programming and project selection and prioritization process including schedules, please refer to the MAG Transportation Programming Guidebook found here: http://www.azmag.gov/TIP.

Local Sponsored Projects

Projects that are funded with local funds, including private development funds are included in the FY 2014-2018 MAG TIP if they are regionally significant. Information about these types of projects are collected through the TIP Data Entry System and are a key component to the long range transportation system in the region.

Project Performance

The MAG Performance Measurement Dashboard (MAGnitude) is being developed to provide a wealth of information about our region's transportation facilities. Information available ranges from output measures such as speed, mode shares, and trip length to more outcome based measures such as congestion, reliability, delay, and safety. Locational map, table and chart Information is included for system, corridor and segment based geography. The current version includes regional freeways and arterial networks, additional features are being integrated. MAGnitude may be accessed at: http://performance.azmag.gov/. For additional information contact Monique de los Rios-Urban at MdelosRios@azmag.gov.

II. PUBLIC INVOLVEMENT PROCESS

OVERVIEW

Moving Ahead for Progress in the 21st Century (MAP-21) continues to emphasize public involvement in the metropolitan transportation planning process that existed under the previous legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) and, before that, Transportation Equity Act for the 21st Century (TEA-21). The intent of MAP-21 is to increase public awareness and involvement in transportation planning and programming. MAP-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

MAG Public Involvement Process

§ 450.324 (b)

The MAG process for public involvement receives public opinion in accordance with federal requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process. In December 2006, the Maricopa Association of Governments (MAG) Regional Council adopted a public participation plan outlying the public involvement process for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region, in accordance with federal requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions and opportunities for early and continuing involvement in the planning process.

The public involvement process, as defined in the MAG Public Participation Plan, is divided into four phases: early-phase, mid-phase, final-phase and continuous involvement. The early-phase meetings are designed to ensure early involvement of the public in the development of these plans and programs; the mid-phase process provides an opportunity for input on initial plan analysis of the TIP and Plan, and the final-phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis. Continuous involvement is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles have changed

for FY 2014-2018 and may not follow the phases outlined in the adopted MAG Public Participation Plan. However, MAG continues to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes if/when new cycles are determined.

To view electronic versions of the public involvement reports, please go to: http://www.azmag.gov/Projects/Project.asp?CMSID=1118. For more information or to obtain hard copies of MAG's public involvement process, please contact Jason Stephens, MAG Public Involvement Planner, at (602) 254-6300 or jstephens@azmag.gov.

Public Involvement Process and the Development of the FY 2014- 2018 MAG TIP

§ 450.324 (b)

The development of the FY 2014-2018 MAG TIP began in July, 2012. The schedule noted in Figure 3 demonstrates the high level of involvement that MAG member agencies, the public and interested parties have to review the development of the FY 2014-2018 MAG TIP. All MAG committees, including technical committees, are open to the public.

FIGURE 3

Schedule for Development of MAG 2014-2018 Transportation Improvement Program (TIP)

July 2012 - September 2013	
July – January	● MAG technical committees review and recommend selection of TA and CMAQ funded, member agency requested projects
February – March	● TRC, MC, TPC and RC review and approve Competitively selected TA and CMAQ funded projects for inclusion in the Draft FY 2014-2018 MAG TIP
March - July	● Data collection, compilation and review of member agency projects outside of the competitive process for federal CMAQ and TA funding
May 9, 2013	● Governor approves expansion of the MAG planning area in Pinal County
August	22 ● Draft FY 2014-18 TIP & 2035 RTP available for public review. ● MAG mid-phase public meeting on TIP & RTP advertised.
September	12 ● MAG mid-phase public meeting on draft TIP & RTP 26 ● TRC reviews and recommends draft TIP & RTP for AQCA.

FIGURE 3

Schedule for Development of MAG 2014-2018 Transportation Improvement Program (TIP)

Schedule for Development of MAG 2014-2018 Transportation Improvement Program (TIP)		
October	9	● MC reviews and recommends draft TIP & RTP to proceed with AQCA
	10	● SCMPO RC reviews and recommends draft project listings to proceed with AQCA
	16	● TPC reviews and recommends draft TIP & RTP to proceed with AQCA
	23	● RC reviews and recommends draft TIP & RTP to proceed with AQCA
	24	● MAG TIP & RTP undergo AQCQ
	25	● Begin 30-day review period for draft TIP, RTP to proceed with AQCA.
November	25	● End 30-day review period on draft TIP, RTP & AQCA
	25	● MAG final-phase public hearing on draft TIP, RTP & AQCA
	26-29	● Incorporate comments & responses from final-phase public hearing for AQTAC mailout.
December	3	● *Proposed Date for SCMPO Pinal County public hearing on Regionally Significant Projects, Federally funded projects & AQCA*
	3	● *AQTAC reviews and recommends AQCA.*
	12	● Proposed date SCMPO RC reviews and recommends, approves AQCA.
January	2	● TRC reviews and recommends approval of TIP and RTP.
	13	● Alternate proposed date SCMPO RC reviews and recommends, approves AQCA.
	15	● MC reviews and recommends approval of TIP, RTP and AQCA.
	22	● TPC reviews and recommends approval of TIP and RTP.
	29	● RC reviews and approves TIP, RTP and AQCA.
February	13	● Governor's designee approves MAG 2014-2018 TIP..
	27	● USDOT in consultation with EPA reviews and approves AQCA.
	28	● First four years of the MAG 2014-2018 TIP included in 2013-2016 Arizona STIP.

v 10-15-2013

List of Acronyms:

ADOT = Arizona Department of Transportation
AQCA = Air Quality Conformity Analysis
CMAQ = Congestion Mitigation Air Quality funding
EPA =Environmental Protection Agency
MAG =Maricopa Association of Governments
MC = Management Committee
MPA = Metropolitan Planning Area
MPO= Metropolitan Planning Organization
RC = Regional Council
RTP = Regional Transportation Plan
SCMPO = Sun Corridor MPO
STIP = State Transportation Improvement Program
TA = Transportation Alternatives funding
TAC = Technical Advisory Committee
TIP = Transportation Improvement Program
TPC = Transportation Policy Committee
TRC = Transportation Review Committee
USDOT =United States Department of Transportation

III. PROCEDURES AND AGREEMENTS FOR PROGRAMMING PROJECTS IN THE FY 2014 – 2018 MAG TIP

OVERVIEW

The FY 2014 – 2018 MAG TIP is based on a number of well established procedures and agreements that govern the availability of revenues and factors to be considered in programming projects. This section documents those agreements and procedures.

Statewide Resolution for Transportation Planning and Programming Process

§ 450.324 (g)

MAG works cooperatively with ADOT to program, develop, and implement transportation programs and projects. MAG also works with other Council of Governments (COG) and Metropolitan Planning Organizations (MPO) through the Arizona COG Directors Association to foster communication and coordinated-planning among the COGs throughout Arizona. As part of this process, MAG works with its partners through the state's Resource Allocation Committee to assure that state highway funding is distributed appropriately. Further, MAG staff participates in the Statewide Council of Governments (COG) and Metropolitan Planning Organization (MPO) bi-annual planner meetings hosted by COG or MPO transportation managers or directors.

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

Selection of Projects and Consistency with the MAG RTP

§ 450.324 (g)

The FY 2014-2018 MAG TIP is a five-year window into the MAG RTP and is based both on policies governing project selection and funding levels as well as on specific projects that are identified in the RTP. The RTP establishes funding by modal categories: freeways, streets (including ITS), highway safety, transit, planning, bicycle/pedestrian, transportation alternatives, and air quality. The RTP also establishes 20 year life cycle programs for freeway, street and transit projects. Each life cycle program prioritizes projects through their procedures on an annual basis, in accord with objectives set forth in the RTP and projects that follow within the FY 2014-2018 MAG TIP window are included in the Report. Federally funded bicycle, pedestrian, ITS and air quality projects that fall outside the life-cycle programs receive funding levels set forth in the RTP and are in accord with RTP policies as explained in the Transportation Programming Guidebook: http://www.azmag.gov/TIP

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

Setting Freeway Priorities and Agreements with the Arizona Department of Transportation

§ 450.324 (j)

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

Through the RTP, MAG has adopted a set of quantitative and qualitative criteria to guide its development of the original freeway priorities. The final RTPFP was developed using a blend of four key guidelines: management strategies, value engineering, project deferrals, and 'staying the course.' The Arizona State Legislature affirmed these priorities and criteria and added more requirements concerning audits and reporting. For a more in depth overview of these criteria, please review the RTP at: http://www.azmag.gov/RTP.

MAG also details the regional transportation planning efforts conducted in the area in partnership with the Arizona Department of Transportation in the MAG FY 2013 Unified Planning Work Program & Annual Budget (UPWP). Please contact the MAG Fiscal Service division for MAG FY 2013 UPWP at: iworley@azmag.gov or (602) 245-6300.

Prioritizing Regional Arterial Projects

§ 450.324 (j)

Working within the framework provided by the RTP and in cooperation with local agencies, MAG develops a financial plan and sets policies and priorities for the Arterial Life Cycle Program (ALCP). The ALCP is a 20-year program of arterial street capital improvements funded from a combination of local agency, regional half-cent sales tax and Federal funding sources. The policies and procedures developed for the ALCP outline guidance for deferring, advancing, accelerating, and other project changes that occur in the ALCP. They also provide eligibility guidelines, the procedures on project information exchanges, and process for a local agency seeking reimbursement. The FY 2014 – 2018 MAG TIP includes projects from the ALCP.

For more information about the ALCP, including the current approved financial plan and Policies & Procedures, please go to: http://www.azmag.gov/ALCP.

Regional Transit Programming and Agreements

§ 450.324 (j)

Beginning in 2010, MAG became the led agency directly responsible for programming transit projects throughout the region. The MAG Transit Committee is the principal MAG technical committee tasked with recommending projects to be funded with federal transit funds. Its membership includes the designated grant recipient (City of Phoenix), and the transit operators in

the region: City of Phoenix, Valley Metro, City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria.

Previously the Regional Public Transportation Authority (RPTA) had performed this role on behalf of MAG. In 2012, RPTA and Valley Metro Rail merged into a single organization, Valley METRO, but continue to have separate governing boards under a single chief operating officer.

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

The TLCP relies on the regional half-cent sales tax, 5307, 5337, 5339, and 5309 funds and is programmed based on the priorities and projects established by the RTP. During the development and implementation of the FY 2011 – 2015 MAG TIP, half-cent sales tax projections declined significantly, resulting in over a $1 billion projected shortfall in the 20-year TLCP. To balance the program, transit projects and services were deferred or cut in the TLCP based on the following: 1) Equity, 2) Performance, 3) Budget, and 4) Voter/Taxpayer Satisfaction. TLCP projects progressing in 2015 – 2018 are incorporated in this Report.

MAG also details the regional transportation planning efforts conducted in the area in partnership with Valley METRO in the MAG FY 2013 Unified Planning Work Program & Annual Budget (UPWP). MAG also has an agreement with the designated grant recipient (City of Phoenix) and Valley METRO that outlines responsibilities and the basic structure for cooperative planning and decision making regarding transit planning and programming in the MAG region. This agreement can be found in the MAG Unified Work Program. Please contact the MAG Fiscal Service division for MAG FY 2013 UPWP at: iworley@azmag.gov or (602) 245-6300.

Rating Bicycle and Pedestrian Federal Funded Projects

§ 450.324 (k)

The RTP dedicates 17% of MAG CMAQ funding for bicycle and pedestrian construction project costs at a maximum 94.3% Federal funding rate with a 5.7% local contribution. There is an established competitive project selection process to program projects with CMAQ funds. Please see the Fiscal Year 2013 Transportation Programming Guidebook (MAG, August 2012) for information on this process and criteria for selecting bicycle and pedestrian projects: http://www.azmag.gov/Documents/TIP_2012-08-03_ModalApps_August-2013-Transportation-Programming-Guidebook.pdf. A locational map with the results of the Call For Projects may be viewed in the Appendix, figure 4.

Rating ITS Projects

§ 450.324 (k)

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

In a typical TIP programming cycle, CMAQ funds available for Arterial ITS construction project costs at a maximum 94.3% Federal funding rate with a 5.7% local contribution. Please see the Fiscal Year 2013 Transportation Programming Guidebook (MAG, August 2012) for information on this process and criteria for selecting ITS projects: http://www.azmag.gov/Documents/TIP_2012-08-03_ModalApps_August-2013-Transportation-Programming-Guidebook.pdf. A locational map with the results of the Call For Projects may be viewed in the Appendix, figure 5.

Rating Paving of Unpaved Dirt Roads Federal Funded Projects

§ 450.324 (k)

The RTP dedicates 14.6% of MAG CMAQ funding for Air Quality projects. Approximately $19.0 million is sub allocated during the FY 2014-2018 of the TIP for the paving of unpaved dirt road projects. The maximum federal participation is 94.3% with a 5.7% local contribution. There is an established competitive project selection process to program projects with CMAQ funds. Please see the Fiscal Year 2013 Transportation Programming Guidebook (MAG, August 2012) for information on this process and criteria for selecting paving of unpaved dirt road projects: http://www.azmag.gov/Documents/TIP_2012-08-03_ModalApps_August-2013-Transportation-Programming-Guidebook.pdf.
A locational map with the results of the Call For Projects may be viewed in the Appendix, figure 6.

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

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

In addition to the policies set forth in each of the lifecycle programs, the MAG federal fund program is guided by the MAG Federal Fund Programming Principles. The MAG Federal Fund Programming Principles specifically relate to projects programmed with CMAQ funds and outlines the policy direction of MAG federal funds, the programming and prioritization process, and policies related to timely obligation of projects including the advancement of federal fund projects. A copy of the MAG Federal Fund Programming Principles can be found at: http://www.azmag.gov/Projects/Project.asp?CMSID2=1140&MID=Transportation.

Congestion Management Process at MAG

§ 450.230

The Congestion Management Process (CMP) is a systematic approach to addressing congestion problems throughout the MAG Transportation Management Area. The CMP is intended to address congestion through effective management and operation of transportation facilities and services, based on metropolitan-wide strategies for the development of new, and the improvement of existing, transportation facilities, through the use of a wide range of solutions.

The MAG Congestion Management Process (CMP) was developed in conjunction with representatives of regional partner agencies and member jurisdiction representatives. In its earlier stages, The MAG CMP proposed a series of quantitative and qualitative criteria and methodologies based on key performance measures. This first draft was first implemented as part of the 2011 and 2012 MAG Freeway Program rebalancing efforts. In 2011, a first draft of a CMP sketch tool was also tested in the Arterial Life Cycle Program rebalancing. This implementation was not fully applied to the re-programming process but the draft CMP tool was used by a few member jurisdictions.

As part of the final development of the CMP at MAG, an evaluative sketch tool was developed in 2011 based on congestion related performance measures. This tool was fully applied to the programming process for Congestion Mitigation Air Quality CMAQ Federal Funds in the development of the FY 2014 – 2018 MAG TIP. Modal Committees (ITS, Bicycle and Pedestrian) successfully implemented the tool in their project ranking and prioritizing process. In an effort to comply with MAP-21 requirements, MAG is initiating the development of a similar evaluative tool to apply for changes to the Arterial Life Cycle Program (ALCP), as well as proposing modifications to the existing CMP tool to be applied for the development of the next generation Regional Transportation Plan.

With respect to transit projects and evaluative criteria, a Technical Advisory Group (TAG) made up of Valley Metro, member agencies, and MAG was formed in November 2012. Since then, the TAG has met approximately twice per month to review progress on the development of Regional Transit Standards and Performance Measures. Phase I is anticipated to be complete in September 2013, concluding with Valley Metro Boards actions that month.

The focus of Phase I has been to conduct a peer transit agency review panel, prepare service delivery goals, develop transit operational standards, initiate a performance measures review, and develop a process for transit service changes. A Phase I report will be prepared this summer.

Phase II will start in late summer 2013 and will address additional standards and focus on development of performance measures to compliment agency goals.

MAG continues to refine the CMP criteria with the assistance of the multi-jurisdictional CMP Working Group to develop new versions of the evaluative tools for application in various multi-modal MAP-21 programs such as Transportation Alternatives (TA) and others.

IV. REVENUE FOR HIGHWAY AND TRANSIT PROJECTS

OVERVIEW

This section describes the revenue streams that are available to fund projects in the TIP, provides detailed funding projections, and documents funding assumptions and methodology used to develop funding estimates

Funding Assumptions and Methodology

Projects included in the FY 2014 – 2018 MAG TIP rely on four general revenue streams: private, local, regional, and federal. The expected funding sources for MAG federal funds are based on funding levels contained in FHWA published guidance. All MAG federal funding is shown in year of expenditure dollars for the program period. In addition, obligation authority (OA) for MAG federal funds is planned at 94.6 percent for FY 2014 through FY 2018. It is assumed that federal funding will continue beyond the expiration date of MAP-21 at levels identified in MAP-21.

Revenue projections for HURF (per gallon fuel taxes) and the regional half-cent sales tax are based on econometric forecasting models developed and maintained by ADOT. The parameters used in these models are periodically subjected to reviews of outside experts in a risk analysis to determine appropriate confidence levels for each parameter. Revenue forecasts are updated on an annual basis and monthly tracking of revenue collections versus revenue forecasted revenues is conducted. The distribution of these funding streams is mandated by statute and was detailed in the previous section of this report.

Funding for locally and privately sponsored projects is based on information provided by project sponsors and is in year of expenditure dollars.

Revenue Stream Descriptions and Projections

Private Funds

Private funding resources are derived through the development of private properties, private sponsorship, and subdivisions; they take the form of private funding, impact fees and exactions to cover the cost of related roadway infrastructure. As an area characterized by rapid urban growth with continued growth expected, revenues from this source make up a major part of funding for the TIP.

It should be noted that this revenue stream is subject to the volatility of the housing market and can decline rapidly, as occurred in the recession that began in December 2007. Privately funded projects in the TIP are fully contingent on the fulfillment of conditions necessary to provide public infrastructure as part of the land use development process. Should economic conditions decline, these projects may be re-scoped or abandoned as warranted by market conditions. The funding

listed in the TIP for privately funded projects matches the costs of privately funded projects reported in the TIP.

Local Funds – MAG Member Agencies (excluding ADOT)

All MAG member agencies have taxing authority. Funding available to member agencies for construction, operation, and maintenance transportation facilities and services includes the following:

- Highway User Revenue Funds (HURF) – a shared fuel and transportation tax that is distributed by formula to the cities, towns and counties of Arizona
- General fund contributions,
- Bond proceeds,
- Transportation dedicated local sales tax revenues,
- User fees (including transit fare income)
- Property taxes, and
- Various enterprise funds.

As part of the development of the TIP, member agencies provide information on regionally significant projects and costs through an electronic database program. By doing so, the local member agencies demonstrate their commitment to fund their projects with anticipated local revenues.

Additionally, MAG requires that member agencies submit commitment letters two years in advance of project implementation to demonstrate matching funds for regional and federal funded projects for which MAG has programming authority (CMAQ, STP-MAG, TA-MAG, HSIP-AZ and the regional half-cent sales tax)

ADOT/State Resources

Table 3 summarizes the ADOT funds that are applicable to projects in the MAG TIP. For the purposes of this analysis, these resources are divided into two categories:

- 15% Funding – State statute sets aside approximately 15 percent share of HURF to be used by ADOT for the construction of controlled access facilities in urban counties. The MAG area receives approximately 75 percent of this funding. A total of $346.2 million is projected to be available from this source.

- MAG Share of ADOT Discretionary Funds **-** A 37 percent share of ADOT Discretionary Funds is targeted to the MAG Region. These funds include federal National Highway Performance Program (NHPP), Surface Transportation Program (STP - AZ), and STP subprograms like Bridge, Safety and Enhancements. Arizona Revised Statute 28-304 C.1 states that the percentage of ADOT discretionary monies allocated to the MAG Region in the RTP shall not increase or decrease unless the State Transportation Board, in cooperation with the

regional planning agency, agrees to change the percentage of the discretionary monies. A total of $1.272 billion is projected to be available from this source.

Table 3
ADOT Funding in the MAG Area
(Millions of Year of Expenditure Dollars)

Fiscal Year	15% Funds	MAG Share of ADOT Discretionary	Total
2014	64.1	217.8	281.9
2015	66.3	159.9	226.2
2016	68.9	219.0	287.9
2017	71.6	185.0	256.6
2018	74.6	145.1	219.7
Total	**345.5**	**926.8**	**1,272.3**

Table 4
MARICOPA COUNTY TRANSPORTATION EXCISE TAX: FY 2014-2018
(Year of Expenditure Dollars in Millions)

Fiscal Year	Regional Area Road Fund (RARF)		Public Transportation Fund (PTF) (33.3%)	Total
	Freeways (56.2%)	Arterial Streets (10.5%)		
2014	202.9	37.9	120.2	**321.9**
2015	214.3	40.0	127.0	**347.0**
2016	225.8	42.2	133.8	**379.1**
2017	237.7	44.4	140.8	**435.0**
2018	249.0	46.5	147.5	**492.2**
Totals	**1,110.1**	**207.4**	**657.7**	**1,975.2**

SOURCE: FY 14 through FY 35 from ADOT Excise Tax Forecast of February 2013.

Half-cent Sales Tax

In Maricopa County, a regional half-cent sales tax to fund transportation improvements has been in effect since January 1, 1986. An extension of this tax, Proposition 400, went into effect on January 1, 2006. This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement arterial, transit, and freeway projects identified in the MAG RTP.

Projects funded from the this tax are managed through three individual 20-year life-cycle programs as identified in the RTP and reflected in projects programmed in the TIP. The expected half-cent sales tax for each of the programs is shown above in Table 4.

Federal Funds

The annual appropriated Federal funds that are sub-allocated to the MAG region are Highway Surface Transportation Program (STP-MAG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA-MAG), Highway Safety Improvement Program (HSIP-MAG), Transit 5307 – Urbanized Area Formula Program, 5337 – State of Good Repair, 5339 – Bus and Bus Facilities, and 5309 – New Starts. As shown below in Table 5, the RTP directs the MAG Federal funds to a multi-modal program in both the short and long term.

TABLE 5
DISTRIBUTION OF PROJECTED FEDERAL REVENUES: FY 2014-2018
(Estimated Funding by Program in millions of $)

Modes	FTA §5307	FTA §5337 & §5339	FTA §5309	FTA §5310	ADOT-STP Flex	FHWA STP-MAG	FHWA CMAQ	FHWA TA	FHWA HSIP	Total Federal Funding
Freeway						80.9	43.6			124.5
Arterial & ITS						146.4	30.6			177.0
Transit	252.0	37.6	298.0	13.8	15.2		82.0			698.6
Bicycle / Pedes.							38.8			38.8
Air Quality							33.3			33.3
Planning						28.5				28.5
Transporta-tion Alts*								22.3		22.3
Safety									9.0	9.0
Non ALCP/Other						6.1	3.4			9.4
Total	**252.0**	**37.6**	**298.0**	**13.8**	**15.2**	**261.9**	**231.7**	**22.3**	**9.0**	**1141.5**

Amounts are rounded, variance may be displayed.

* The Transportation Alternatives program includes Safety, Bicycle and Pedestrian components.

These revenue sources are discussed below and summarized in Table 6 and Table 7A and 7B. It is projected that a total of $ 1.14 billion (YOE $'s) will be available from these federal sources for the implementation of projects in the MAG Region between FY 2014 and FY 2018.

Table 6
MAG FEDERAL TRANSIT ADMINISTRATION
ALL URBANIZED AREAS: FY 2014-2018
(Year of Expenditure Dollars in Millions)

Fiscal Year	§5310	§5307	§5337	§5339	§5309	Total
2014	2.8	50.4	2.4	5.2	59.6	120.3
2015	2.8	50.4	2.4	5.2	59.6	120.3
2016	2.8	50.4	2.4	5.2	59.6	120.3
2017	2.8	50.4	2.4	5.2	59.6	120.3
2018	2.8	50.4	2.4	5.2	59.6	120.3
Totals	**13.8**	**252.1**	**11.8**	**25.8**	**298.0**	**601.4**

Some fundings sources are competitive statewide or nationwide

Federal Transit 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities (5310-MAG)

Under MAP-21, Federal Transit 5310 funds are now directly allocated to urbanized areas over 200,000 in population. The program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. It is estimated that $13.8 million in 5310 funds for transit projects will be made available to the Phoenix-Mesa Urbanized Area which is a subset of the MAG Region; for all other areas in the MAG region, ADOT will program funds in coordination with MAG.

Federal Transit 5307 Funds – Urbanized Area (General Public Transit) Funds

Federal Transit 5307 formula grants are available to large urban areas to fund bus purchases and other capital projects. Purchases made under this program typically include a 5.7 to 20 percent local match. This funding source is expected to generate $601.4 million for transit development from FY 2014 through FY 2018 in the Phoenix-Mesa UZA. The Avondale UZA is projected to receive approximately $3.2 million per year, which totals approximately $16.7 million from FY 2014 through FY 2018. Combined, it is estimated that $618.1 million will be available to the region to program.

Federal Transit 5337 – State of Good Repair Program Funds

The formula-based State of Good Repair (SGR) program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds are restricted to urbanized areas with fixed guideway public transportation facilities that have operated for at least 7 years. Eligible activities include capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. It is estimated that $11.8 million in 5337-SGR for transit projects will be made available to the MAG Region from the FTA.

Federal Transit 5339 – Bus and Bus Facility Funds

Federal Transit 5339 formula funds provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities in the region. It is estimated that $25.8 million in 5339 funds for transit projects will be made available to the MAG Region from the FTA.

Federal Transit 5309 – Discretionary Funds

Federal Transit 5309 funds are made available through competitive discretionary grant programs from the Federal Transit Administration (FTA). The competitive discretionary grant programs includes grants for bus transit development, "new starts" of Light Rail Transit (LRT) and other high capacity systems, and other focused interests. Project development typically requires a 50 to 20 percent local match. These funds are granted at the discretion of the FTA, following a competitive evaluation process. It is estimated that the region will receive $298 million in 5309 Discretionary funds for bus and rail transit projects from the FTA.

Federal Highway STP-MAG Funds

The Surface Transportation Program (STP) MAG funds are the most flexible federal transportation funds and may be used for highways, streets, or transit. Approximately $261.9 million will be available from STP-MAG funds for projects during the period from FY 2014 through FY 2018. This amount includes $80.9 million through FY 2016 that is passed through to ADOT to retire debt related to the completion of the Proposition 300 program and $6.1 million available to program on non-ALCP related projects in the MAG planning region of Pinal County. MAG also sub-allocates $28.5 million STP to support the Unified Planning Work Program and projects that include planning, air quality, traffic safety optimization, design assistance, safety planning, planning support and other related items.

Table 7A
MAG FEDERAL HIGHWAY ADMINISTRATION FUNDS: FY 2014-2018
(Year of Expenditure Dollars in Millions)

Fiscal Year	MAG STP					MAG CMAQ						
	Fwy/ Hwy	Arter-ial	MAG	Non-Arter-ials	Total	Fwy/ Hwy	Arter-ial	Transit	Bk/ Ped	AQ	PM 2.5	Total
2014	34.1	12.0	5.1	1.2	52.4	8.7	6.1	16.4	7.8	6.7	.7	46.3
2015	34.1	11.7	5.4	1.2	52.4	8.7	6.1	16.4	7.8	6.7	.7	46.3
2016	12.7	32.8	5.7	1.2	52.4	8.7	6.1	16.4	7.8	6.7	.7	46.3
2017	.0	45.2	6.0	1.2	52.4	8.7	6.1	16.4	7.8	6.7	.7	46.3
2018	.0	44.9	6.3	1.2	52.4	8.7	6.1	16.4	7.8	6.7	.7	46.3
Totals	**80.9**	**146.4**	**28.5**	**6.1**	**261.9**	**43.6**	**30.6**	**82.0**	**38.8**	**33.3**	**3.4**	**231.7**

Federal Highway (MAG CMAQ) Funds

MAG Congestion Mitigation and Air Quality (CMAQ) funds are available for projects that improve air quality in areas that do not meet clean air standards ("non-attainment" areas). Projects may include a wide variety of highway, transit and alternate mode projects that contribute to improved air quality. While funds are allocated to the state, Arizona's CMAQ funds in the past have been dedicated entirely to the MAG region due to the high congestion levels and major air quality issues that have existed through Federal Fiscal Year (FFY) 2012. In FFY2013, MAP-21 requires a set aside for areas that do not meet the PM 2.5 standards. To address these issues, the state set aside $1.24 million from the statewide allocation. In the MAG region, $3.4 million is expected to be available for the TIP window. Total CMAQ funds are projected to provide $231.7 million in funding from FY 2014 to FY 2018.

Federal Highway Transportation Alternatives Program (TA-MAG) Funds

The TA-MAG program is a new MAP-21 formula program that sub-allocates funds directly to urbanized areas over 200,000 in population. The TA program provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities; environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways. Approximately $22.3 million will be available from TA-MAG funds for projects during the period from FY 2014 to FY 2018.

Table 7B
MAG FEDERAL HIGHWAY ADMINISTRATION FUNDS:
FY 2014-2018
(Year of Expenditure Dollars in Millions*)

Fiscal Year	HSIP	Transportation Alternatives (TA)	Total
2014	1.8	4.5	6.3
2015	1.8	4.5	6.3
2016	1.8	4.5	6.3
2017	1.8	4.5	6.3
2018	1.8	4.5	6.3
Totals	**9.0**	**22.3**	**31.4**

*rounding may occur

Federal Highway Administration Highway Safety Improvement Program Funds (HSIP)

The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including public roads that are not owned by the state and roads on tribal lands. The HSIP program requires a data-driven, strategic approach to improving highway safety on all public roads and it focuses on performance. The state sub-allocates approximately 20% of the HSIP apportioned funds to its Councils of Governments and Metropolitan Planning Organizations. Total sub-allocation of HSIP funds are projected to provide $9.0 million in funding from FY 2014 through FY 2018 in the MAG region.

Federal Funds – Other Types

The Project Listing section includes projects programmed with other Federal funds such as:

- *Transit 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities (under MAP-21 now includes SAFTEA-LU Section 5317 – New Freedom Program eligible activities). The state programs for areas under 200,000 in population will be noted as 5310-AZ in the listings.*
- *Transit 5311 – Non-Urbanized Area Formula Program (Rural Transit Program), (under MAP-21 now includes SAFTEA-LU Section 5316 – Job Access and Reverse Commute (JARC) Program eligible activities). The state programs for areas under 50,000 in population.*
- *National Highway Performance Program (NHPP) – NHPP are (1) to provide support for the condition and performance of the National Highway System (NHS); (2) to provide support for the construction of new facilities on the NHS; and (3) to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.*

- *Transportation Alternatives Program (TA-AZ) – MAP-21 requires the State to have a competitive process to allow eligible entities to submit projects for funding.*
- *Highway Safety Improvement Program Railroad Grade Crossing (HSIP-RGC); Is a set aside in the HSIP to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.*
- *Federal Hazard Elimination and Safety (STP-HES); Is a set aside to carry out safety improvement projects to reduce the number and severity of crashes at hazardous highway locations, sections, and elements on any public road.*
- *Federal Highway STP-AZ Funds – The Surface Transportation Program (STP-AZ) funds are the most flexible federal transportation funds and may be used for highways, streets or transit.*
- *Federal Highway STP-Off System Bridge Funds – The Surface Transportation Program (STP-OSB); Is a set aside for off-system bridges*

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

V. SUMMARY OF HIGHWAY AND TRANSIT PROJECTS

OVERVIEW

The following section provides a statistical summary of the FY 2014-2018 MAG TIP. Table 8 details funding committed for transportation projects by project listing section (Highway and Transit), mode, and funding source. The total cost of the FY 2014-2018 MAG TIP is $5.4 billion, as noted in Table 8. This amounts to approximately a 27 percent reduction from the previous FY 2011 – 2015 MAG TIP when it was first approved. Reductions in expenditures were spread across categories except for privately funded projects. These reductions are likely due to a combination of reduced bonding capacity, fiscal stress from the recession, and the declining revenue yield of fuel taxes.

The Highway Section accounts for 78 percent of the projects programmed in the FY 2014-2018 MAG TIP, while the Transit Section accounts for the remaining 22 percent of the projects programmed. This amounts to a 5 percentage point increase in the transit share of costs. A substantial amount of additional transit projects are expected to be programmed in the upcoming years.

Table 8
Highway and Transit Project Costs by Mode and Funding Source
(Costs in Millions)

Section	Mode	Federal	Regional	Local	Private	Total	Share
Highway	Freeway	890.1	1,468.0	6.3	40.4	2,404.7	44.9%
	Street	196.2	327.2	606.9	416.1	1,546.4	28.9%
	ITS	33.3	0.3	11.4	1.7	46.6	0.9%
	Bike/Ped	48.4	-	21.2	1.3	70.8	1.3%
	AQ/TDM	26.0	-	8.7	-	34.7	0.6%
	Other	65.4	0.5	16.1	-	82.0	1.5%
	Subtotal	1,259.3	1,795.9	670.6	459.5	4,185.3	78.1%
Transit	Rail	417.9	395.7	9.5	-	823.2	15.4%
	Bus	279.4	34.9	36.9	-	351.1	6.6%
	Subtotal	697.3	430.6	46.4	-	1,174.3	21.9%
Total		1,956.6	2,226.5	717.0	459.5	5,359.5	100.0%
Share		36.5%	41.5%	13.4%	8.6%	100.0%	

Note: The Regional funding cell for freeways includes a portion of HURF dedicated for the construction of controlled access facilities in urban areas.

The largest source of funding for projects in the FY 2014-2018 MAG TIP comes from federal and regional funding sources, followed by local and private funding sources. Overall federal funding has declined by approximately 12 percent from that reported for the FY 2011 – 2015 TIP when it was adopted.

Table 9 details project cost by Project Listing Section, funding source, and year. Approximately 1.1 billion per year is programmed with some front loading in the two years of the program, but then recovers in the fifth year.

Table 9
Cost by TIP Section, Funding Source and Year
(Costs in Millions)

Section	Source	2014	2015	2016	2017	2018	Total	Share
Highway	Federal	250.9	301.7	298.9	213.1	194.7	1,259.3	23.5%
	Regional	524.8	538.5	152.3	249.1	331.2	1,795.9	33.5%
	Local	185.8	135.2	95.6	99.6	154.4	670.6	12.5%
	Private	169.4	39.5	116.0	25.7	108.9	459.5	8.6%
	Subtotal	1,131.0	1,014.8	662.8	587.4	789.2	4,185.3	78.1%
Transit	Federal	102.6	113.4	117.0	130.4	233.9	697.3	13.0%
	Regional	173.1	83.1	48.8	68.9	56.8	430.6	8.0%
	Local	10.5	13.5	7.8	7.4	7.2	46.4	0.9%
	Subtotal	286.2	209.9	173.6	206.8	297.8	1,174.3	21.9%
Total		1,417.2	1,224.8	836.4	794.2	1,087.0	5,359.5	100.0%
Share		22.8%	15.1%	17.7%	20.3%	24.1%	100.0%	

Note: The Regional funding cell for freeways includes a portion of HURF dedicated for the construction of controlled access facilities in urban areas.

Highway Project Section

Table 10 provides a more detailed breakdown of programmed project costs by funding source for the Highway Project Section of the TIP. The single largest source of federal funding for highways is National Highway Performance Program funds (NHPP). Federal funding sub-allocated to the MAG region -- STP-MAG, CMAQ, TA-MAG and HSIP-MAG -- represents less than one third of total federal funding available in the region.

Table 10
Highway Project Costs by Funding Source and Mode
(Costs in Millions)

Funding Categories			Freeway	Street	ITS	Bike/Ped	AQ/TDM	Other	Total	Share
Federal	ADOT	NHPP	781.6	30.9	4.2	0.0	0.0	1.0	817.8	19.5%
		STP-AZ	0.9	3.8	0.0	0.0	0.0	8.9	13.6	0.3%
		HSIP-AZ	0.0	24.9	0.0	0.0	0.0	15.9	40.9	1.0%
		TA-AZ	0.0	0.9	0.0	5.0	0.0	1.3	7.2	0.2%
		Subtotal	782.6	60.5	4.2	5.0	0.0	27.2	879.5	21.0%
	MAG	STP-MAG	81.4	135.7	0.0	0.0	0.0	23.1	240.2	5.7%
		CMAQ	26.1	0.0	29.0	39.5	26.0	14.7	135.3	3.2%
		TA-MAG	0.0	0.0	0.0	3.9	0.0	0.0	3.9	0.1%
		HSIP-MAG	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.0%
		Subtotal	107.5	135.7	29.0	43.4	26.0	38.2	379.8	9.1%
	Total Federal		890.1	196.2	33.3	48.4	26.0	65.4	1259.3	30.1%
Regional			1468.0	327.2	0.3	0.0	0.0	0.5	1795.9	42.9%
Local			6.3	606.9	11.4	21.2	8.7	16.1	670.6	16.0%
Private			40.4	416.1	1.7	1.3	0.0	0.0	459.5	11.0%
Total			2,404.7	1,546.4	46.6	70.8	34.7	82.0	4,185.3	100.0 %
Share			57.5%	36.9%	1.1%	1.7%	0.8%	2.0%	100.0%	

Notes: Federal funding sources have been consolidate to those defined in MAP-21; The Regional funding cells for freeways includes a portion of HURF dedicated for the construction of controlled access facilities in urban areas.

Table 11 provides a breakdown of Highway Project Section cost by funding source and year. Programmed costs show a gradual decline through the first four years of the TIP with a rebound in the fifth year.

Table 11
Highway Project Costs by Funding Source And Year
(Costs in Millions)

Funding Categories			2014	2015	2016	2017	2018	Total	Share
Federal	ADOT	NHPP	107.7	169.8	219.5	176.3	144.5	817.8	19.54%
		STP-AZ	10.9	2.7	-	-	-	13.6	0.33%
		HSIP-AZ	10.4	30.2	0.3	-	-	40.9	0.98%
		TA-AZ	6.3	1.0	-	-	-	7.2	0.17%
		Subtotal	135.2	203.6	219.8	176.3	144.5	879.5	21.01%
	MAG	STP-MAG	79.2	60.6	49.2	14.9	36.3	240.2	5.74%
		CMAQ	32.1	37.4	30.0	21.9	13.9	135.3	3.23%
		TA-MAG	3.9	-	-	-	-	3.9	0.09%
		HSIP-MAG	0.4	0.0	-	-	-	0.5	0.01%
		Subtotal	115.7	98.1	79.2	36.8	50.1	379.8	9.07%
	Total Federal		250.9	301.7	298.9	213.1	194.7	1,259.3	30.09%
Regional			524.8	538.5	152.3	249.1	331.2	1795.9	42.91%

Table 11
Highway Project Costs by Funding Source And Year
(Costs in Millions)

Funding Categories	2014	2015	2016	2017	2018	Total	Share
Local	185.8	135.2	95.6	99.6	154.4	670.6	16.02%
Private	169.4	39.5	116.0	25.7	108.9	459.5	10.98%
Total	1,131.0	1,014.8	662.8	587.4	789.2	4,185.3	100.00%
Share	27.02%	24.25%	15.84%	14.04%	18.86%	100.00%	

Notes: Federal funding sources have been consolidate to those defined in MAP-21; The Regional funding cells for freeways includes a portion of HURF dedicated for the construction of controlled access facilities in urban areas.

Table 12 details a breakdown of Highway Section costs by MAG member agency by year. ADOT costs represent approximately 60 percent of total highway section costs. The next two agencies that have the largest cost commitments are the City of Phoenix and Maricopa County. The timing of cost commitments reflects a general trend to defer major commitments to later years of the TIP. This is particularly true for the City of Chandler, City of Goodyear, City of Mesa, City of Peoria, City of Scottsdale, the Town of Gilbert, and Maricopa County. The majority of the funding programmed for MAG in Table 12 will be reprogrammed for projects at a later date.

Table 12
Highway Project Costs by Agency and Year
(Costs in Millions)

Agency	2014	2015	2016	2017	2018	Total	Share
ADOT	596.3	713.0	380.8	388.7	434.9	2,513.8	60.1%
Apache Junction	0.4	1.6	0.3	0.2	-	2.6	0.1%
Avondale	3.5	15.7	17.3	5.6	12.6	54.7	1.3%
Buckeye	22.4	1.0	46.6	4.7	53.9	128.7	3.1%
Cave Creek	-	3.2	-	-	-	3.2	0.1%
Chandler	56.5	11.5	3.1	7.5	31.2	109.7	2.6%
El Mirage	7.7	3.7	7.0	1.7	7.2	27.2	0.7%
Florence	4.7	2.8	2.0	1.1	2.0	12.7	0.3%
Fountain Hills	10.0	1.7	-	-	0.3	12.0	0.3%
Gilbert	32.3	19.8	6.3	1.6	22.5	82.5	2.0%
Glendale	1.8	0.5	3.3	1.3	-	6.9	0.2%
Goodyear	1.4	2.4	2.2	2.0	-	8.1	0.2%
Litchfield Park	0.1	-	-	0.2	-	0.3	0.0%
MAG	8.1	3.4	6.6	3.4	8.5	30.0	0.7%
Maricopa (City)	2.9	10.7	2.3	16.2	35.0	67.0	1.6%
Maricopa County	35.9	77.9	41.9	10.7	31.6	198.0	4.7%
Mesa	38.4	18.5	24.3	28.7	21.6	131.5	3.1%
Peoria	25.9	37.0	14.2	0.5	1.2	78.8	1.9%
Phoenix	64.6	46.0	37.9	47.1	46.2	241.7	5.8%
Pinal County	0.8	0.2	-	1.5	-	2.4	0.1%
Queen Creek	25.0	0.0	5.0	9.5	10.1	49.6	1.2%

Table 12
Highway Project Costs by Agency and Year
(Costs in Millions)

Agency	2014	2015	2016	2017	2018	Total	Share
Salt River Pima-Maricopa Indian Community	-	4.1	0.6	-	-	4.7	0.1%
Scottsdale	138.7	32.2	53.4	46.7	65.0	336.0	8.0%
Surprise	34.2	-	0.8	1.1	-	36.1	0.9%
Tempe	18.6	7.8	6.9	7.4	5.5	46.2	1.1%
Wickenburg	0.5	-	-	-	-	0.5	0.0%
Youngtown	0.5	-	-	-	-	0.5	0.0%
Total	1,131.3	1,014.8	662.8	587.4	789.2	4,185.5	100.0%
Share	27.0%	24.2%	15.8%	14.0%	18.9%	100.0%	

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

Table 13
Highway Project Costs by Agency and by Funding
(Costs in Millions)

Agency	Federal	Regional	Local Funding					Private	Total
			HURF	General Fund	Sales Tax	Local	Subtotal		
ADOT	948.1	1,512.3	12.6	-	-	0.0	12.6	40.4	2,513.5
Apache Junction	2.4	-	0.1	-	-	0.1	0.2	-	2.6
Avondale	3.3	-	0.5	2.0	-	4.6	7.0	44.5	54.7
Buckeye	2.9	-	0.4	27.4	-	0.1	27.8	97.9	128.7
Cave Creek	2.9	-	-	-	-	0.3	0.3	-	3.2
Chandler	19.3	22.1	0.1	-	-	9.9	10.0	58.3	109.7
El Mirage	0.5	17.8	0.1	0.1	-	8.7	8.9	-	27.2
Florence	2.5	-	-	-	-	7.0	7.0	3.2	12.7
Fountain Hills	1.5	3.1	-	2.2	0.1	-	2.3	5.2	12.0
Gilbert	3.9	19.7	0.1	0.7	0.1	27.1	27.9	31.0	82.5
Glendale	6.0	-	0.2	0.2	0.3	0.1	0.8	-	6.9
Goodyear	3.1	-	0.0	4.9	-	0.0	5.0	0.0	8.1
Litchfield Park	0.3	-	0.0	-	-	-	0.0	-	0.3
MAG	47.2	-	0.3	-	-	(17.5)	(17.2)	-	30.0
Maricopa (City)	1.7	-	-	-	-	65.3	65.3	-	67.0
Maricopa County	93.3	8.8	82.2	0.0	-	13.7	95.9	-	198.0
Mesa	18.9	26.9	0.0	-	-	59.0	59.0	26.7	131.5
Peoria	15.5	21.1	0.1	0.2	0.4	12.5	13.2	29.0	78.8
Phoenix	52.3	-	101.5	0.2	-	83.8	185.4	4.1	241.7
Pinal County	0.5	-	-	-	-	2.0	2.0	-	2.4
Queen Creek	1.0	-	-	1.5	13.0	0.8	15.3	33.3	49.6
Salt River Pima-Maricopa Indian Community	2.1	-	0.1	-	-	2.5	2.6	-	4.7
Scottsdale	11.7	164.1	0.4	0.4	33.2	65.3	99.2	61.0	336.0
Surprise	4.4	-	0.2	1.6	-	5.1	6.9	24.9	36.1
Tempe	13.3	-	0.6	5.8	-	26.6	32.9	-	46.2
Wickenburg	0.5	-	-	-	-	0.1	0.1	-	0.5
Youngtown	0.3	-	-	0.2	-	0.1	0.2	-	0.5
Total	1,259.3	1,795.9	199.5	47.1	47.0	376.9	670.6	459.5	4,185.3
Share of Total	30.1%	42.9%	4.8%	1.1%	1.1%	9.0%	16.0%	11.0%	100.0%

Transit Project Section

Table 14 details the Transit section cost by funding category and mode. In this section, the term "Bus" refers to all forms of non-rail transit. The term "Highway Transfers" refers to federal funding to be transferred from the oversight of the Federal Highway Administration to the oversight of Federal Transit Administration for the completion of transit projects.

Total transit funding for the FY 2014-FY 2018 MAG TIP is approximately the same as the FY 2011-2015 MAG TIP when it was first approved. Federal funding for transit increased by approximately 28 percent from the previous TIP with the overwhelming majority of the increase due to transfers of federal funds from highway oriented sources. Highway transfers now account for 18.5 percent of funds programmed for transit.

Table 14
Transit Project Costs by Funding Source and Mode
(Costs in Millions)

Funding Categories			Rail	Bus	Total	Share
Federal	Highway Transfers	STP-AZ	-	15.1	15.1	1.3%
		STP-MAG	106.7	-	106.7	9.1%
		CMAQ	95.6	-	95.6	8.1%
		Subtotal	202.3	15.1	217.4	18.5%
	Region Wide	5307	4.1	230.1	234.2	19.9%
		5309	209.9	-	209.9	17.9%
		5337	1.7	10.1	11.8	1.0%
		5339	-	24.1	24.1	2.0%
		Subtotal	215.7	264.3	479.9	40.9%
	Total Federal		417.9	279.4	697.3	59.4%
Regional			395.7	34.9	430.6	36.7%
Local			9.5	36.9	46.4	4.0%
Total			823.2	351.1	1,174.3	100.0%
Share			70.1%	29.9%	100.0%	

Note: Bus refers to rubber tire transit.

Table 15 details Transit Project Section cost by funding category and year. Total transit funding levels decrease in the first three years and then rebound in the fourth and fifth year of the FY 2014-2018 MAG TIP. Federal funding over the five years various between $115 million and $130.million.

Table 15

Transit Project Costs by Funding Source and Year

(Costs in Millions)

Funding Categories			2014	2015	2016	2017	2018	Total	Share
Federal	Highway Transfers	STP-AZ	3.0	3.0	3.0	3.0	3.0	15.1	1.3%
		STP-MAG	2.5	15.8	34.8	26.8	26.8	106.7	9.1%
		CMAQ	19.2	6.6	22.1	24.4	23.4	95.6	8.1%
		Subtotal	24.7	25.4	59.9	54.3	53.2	217.4	18.5%
	Region Wide	5307	50.1	50.4	31.9	50.9	50.8	234.2	19.9%
		5309	20.6	30.6	18.0	18.0	122.7	209.9	17.9%
		5337	2.4	2.4	2.4	2.4	2.4	11.8	1.0%
		5339	4.9	4.6	4.9	4.9	4.9	24.1	2.0%
		Subtotal	77.9	88.0	57.2	76.2	180.7	479.9	40.9%
	Total Federal		102.6	113.4	117.0	130.4	233.9	697.3	59.4%
Regional			173.1	83.1	48.8	68.9	56.8	430.6	36.7%
Local			10.5	13.5	7.8	7.4	7.2	46.4	4.0%
Total			286.2	209.9	173.6	206.8	297.8	1,174.3	100.0%
Share			24.4%	17.9%	14.8%	17.6%	25.4%	100.0%	

Note: Bus refers to rubber tire transit.

Table 16 details programmed cost by MAG member agency and year. The three largest agencies are Valley Metro, Metro Rail, and the City of Phoenix.

Table 16

Transit Project Costs by Agency and Year

(Costs in Millions)

Agency	2014	2015	2016	2017	2018	Total
ADOT	-	-	-	-	-	-
Apache Junction	-	-	-	-	-	-
Avondale	2.3	6.1	4.5	0.1	0.1	13.1
Glendale	0.5	0.3	0.3	1.1	0.6	2.7
MAG	2.3	17.0	17.1	17.1	17.1	70.6
Peoria	0.3	1.2	4.1	4.0	0.2	9.8
Phoenix	44.3	28.1	14.5	22.2	30.1	139.2
Scottsdale	0.2	-	-	-	-	0.2
Surprise	0.2	0.1	-	0.1	-	0.4
Tempe	3.7	-	-	-	-	3.7
Valley Metro Rail	213.7	124.3	122.1	136.5	227.6	824.2
Valley Metro/RPTA	18.8	32.8	10.9	25.6	22.1	110.3
Total	286.2	209.9	173.6	206.8	297.8	1,174.3
Share	24.4%	17.9%	14.8%	17.6%	25.4%	100.0%

Note: Amounts shown for MAG are unallocated transit funding amounts

VI. OPERATIONS AND MAINTENANCE

OVERVIEW

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

Highway Facilities and Services

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

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

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

Table 17
Highway Operating and Maintenance Expenditures
(Year of Expenditure $'s in Millions)

Year	Pavement	Traffic Signals	Signs and Markings	Street Lighting	Other*	Total
2014	135.2	26.1	42.6	26.1	42.70	272.7
2015	139.2	26.9	43.8	26.9	44.20	281.0
2016	143.4	27.7	45.1	27.7	45.53	289.4
2017	147.7	28.5	46.5	28.5	46.89	298.1
2018	152.1	29.4	47.9	29.4	48.30	307.1
Total	**717.6**	**138.6**	**225.8**	**138.6**	**227.6**	**1,448.3**

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

Table 17 lists operating and maintenance expenditures. The largest expenditure category is pavement preservation, totaling to approximately $717.6 million or roughly 50 percent of operating and maintenance expenditures. Expenditures for signing and markings and for "Other" are a distant second, and total $227.6 million each.

Transit Facilities and Services[1]

The region has eight service operators (six cities/towns located in Maricopa County, two cities/towns located in Pinal County and one regional agency) that provide several forms of public transportation: demand response, rural service, limited routes, circulators/shuttles, local routes, LINK, vanpool, light rail and RAPID/Express routes. These services are supported by various types of infrastructure such as bus stops, transit centers, park-and-ride lots, light rail stations, control centers and maintenance yards.

As of August 2013, the regional transit network includes 58 local routes, one light rail route, two LINK routes, 20 Express/RAPID commuter routes, two limited routes, two rural connector and 23 neighborhood circulators[2]. Passenger boardings for this system totaled more than 68 million in 2011.

Operations and maintenance costs cover the cost of the frequency of transit service, span of transit service, and maintenance of the infrastructure supporting the bus service. Transit operating costs for the system and costs for the planned expansions of the system are detailed in Table 18; the costs are based on surveys conducted in 2013.

Table 18
Transit Operating Expenditures
(Year of Expenditure $ in Millions)

Source	2014	2015	2016	2017	2018	Total	Share of Total
Federal	14	14	9	8	9	54	3%
Regional	55	62	64	65	67	313	19%
Local	230	239	255	269	279	1,272	78%
Total	299	315	328	342	355	1,639	100%
Share of Total	18%	19%	20%	21%	22%	100%	

Operating expenditures grow approximately one percent per year. The primary source of funding comes from local and regional sources. The role of federal funding in operations is small given that, per federal requirements, only a small amount of federal dollars may be used for such purpose. The bulk of the federal dollars in the region support capital projects.

[1] Based on "Transit Service Inventory, FY 2013-2018" (MAG, February, 2013) and "Transit Service Inventory, FY 2013-2018 Addendum" (MAG, August, 2013).
[2] The data provided includes facilities and services provided by the City of Coolidge as the City provides services in the MAG region.

VII. FINANCIAL PLAN HIGHWAY AND TRANSIT PROJECTS

OVERVIEW

§ 450.324 (h) (i) (k)

The financial plan for the FY 2014 – 2018 MAG TIP is developed pursuant to MAP-21. The federal statute requires that the financial plan demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the TIP, and recommends any additional financial strategies for needed projects and programs.

Section IV documented the public and private financial resources available to implement the TIP. It included descriptions of anticipated funding streams available to implement the TIP, detailed funding projections for each funding stream, and the assumptions and methods used to prepare funding projections. As noted, funding estimates were cooperatively developed with the state and transit operators in the region.

Costs were detailed in Sections V and VI; Section V provides a statistical summary of the TIP. Section VI provides a system level examination of highway and transit operations and maintenance costs over the life of the TIP.

This purpose of this section is to demonstrate that adequate resources are available to implement the TIP and document that programs and policies are in place to ensure that both funding and costs are kept in balance.

Revenue and Expenditure Comparisons

The following table summarizes funds the overall balance of funding and expenditures for highways and transit projects.

Table 19
Comparison of Highway and Transit Costs and Revenues
(Millions of Year of Expenditure Dollars)

	Highway	Transit	Total
Funding Estimate	$5,721.6	$3,026.0	$8,747.7
FY 2014 – 2018 TIP Costs	(4,206.0)	(1,174.0)	(5,380.0)
Operating and Maintenance Costs	(1,448.0)	(1,639.0)	(3,087.0)
Balance	$67.6	$213	$280.7

The overall balance for the TIP and operating and maintenance cost is $280.7 million. The net positive balance demonstrates the fiscal constraint of the FY2014-FY2018 MAG TIP.

Table 20 compares funding by category and costs in the FY2014 - FY2018 TIP. Again the overall balance is $280.7 million as the cost to operate and maintain facilities outside the is assumed to equal available funding

Table 20
Comparison of Highway and Transit Costs and Revenues in FY 2014 – 2018 TIP
(Millions of Year of Expenditure Dollars)

	Costs and Funds	Share of Total Cost
Federal	$2,142.9	38%
Regional*	2,320.7	41%
Local	717.0	13%
Private	480.0	8%
Subtotal	5,660.6	100%
FY 2014-2018 TIP Cost	(5,380.0)	
Balance	$280.7	

*Includes HURF dedicated for the construction controlled access facilities in urban counties.

Risk Assessment

The FY 2014-2018 MAG TIP is fiscally constrained. The freeway and transit programs have a net surplus of $67.6 million and $213 million, respectively. The TIP is comprised of a variety of revenue sources that have differing sensitivities to economic factors. As noted in Section IV, the revenue sources include per gallon fuel taxes, county-wide sales taxes, fees and revenues obtained through the development process and a wide range of taxes available to local member agencies including property taxes, sales taxes and enterprise funds.

There is always the risk that anticipated revenues may not meet projections. Federal funding makes up 38 percent of total revenue for the TIP and is the second most important funding stream in the TIP. Given the federal deficit, continued declines in national fuel tax revenues, and recent struggles to enact new surface transportation legislation, federal funds also represent the highest risk revenue source used in the TIP.

To mitigate the uncertainty concerning federal funding levels, highly-conservative estimates were used in the TIP. As noted in Section IV, federal revenue projections in the TIP are based on of the continuation of MAP-21 through 2018 without growth. Specifically, these projections do not assume any increase from population growth, economic growth, or any action to address the continued decline of fuel tax revenues.

Regional funding is the single most important funding source for projects in the TIP. The bulk of regional funding comes from the half-cent sales taxes levied within Maricopa County. However, regional funding also includes approximately $670 million of state fuel-tax revenues that are dedicated by statute for the construction of controlled access facilities in urban counties. Most major highway and transit projects rely on this funding source.

Revenue projects for this source are based on econometric models developed and maintained by ADOT. The models include a risk analysis designed to ensure that estimates are reasonable and

hedge against potential downturns in the economy. All projects funded from this source are managed in 20-year life-cycle programs that are required to be balanced (please see the following section for information on these programs).

Local funding for projects represents the most stable funding source in the TIP since it based on the taxing authority of MAG member agency members. Revenue streams available to MAG member agencies including sales taxes, property taxes, fuel taxes (through the joint state/local HURF fund), bonding and various enterprise funds. By national standards, most MAG member agencies are quite large -- equivalent to county level agencies or above.

Private funding also represents a high-risk funding source since it is based primarily on housing markets, which can be volatile. Except for approximately $40 million programmed for interchange improvements by the state highway agency – ADOT– all private funding is programmed for roadway widening and new roadways in outlying areas. No major transit or inlaying highway facilities are programmed with private funding. Should housing markets decline, both the need for the facilities and the funding available to construct them would be reduced.

Processes and Polices for Addressing Shortfalls and Overages

The TIP is a living document subject to continual monitoring and revisions as conditions warrant. ADOT, transit operators in the region, and MAG member agencies are routinely surveyed to verify their projects are developing as programmed. Revenue projections are updated to reflect the latest available economic data.

By cost, approximately 80 percent of projects programmed in the TIP, including most major capital projects, are part of one of the three 20-year lifecycle programs that were developed as part of the Regional Transportation Plan. Projects in these programs are included in cash flow models that allow for a greater degree of control over project development than what is available in TIP. Consistent with maintaining adequate cash reserves and physical requirements, project development may be accelerated or elongated to insure that revenues and expenditures balance (please see the appendices of this document for more information on the lifecycle program cash flow models).

These programs also require that revenues and expenditures are balanced over their 20-year terms. When projected costs exceed projected revenues, a re-balancing effort occurs. Projects are reprogrammed to later years in the TIP or to years outside the TIP planning horizon.

These mechanisms were used extensively due to the recession that began in December 2007 and ended in 2009. Over six billion dollars that was once allocated to freeway, street and transit projects was deferred outside the TIP and plan, re-scoped, or abandoned as part of these re-balancing processes.

Revenues and costs associated with projects included in the Arterial Life Cycle Program (street projects) are reviewed annually to determine that the program is in balance. Over the last few years, this has resulted in several re-balancing efforts. In 2012, a similar effort for the freeway life-cycle was completed. This effort resulted in the removal of $300 million from the program.

Locally sponsored projects outside the three lifecycle programs funded through CMAQ or Transportation Alternatives monies are closely monitored by MAG. Sponsors are required to provide and maintain project development schedules, updated cost information and letters of commitment from the top management of sponsoring agency. To stay in the TIP, project sponsors must show continuous progress. Multiple deferrals of projects are only allowed when the cause of the deferral is due to circumstances beyond the control of the sponsoring agency and the agency is actively working on the project to address the problem. Financial issues such as lack of funding or increased costs may not be used as the basis to defer a project.

VIII. HIGHWAY PROJECT LISTINGS

Scope

The following listing includes highway projects programmed for FY 2014 – 2018 in the planning area of the Maricopa Association of Governments. Highway projects include: roadway, bicycle, pedestrian and other related projects. Per federal statute and regulation, all highway projects funded from federal transportation sources and all regionally significant projects in air quality nonattainment areas are included in the TIP.

Highway Listing Organization

This listing is organized into four sections as follows:

- Data Dictionary – a field-by-field of description of information provided in a listing.
- Completed/Underway Projects - a listing of projects that appeared in the previous TIP and that either are completed or fully underway as of the printing of this document. Projects in this listing are organized by location and sponsoring agency.
- Abandoned Projects - a listing of projects that appeared in the previous TIP, but that have been abandoned. Projects in this listing are organized by location and sponsoring agency.
- Current Projects – a listing of projects that have work programmed for the FY 2014 – 2018 period. Projects in this section are organized by sponsoring agency and location.

Project Information

A project is defined as a group of related work activities at a single location necessary to produce an end product. To insure that projects are adequately described, individual work activities for projects are detailed by year programmed and include work activities that occur prior to 2014 or after 2018. For example, if design for a project began in 2012 and construction is scheduled for 2015, both the design and construction work phases are listed.

Listing information for projects includes, but is not limited to the following information:

- Project Location
- Length of project in miles
- Number of through Lanes on the affected facility prior to completion of the project
- Number of through Lanes on the affected facility after the completion of the project
- Total cost of the project
- The federal functional of the affected facility

Work Phase Information

As previously noted work information is grouped by project. Project information includes the following:

- A description of the work to be performed
- Year the work is programmed
- The status of the work
- Funding amounts by funding source
- The total cost of the work activity

Funding Information

All amounts reported in the TIP are in year-of-expenditure dollars. During data collection for the TIP, project sponsors were required to report whether the project was in year-of-expenditure. If the project was not in year-of-expenditure dollars enough information was collected to allow a conversion. This conversion applied to projects in the Arterial Life-Cycle Program where inflation rates developed by ADOT were used.

DATA DICTIONARY

Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information							
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes			
																		Before	After		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

1. **Sponsoring Agency** - The project sponsor. In the Current Projects Section the name appears at the top of the page.

2. **Project Identification Numbers** - Unique identifiers for the project.

MAG ID - a unique identification number - This number will not be used if a common ID between the STIP and TIP can be established.

STIP ID - a unique identification number used in the STIP.

3. Project Location - A description of the project location.

4. Life Cycle Program - Identifies if project is in an RTP identified 20 year life-cycle program.

ALCP = Arterial Life-Cycle Program

FLCP = Freeway Life-Cycle Program

TLCP = Transit Life-Cycle Program

None = The project is not part of a life-cycle program

5. **Work Identification Numbers** - A unique identifier for the work phase.

TIP ID - a unique MAG identification number for the work phase

ADOT TRACS - a unique ADOT identification number for the work phase

Federal Aid ID - a unique identification number for the authorization

6. Work Descriptions - A description of the work to be performed.

Text Description - Work description using the following form an action verb (e.g. construct, design, acquire) followed by the direct object of the action verb (e.g. bridge, right-of-Way, ect.)

FTA ALI Number - This is the FTA activity breakdown code for the work

7. **Program Year-** the fiscal year the work phase is programmed to obligate

Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information							
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes			
																		Before	After		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

8. **Status Code -** A description of the work phase status

9. **Date Funding Committed-** the month and year the work phase obligated.

10. **Funding Sources -** Funding source associated with the work phase (Please see List of Funding Source Labels for more details).

11. **Amount-** Amount of funding source associated with the work phase.

12. **Work Phase Total-** Work phase funding total.

13. **Project Total-** Total funding for the project.

14. **Est. Date Project to be in use** - the quarter and the year the project is active. In the case of new roadways this is date the roadway will be open to traffic.

15. **Project Type Code** - A code indicating the type of project programmed.

110 Freeway	130 ITS	220 Transit Rail	420 Air Quality
111 Freeway Interchange	140 Safety	310 Bicycle	430 Maintenance
120 Street	150 Bridge	320 Pedestrian	900 Other
121 Street Intersection	210 Transit Bus	410 Telecomms	

16. **Project Length -** The length of the facility to the nearest 10th of a mile after the improvement

Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information							
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes			
																		Before	After		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

17. **Facility Type -** A code indicating the type of facility impacted by the project.

110 Freeway	150 Local/Residential Road	232 Transit Center
111 HOV	199 Other Roadway	301 Pedestrian/Overpass/Underpass
112 CD Roads	211 Light Rail	800 Canal/Waterway
113 Metered	212 Commuter Rail	900 Other
114 Unmetered Ramp	220 Bus only facility	
115 Frontage Rd	231 Park-and-Ride	

18. **Fed Func Class** - Actual or proposed federal functional classification of the facility on which the improvement is located

1 Principal Arterial - Interstate	4 Minor Arterial	7 Local
2 Principal Arterial - Other Freeway or Expressway	5 Major Collector	
3 Principal Arterial - Other	6 Minor Collector	

19. **Lanes Before -** The number of through lanes before the completion of the project

20. **Lanes After -** The number of through lanes after the completion of the project

21. **Air Quality Area -** A code indicating the air quality non attainment area of the project.

M Maricopa County

P Pinal County

22. **Congestion Mgmt Process Reference Code -** A reference to information on how the CMP was used to select the project

Abandoned Projects

Abandoned Projects

DRAFT

Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
ADOT	17005	303 (Estrella Fwy): Grand Ave/SR303L Interchage, Interim	FLCP	DOT14-407	Right-of-way Acquisition	2013	Deleted		STP-AZ RARF-HURF	3,017,600 182,400	3,200,000	3,200,000	Q4, 2015	110	0.2	110	2	0	0	M	0	
ADOT	43992	10 at Perryville Rd TI	FLCP	DOT12-114	R/W Acquisition	2012	Deleted		RARF-HURF	1,800,000	1,800,000	1,800,000	Q4, 2012	110	0.2	110	1	0	0	M	0	
ADOT	40386	202 (South Mountain): I-10 West/202 Interchange, Segment 9	FLCP	DOT14-149	R/W Acquisition	2014	Deleted		RARF-HURF	64,700,000	64,700,000	64,700,000	Q1, 2025	110	0.0	131	2	0	0	M	0	
ADOT	29806	Sequoia Charter School, 1460 Horne St., Mesa, AZ 85204	None	DOT12-108	Install new bicycle racks and enclosures; install signing and striping in bus and parent pickup and drop-off areas.	2012	Deleted		SRTS	104,900	104,900	104,900	Q4, 2025	140	0.0	900	7	0	0	M	0	
Avondale	33610	107th Ave: Broadway Rd to Alta Vista Rd alignment	None	AVN08-802	Add 1 southbound lane	2014	Deleted		Private	1,000,000	1,000,000	1,000,000	Q4, 2015	120	1.0	131	5	2	3	M	0	
Avondale	1791	107th Avenue & McDowell Roadway Improvements	None	AVN15-101	Widen 107th Ave & McDowell Road	2015	Deleted		Local	1,900,000	1,900,000	1,900,000	Q4, 2016	120	0.5	131	2	3	4	M	0	
Avondale	43767	99th Avenue: 1/2 Mile north of McDowell Rd to Thomas	None	AVN08-623	Construct 1 southbound lane	2014	Deleted		Private	2,300,000	2,300,000	2,300,000	Q4, 2015	120	1.0	131	4	4	5	M	0	
Avondale	6567	Avondale & McDowell Road	None	AVN11-104	Improve Intersection Capacity-add turn lanes	2011	Deleted		Private	1,500,000	1,500,000	1,500,000	Q4, 2016	120	1.0	131	4	4	4	M	0	
Avondale	23338	Avondale Blvd: McDowell to Thomas	None	AVN13-104	Add a southbound lane	2013	Deleted		Local	1,750,000	1,750,000	1,750,000	Q4, 2015	120	0.8	131	4	2	4	M	0	
Avondale	40686	Avondale Boulevard: Lower Buckeye Road to Broadway Road (0.5 miles)	None	AVN12-106	Construct 1 southbound lane	2012	Deleted		Private	1,500,000	1,500,000	1,500,000	Q1, 2015	120	1.0	131	4	4	5	M	0	
Avondale	49481	Avondale School Crosswalk Enhancement	None	AVN09-904	Design and Install various traffic calming and other infrastructure devices: rasied crosswalks, sidewalks	2011	Deleted		SRTS Local	260,230 1,000	261,230	261,230	Q2, 2014	320	1.0	900	5	0	0	M	0	
Avondale	41102	Broadway Rd: Dysart Rd to Avondale Blvd	None	AVN08-806	Construct new 4 lane roadway	2014	Deleted		Private	2,500,000	2,500,000	2,500,000	Q4, 2015	120	1.0	131	7	0	4	M	0	
Avondale	28877	Broadway Road: 107th Avenue to Avondale Blvd (1 mile)(N & S 1/2's)	None	AVN12-105	Construct two lanes-1 eastbound, 1 westbound	2012	Deleted		Private	2,100,000	2,100,000	2,100,000	Q1, 2018	120	1.0	131	4	2	4	M	0	
Avondale	32907	Dysart & McDowell Roadway Improvements	None	AVN11-102	Intersection Safety (no capacity increase)	2011	Deleted		Local	1,500,000	1,500,000	1,500,000	Q4, 2015	120	1.0	131	3	6	6	M	0	

Abandoned Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Avondale	21975	Dysart Rd: Harrison St to Lower Buckeye Rd	None	AVN07-621	Construct new 3 lane roadway	2012	Deleted		Local	2,200,000	2,200,000	2,200,000	Q4, 2013	120	1.0	140	3	0	2	M	0	
Avondale	43204	Dysart Rd: Sunland Ave to 1/4 mile north of Broadway Rd	None	AVN08-807	Add 1 northbound lane	2014	Deleted		Private	500,000	500,000	500,000	Q4, 2015	120	1.0	131	3	2	3	M	0	
Avondale	17685	Dysart Road:Indian School Road to .25 miles south (W & E 1/2)	None	AVN08-808	Add 1 NB & SB Lane	2014	Deleted		Private	750,000	750,000	750,000	Q4, 2015	120	0.3	131	3	4	6	M	0	
Avondale	48612	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	None	AVN08-809	Widen roadway from 2 to 4 lanes	2014	Deleted		Private	1,000,000	1,000,000	1,000,000	Q4, 2015	120	1.0	131	4	2	4	M	0	
Avondale	38762	Indian School Rd: 103rd to 99th Ave	None	AVN08-810	Add 1 eastbound lane	2014	Deleted		Private	500,000	500,000	500,000	Q4, 2015	120	1.0	131	3	4	5	M	0	
Avondale	14297	Litchfield Rd: .16 miles south of Lower Buckeye to Broadway Road	None	AVN11-705	Add 1 through lane in each direction	2015	Deleted		Private	2,000,000	2,000,000	2,000,000	Q4, 2017	120	2.0	131	4	2	4	M	0	
Avondale	34647	Lower Buckeye Road : Avondale Blvd. to 3/4 mile west of Avondale Blvd. (121st Drive) (s 1/2)(.75 miles)	None	AVN12-107	Construct 1 EB & 1 WB lane	2012	Deleted		Private	1,500,000	1,500,000	1,500,000	Q1, 2015	120	0.8	131	4	2	4	M	0	
Avondale	38041	McDowell Road: Aqua Fria Bridge to 119th Avenue	None	AVN12-103	Widen McDowell from 4-lane to a 6-lane	2012	Deleted		Local	2,000,000	2,000,000	2,000,000	Q4, 2013	120	1.0	131	4	4	6	M	0	
Avondale	6635	McDowell Road: East of 119th Avenue to Avondale Blvd	None	AVN09-902	Add 1 westbound lane	2014	Deleted		Private	500,000	500,000	500,000	Q4, 2014	310	1.0	131	4	4	4	M	0	
Avondale	6498	McDowell Road: East of 119th Avenue to Avondale Blvd	None	AVN10-904	Add 1 eastbound lane	2014	Deleted		Private	500,000	500,000	500,000	Q4, 2015	120	0.0	131	4	4	5	M	0	
Avondale	17	Thomas Rd: 103rd to 99th Ave (N 1/2-.25miles)	None	AVN96-608	Add 1 westbound and 1 eastbound lane	2014	Deleted		Private	750,000	750,000	750,000	Q4, 2015	120	0.3	131	3	2	4	M	0	
Avondale	20479	Van Buren St: 107th Ave to 103rd Ave (S 1/2) (.25 miles)	None	AVN08-625	Add 2 westbound through lane	2014	Deleted		Private	1,500,000	1,500,000	1,500,000	Q4, 2015	120	0.3	131	4	3	6	M	0	
Avondale	47876	Van Buren St: 111th Ave to 107th Ave	None	AVN07-702	Add 2 westbound lane	2014	Deleted		Private	900,000	900,000	900,000	Q4, 2015	120	1.0	131	4	3	4	M	0	
Avondale	24318	Van Buren St: El Mirage to 122nd Ave (North half)	None	AVN10-703	Add 2 westbound through lanes, paving, curb and gutter.	2015	Deleted		Local	1,000,000	1,000,000	1,000,000	Q4, 2015	120	0.2	131	4	4	6	M	0	
Avondale	11154	Van Buren: Avondale Blvd. to 1/2 mile west	None	AVN12-109	Construct 1 westbound lane	2012	Deleted		Private	1,000,000	1,000,000	1,000,000	Q2, 2014	120	1.0	131	4	4	5	M	0	

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Avondale	32327	Van Buren: Avondale Boulevard to Avondale Boulevard to .25 miles east (N&S)	None	AVN12-108	Construct 1 westbound lane	2012	Deleted		Private	2,500,000	2,500,000	2,500,000	Q1, 2015	120	1.0	131	4	2	6	M	0	
Buckeye	38038	Various Locations: Yuma Rd, Miller Rd	None	BKY07-703	Pave dirt roads	2012	Deleted		Local	84,700	84,700	84,700	Q4, 2013	420	2.0	900	7	2	2	M	0	
Cave Creek	240	Townwide	None	CVK07-601D	Pave dirt roads program - Design	2011	Deleted		CMAQ Local	80,155 4,845	85,000	265,000	Q4, 2015	420	1.0	900	2	0	0	M	0	
			None	CVK07-601C	Pave dirt roads program - Construct	2014	Deleted		CMAQ	180,000	180,000											
Chandler	14860	Frye Rd: Consolidated Canal to Cooper Rd	None	CHN08-607	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	2015	Deleted		Local	2,962,000	2,962,000	2,962,000	Q4, 2016	120	0.0	140	7	0	2	M	0	
Chandler	10842	Lindsay Road, Spur Drive to Ocotillo	None	CHN12-106	Construct Roadway widening	2012	Deleted		Private	1,500,000	1,500,000	1,500,000	Q4, 2012	120	0.5	131	6	2	4	M	0	
Chandler	16344	Various Locations - Citywide	None	CHN13-103	Upgrade Bike Lane Pavement Symbols - Phase 1	2013	Deleted		HSIP-MAG	94,555	94,555	189,110	Q4, 2025	140	0.0	900	4	0	0	M	0	
			None	CHN14-108	Upgrade Bike Lane Pavement Symbols - Phase 2	2014	Deleted		HSIP-MAG	94,555	94,555											
El Mirage	40612	Thunderbird Road to Port Royale Lane	None	ELM13-102	Design multiuse path	2013	Deleted		Local	120,281	120,281	120,281	Q4, 2013	310	0.5	131	3	0	0	M	0	
Fountain Hills	18117	Fountain Hills Blvd: Cholla Drive to Crystal Point Dr.	None	FTH11-701	Design and construct new sidewalk	2014	Deleted		CMAQ	300,000	300,000	300,000	Q4, 2015	320	1.0	132	5	2	2	M	0	
Fountain Hills	26213	Fountain Hills Blvd: Shea Blvd to El Lago	None	FTH12-001	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	2015	Deleted		Local	6,800,000	6,800,000	6,800,000	Q4, 2016	120	2.0	132	4	2	4	M	0	
Gilbert	31978	Elliot Rd: Recker Rd to Power Rd	None	GLB03-904	Reconstruct roadway to add 2 through lanes in each direction	2015	Deleted		Private	4,000,000	4,000,000	4,000,000	Q4, 2018	120	0.0	131	2	2	6	M	0	
Gilbert	39144	Recker Rd: Queen Creek to Ocotillo Rds	None	GIL13-913	Add 1 lane in each direction	2013	Deleted		Private	2,000,000	2,000,000	2,000,000	Q4, 2013	120	1.0	140	7	2	4	M	0	
Gilbert	23182	Seven elementary school sites	None	GLB12-102	Gilbert SRTS Infrastructure Project, Phase 3 (Various safety treatments including sidewalks, crosswalks, driver feedback signs and HAWK signals)	2012	Deleted		SRTS	400,000	400,000	400,000	Q4, 2013	140	0.0	900	7	2	2	M	0	
Glendale	28702	43rd Ave at Peoria Ave	None	GLN04-316	Design and construct gateway facility	2012	Deleted		STP-TEA Local	336,826 283,500	620,326	620,326	Q4, 2013	310	0.1	131	3	5	5	M	0	
Glendale	43712	67th and Missouri Avenues	None	GLN12-103	Flashers and radar speed signs	2012	Deleted		SRTS	86,000	86,000	86,000	Q2, 2014	140	0.0	131	2	4	4	M	0	
Glendale	1179	95th Ave - Camelback Rd to Bethany Home Rd	None	GLN14-102	Construct new roadway	2014	Deleted		Private	6,000,000	6,000,000	6,000,000	Q4, 2015	120	1.0	140	2	0	4	M	0	

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Glendale	49165	95th Ave: Between Missouri Ave. and Camelback Rd.	None	GLN13-104	Construct roadway widening	2013	Deleted		Private	3,000,000	3,000,000	3,000,000	Q4, 2013	120	0.0	131	4	2	4	M	0	
Glendale	5009	Alley 250 Ft north of Glendale Ave: 85th Ave to 57th Drive	None	GLN07-311C	Design and construct alley improvements and pedestrian walkway	2012	Deleted		CMAQ	75,000	75,000	75,000	Q4, 2013	320	0.0	900	4	0	0	M	0	
Glendale	39771	Ball Park Blvd/New River - Bethany Home Rd to Maryland Ave	None	GLN11-101	Construct new roadway	2011	Deleted		Local	6,000,000	6,000,000	6,000,000	Q4, 2012	120	1.0	140	7	0	4	M	0	
Glendale	43841	Bethany Home Rd: 91st to 83rd Aves	None	GLN07-601	Construct new 4 lane roadway	2015	Deleted		Private	2,000,000	2,000,000	2,000,000	Q4, 2016	120	1.0	140	7	0	4	M	0	
Glendale	34952	Camelback Rd: Between 95th and 91st Aves.	None	GLN13-105	Construct roadway widening and add new westbound lane	2013	Deleted		Private	2,500,000	2,500,000	2,500,000	Q4, 2013	120	0.5	131	2	4	5	M	0	
Glendale	41594	Main Street/Maryland Ave. - New River to 99th Ave	None	GLN13-102	Construct new roadway	2013	Deleted		Private	6,000,000	6,000,000	6,000,000	Q4, 2014	120	1.0	140	3	0	4	M	0	
Glendale	47358	Sarival Ave: Northern Ave to Olive Ave	None	GLN12-803	Widen roadway with curb, gutter, sidewalk, and landscaping.	2015	Deleted		Private	3,000,000	3,000,000	3,000,000	Q4, 2016	120	1.0	131	4	3	6	M	0	
Glendale	12816	Various locations	None	GLN12-101	Design to connect seven intersections to city central signal system and four CCTV cameras	2012	Deleted		Local	210,000	210,000	210,000	Q4, 2013	130	3.0	131	3	0	0	M	0	
MAG	46733	Regionwide	None	MAG15-108	MAG Air Quality & Travel Demand Management Programs	2015	Deleted				0	0	Q4, 2015	420	0.0	900		0	0	M	0	
MAG	36975	Regionwide	None	MAG15-109	MAG Intelligent Transportation System (ITS) Program	2015	Deleted				0	0	Q4, 2015	130	0.0	900		0	0	M	0	
MAG	11893	Regionwide	None	MAG15-110	MAG Bicycle and Pedestrian Program	2015	Deleted				0	0	Q4, 2015	310	0.0	900		0	0	M	0	
Maricopa County	32367	MC-85: 107th Ave to 75th Ave	None	MMA09-608	Widen roadway and construct interesection improvement with dual left turn lanes	2011	Deleted		Local	34,348,000	34,348,000	34,348,000	Q4, 2012	120	2.0	131	4	4	6	M	0	
Mesa	46173	Spine East Road (replacement for Crismon Road), Williams Field Rd to Ray Rd	None	MES12-129	Construct Western half street (2 lanes) - minor residential	2015	Deleted		Private	2,231,342	2,231,342	2,231,342	Q4, 2015	120	1.0	122	7	0	2	M	0	
Mesa	42862	Lewis St: First St to Main Library	None	MES08-602R	Construct pedestrian improvements	2011	Deleted		CMAQ Local	253,673 83,717	337,390	337,390	Q4, 2012	320	0.0	140	7	0	0	M	0	
Mesa	47389	Ray Rd, Via Toscano to Signal Butte	None	MES13-125	Construction of a 6 lane arterial road	2013	Deleted		Private	2,030,132	2,030,132	2,030,132	Q4, 2013	120	0.0	131	4	2	6	M	0	
Mesa	38996	Various Locations - Citywide	None	MES13-101	Additional Signal Heads- Phase 1	2013	Deleted		HSIP-MAG	176,831	176,831	353,662	Q1, 2025	140	0.0	900	3	0	0	M	0	
			None	MES14-102	Additional Signal Heads- Phase 2	2014	Deleted		HSIP-MAG	176,831	176,831											

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Phoenix	48563	16th St at Thomas Rd	None	PHX15-183	Widen intersection	2015	Deleted		Local	148,000	148,000	148,000	Q4, 2016	120	0.0	131	1	4	6	M	0	
Phoenix	35629	19th Avenue: Montebello Ave to Mission Lane	None	PHX11-108	Roadway widening (for median installation) including paving, curb, gutter, sidewalk, streetlighting, utilities, etc.	2011	Deleted		Local	80,000,000	80,000,000	80,000,000	Q4, 2012	120	3.0	131	3	0	0	M	0	
Phoenix	37060	20th ST: Highland - Camelback (69KV)	None	PHX11-140	Right-of-Way	2011	Deleted		Local	366,916	366,916	4,223,956	Q4, 2012	120	0.0	140	5	0	0	M	0	
			None	PHX11-918	Construction	2011	Deleted		Local	3,857,040	3,857,040											
Phoenix	42204	27th Ave S/O Jackson St	None	PHX11-135	RR Crossing	2011	Deleted		Local	110,000	110,000	110,000	Q4, 2012	140	0.0	131	4	0	0	M	0	
Phoenix	46808	32nd St Washington St to McDowell Rd	None	PHX13-903 SS870 01C CM-PHX-0(246)B	Construct 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	2013	Deleted		CMAQ Local	455,469 6,034,866	6,490,335	6,490,335	Q4, 2014	320	1.0	131	2	5	5	M	0	
Phoenix	40081	40TH ST S/O Madison St	None	PHX11-136	RR Crossing	2011	Deleted		Local	100,000	100,000	100,000	Q4, 2012	140	0.1	131	4	0	0	M	0	
Phoenix	41707	59th Ave at Lower Buckeye Rd	None	PHX09-905	Construct Intersection Improvement	2011	Deleted		Local	2,000,000	2,000,000	2,000,000	Q4, 2012	120	0.0	131	4	0	0	M	0	
Phoenix	10532	7th Ave: Osborn Rd - Indian School Rd	None	PHX11-198	Landscape retrofits	2011	Deleted		Local	300,000	300,000	300,000	Q4, 2012	120	0.0	131	1	0	0	M	0	
Phoenix	40954	7th St at Camelback Rd	None	PHX15-182	Widen intersection	2015	Deleted		Local	150,000	150,000	150,000	Q4, 2016	120	0.1	131	3	5	6	M	0	
Phoenix	15826	Deer Valley Dr: 64th St to Scottsdale	None	PHX13-189	Construct new roadway	2013	Deleted		Local	8,000,000	8,000,000	8,000,000	Q1, 2014	120	1.0	131	2	0	6	M	0	
Phoenix	23204	Eastbound Indian School Rd At 16Th St	None	PHX15-123	Bus bay	2015	Deleted		Local	110,000	110,000	110,000	Q4, 2016	120	0.0	131	7	0	0	M	0	
Phoenix	2994	Eastbound Thunderbird Rd at 32nd St	None	PHX12-109	Bus bay	2012	Deleted		Local	110,000	110,000	110,000	Q4, 2013	120	0.3	131	4	4	4	M	0	
Phoenix	34623	Eastbound Van Buren St at 19th Ave	None	PHX11-107	Bus bay	2011	Deleted		Local	110,000	110,000	110,000	Q4, 2012	120	0.0	131	4	0	0	M	0	
Phoenix	42898	Hawk Traffic Signals	None	PHX11-167	Construction	2011	Deleted		Local	300,000	300,000	300,000	Q4, 2012	120	0.0	131	7	0	0	M	0	
Phoenix	7286	Historic Districts Streetscape Improvement	None	PHX11-919	Construction	2011	Deleted		Local	779,130	779,130	779,130	Q4, 2012	120	0.0	131	7	0	0	M	0	
Phoenix	37823	Northbound 19th Ave At Van Buren St	None	PHX11-101	Bus bay	2011	Deleted		Local	110,000	110,000	110,000	Q4, 2012	120	0.0	131	3	0	0	M	0	
Phoenix	5611	Northbound 32nd St at McDowell Rd	None	PHX13-112	Bus bay	2013	Deleted		Local	110,000	110,000	110,000	Q4, 2014	120	0.0	131	4	0	0	M	0	
Phoenix	34833	Northbound Greenway Pkwy At Cave Creek Rd	None	PHX14-116	Bus bay	2014	Deleted		Local	110,000	110,000	110,000	Q4, 2015	120	0.1	131	3	0	0	M	0	

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Phoenix	31559	Various locations	None	PHX12-929	Retrofit Program	2012	Deleted		Local	500,000	500,000	2,000,000	Q4, 2015	120	0.0	131	3	0	0	M	0	
			None	PHX13-936	Retrofit Program	2013	Deleted		Local	500,000	500,000											
			None	PHX14-149	Retrofit Program	2014	Deleted		Local	500,000	500,000											
			None	PHX15-150	Retrofit Program	2015	Deleted		Local	500,000	500,000											
Phoenix	21328	Southbound 16th St At Bethany Home Rd	None	PHX15-119	Bus bay	2015	Deleted		Local	110,000	110,000	110,000	Q4, 2016	120	0.0	131	4	0	0	M	0	
Phoenix	6914	Southbound 32nd St At Thomas Rd	None	PHX14-114	Bus bay	2014	Deleted		Local	110,000	110,000	110,000	Q4, 2015	120	0.1	131	4	0	0	M	0	
Phoenix	864	Southbound 35th Ave At Dunlap Rd	None	PHX15-122	Bus bay	2015	Deleted		Local	110,000	110,000	110,000	Q4, 2016	120	0.0	131	7	0	0	M	0	
Phoenix	47629	Southbound 67th Ave at Indian School Rd	None	PHX11-105	Bus bay	2011	Deleted		Local	110,000	110,000	110,000	Q4, 2012	120	0.1	131	2	0	0	M	0	
Phoenix	18036	Southbound Central Ave At Dunlap Rd	None	PHX15-117	Bus bay	2015	Deleted		Local	110,000	110,000	110,000	Q4, 2016	120	0.0	131	4	0	0	M	0	
Phoenix	5213	Southbound Central Rd At Baseline Rd	None	PHX13-113	Bus bay	2013	Deleted		Local	110,000	110,000	110,000	Q4, 2014	120	0.0	131	4	0	0	M	0	
Phoenix	9065	Southbound Greenway Pkwy At Cave Creek Rd	None	PHX15-118	Bus bay	2015	Deleted		Local	110,000	110,000	110,000	Q4, 2016	120	0.0	131	1	0	0	M	0	
Phoenix	32592	Street lighting	None	PHX11-156	Street lighting	2011	Deleted		Local	100,000	100,000	500,000	Q4, 2016	120	0.0	900	7	0	0	M	0	
			None	PHX12-157	Street lighting	2012	Deleted		Local	100,000	100,000											
			None	PHX13-158	Street lighting	2013	Deleted		Local	100,000	100,000											
			None	PHX14-159	Street lighting	2014	Deleted		Local	100,000	100,000											
			None	PHX15-160	Street lighting	2015	Deleted		Local	100,000	100,000											
Phoenix	11724	VA Hospital	None	PHX11-102	Bus bay	2011	Deleted		Local	110,000	110,000	110,000	Q4, 2012	120	0.0	131	2	0	0	M	0	
Phoenix	5614	Various locations	None	PHX11-857	Pre-design	2011	Deleted		Local	150,000	150,000	627,022	Q4, 2016	120	0.0	131	4	0	0	M	0	
			None	PHX12-925	Pre-Design	2012	Deleted		Local	27,022	27,022											
			None	PHX13-930	Pre-Design	2013	Deleted		Local	150,000	150,000											
			None	PHX14-147	Pre-Design	2014	Deleted		Local	150,000	150,000											
			None	PHX15-148	Pre-Design	2015	Deleted		Local	150,000	150,000											
Phoenix	9959	Various Major Streets	None	PHX11-130	Construct Non Through Lane Improvements	2011	Deleted		Local	2,000,000	2,000,000	2,000,000	Q4, 2015	900	0.0	131	7	0	0	M	0	
Phoenix	49720	Various Major Streets	None	PHX11-139	Implement Street Impact Fee Pavement Improvements	2011	Deleted		Local	4,711,675	4,711,675	4,711,675	Q4, 2011	120	0.0	131	4	0	0	M	0	

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Phoenix	9959	Various Major Streets	None	PHX12-131	Construct Non Through Lane Improvements	2012	Deleted		Local	2,169,270	2,169,270	5,169,270	Q4, 2015	900	0.0	131	7	0	0	M	0	
			None	PHX13-132	Construct Non Through Lane Improvements	2013	Deleted		Local	1,000,000	1,000,000											
			None	PHX14-133	Construct Non Through Lane Improvements	2014	Deleted		Local	1,000,000	1,000,000											
			None	PHX15-134	Construct Non Through Lane Improvements	2015	Deleted		Local	1,000,000	1,000,000											
Phoenix	38615	Various Mid Block Streets	None	PHX11-162	Construction/installation of mid block street lighting	2011	Deleted		Local	50,000	50,000	250,000	Q4, 2015	120	0.0	900	3	0	0	M	0	
			None	PHX12-163	Construction/installation of mid block street lighting	2012	Deleted		Local	50,000	50,000											
			None	PHX13-164	Construction/installation of mid block street lighting	2013	Deleted		Local	50,000	50,000											
			None	PHX14-165	Construction/installation of mid block street lighting	2014	Deleted		Local	50,000	50,000											
			None	PHX15-166	Construction/installation of mid block street lighting	2015	Deleted		Local	50,000	50,000											
Phoenix	37565	Various RR Crossings	None	PHX11-125	Construction RR Crossing Improvements	2011	Deleted		Local	55,000	55,000	275,000	Q4, 2015	140	0.0	900	7	0	0	M	0	
			None	PHX12-126	Construction RR Crossing Improvements	2012	Deleted		Local	55,000	55,000											
			None	PHX13-127	Construction RR Crossing Improvements	2013	Deleted		Local	55,000	55,000											
			None	PHX14-128	Construction RR Crossing Improvements	2014	Deleted		Local	55,000	55,000											
			None	PHX15-129	Construction RR Crossing Improvements	2015	Deleted		Local	55,000	55,000											
Phoenix	43372	Westbound Broadway Rd At 16Th St	None	PHX15-124	Bus bay	2015	Deleted		Local	110,000	110,000	110,000	Q4, 2016	120	0.0	131	4	0	0	M	0	
Phoenix	30218	Westbound Cave Creek Rd At Greenway Pkwy	None	PHX15-121	Bus bay	2015	Deleted		Local	110,000	110,000	110,000	Q4, 2016	120	0.0	131	2	0	0	M	0	
Phoenix	40778	Westbound Glendale Ave At 7Th St	None	PHX14-115	Bus bay	2014	Deleted		Local	110,000	110,000	110,000	Q4, 2015	120	0.1	131	3	0	0	M	0	
Phoenix	39257	Westbound Greenway Rd At 19th Ave	None	PHX15-120	Bus bay	2015	Deleted		Local	110,000	110,000	110,000	Q4, 2016	120	0.1	131	4	0	0	M	0	
Phoenix	33867	Westbound Indian School Rd at 24th St	None	PHX12-110	Bus bay	2012	Deleted		Local	110,000	110,000	110,000	Q4, 2013	120	0.0	131	3	0	0	M	0	
Phoenix	6500	Westbound Indian School Rd at 32nd St	None	PHX12-108	Bus bay	2012	Deleted		Local	110,000	110,000	110,000	Q4, 2013	120	0.1	131	4	0	0	M	0	

Abandoned Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Phoenix	39724	Westbound McDowell Rd at 43rd Ave	None	PHX11-103	Bus bay	2011	Deleted		Local	110,000	110,000	220,000	Q4, 2012	120	0.0	131	4	0	0	M	0	
			None	PHX11-104	Bus bay	2011	Deleted		Local	110,000	110,000											
Phoenix	34468	Westbound Southern Ave at Central	None	PHX13-111	Bus bay	2013	Deleted		Local	110,000	110,000	110,000	Q4, 2014	120	0.0	131	3	0	0	M	0	
Phoenix	30525	Westbound Thomas Rd at 24th St	None	PHX11-106	Bus bay	2011	Deleted		Local	110,000	110,000	110,000	Q4, 2012	120	0.0	131	3	0	0	M	0	
Phoenix	11974	Westside Streetscape	None	PHX11-161	Retrofit Program	2011	Deleted		Local	1,356,377	1,356,377	1,356,377	Q4, 2012	120	0.0	131	2	0	0	M	0	
Queen Creek	22067	Hunt Highway: Power Rd to Ellsworth	None	QNC07-746 SS 704 01C	Pave dirt shoulders	2011	Deleted		Local	409,786	409,786	409,786	Q4, 2012	420	3.0	900	4	4	4	M	0	
Salt River Pima-Maricopa Indian Community	45480	McDowell Rd: Mesa Dr to Gilbert Rd	None	SRP11-101	Reconstruct - grade, drain and asphalt surfacing	2011	Deleted		Local	3,732,248	3,732,248	3,732,248	Q4, 2011	120	2.0	140	4	2	2	M	0	
Scottsdale	2832	CAP Canal: Via Linda to Sweetwater	None	SCT11-807	Construct multi-use path and underpass	2012	Deleted		Local	3,009,764	3,009,764	3,009,764	Q4, 2013	310	1.0	900	1	0	0	M	0	
Tempe	30211	Balboa Dr at Price Fwy	None	TMP06-246	Construct multi-use path bridge over the Price Fwy	2015	Deleted		Local	2,000,000	2,000,000	2,000,000	Q4, 2016	310	0.0	900	2	4	4	M	0	
Tempe	45992	Bonarden Lane Railroad Crossing	None	TMP05-227	Construct multi-use path railroad crossing	2015	Deleted		Local	500,000	500,000	500,000	Q4, 2016	310	0.0	900	3	4	4	M	0	
Tempe	42663	Citywide	None	TMP11-104	Neighborhood Transportation Management -Traffic Calming Project	2011	Deleted		Local	200,000	200,000	600,000	Q4, 2015	120	0.0	140	3	0	0	M	0	
			None	TMP12-111	Neighborhood Transportation Management -Traffic Calming Project	2012	Deleted		Local	200,000	200,000											
			None	TMP13-122	Neighborhood Transportation Management -Traffic Calming Project	2013	Deleted		Local	200,000	200,000											
Tempe	42590	Citywide	None	TMP13-126	Design and Install Fiber Optic Communications	2013	Deleted		Local	350,000	350,000	350,000	Q4, 2013	130	0.0	131	3	2	0	M	0	
Tempe	42663	Citywide	None	TMP15-141	Neighborhood Transportation Management -Traffic Calming Project	2015	Deleted		Local	200,000	200,000	200,000	Q4, 2015	120	0.0	140	3	0	0	M	0	
Tempe	3955	Various locations	None	TMP12-118	Purchase and Install Video Traffic Detection	2012	Deleted		Local	425,000	425,000	425,000	Q1, 2013	130	0.0	131	7	0	0	M	0	

Completed/Underway Projects

Underway/Completed Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
ADOT	43949	10: 35th Ave - Sky Harbor Blvd	None	DOT13-170	Safety Study	2013	Underway		HSIP-AZ State	471,500 28,500	500,000	500,000	Q2, 2014	140	7.5	110	1	8	8	M	0	
ADOT	20271	10: Perryville Rd TI	FLCP	DOT13-948	Construct Traffic Interchange	2013	Underway		NHPP RARF-HURF	21,971,900 1,328,100	23,300,000	23,300,000	Q4, 2014	110	0.0	110	1	0	0	M	0	
ADOT	45338	10: Sarival Ave to Dysart Rd	FLCP	DOT08-750ACX	Reimbursement of advance construction for HOV and general purpose lanes advance constructed in 2008	2011	Completed		RARF-HURF State	84,000,000 -84,000,000	0	0	Q4, 2011	110	4.0	110	1	4	8	M	0	
ADOT	15393	10: Salome Road - SR85	None	DOT13-112	Design Pavement Preservation (Crack Sealing)	2013	Underway		NHPP State	49,979 3,021	53,000	53,000	Q2, 2014	430	32.0	110	1	4	4	M	0	
ADOT	48353	101 (Agua Fria Fwy): Northern Ave to US-60 (Grand Ave)	FLCP	DOT12-841	Construct northbound auxiliary lanes	2012	Completed		State	1,900,000	1,900,000	1,900,000	Q2, 2013	110	3.0	110	1	8	8	M	0	
ADOT	20000	101 (Agua Fria): Maryland Ave TI	FLCP	DOT13-154	Design Build HOV direct connection ramp	2013	Underway		RARF-HURF State	6,500,000 8,000,000	14,500,000	14,500,000	Q4, 2014	110	0.0	110	2	0	2	M	0	
ADOT	41084	101 (Pima Fwy): Shea Blvd to Chaparral Rd	FLCP	DOT13-929	Design General Purpose Lane	2012	Underway		RARF-HURF	4,400,000	4,400,000	4,400,000	Q3, 2013	110	5.0	110	3	8	10	M	0	
ADOT	31649	101 (Pima Fwy): Chapparel Rd to SR202L (Red Mtn Fwy)	FLCP	DOT12-139	Design General Purpose Lane	2012	Underway		RARF-HURF	4,000,000	4,000,000	4,000,000	Q2, 2016	110	5.0	110	2	8	10	M	0	
ADOT	10019	101: 27th Ave to 7th Ave	FLCP	DOT13-164	Construct EB Restripe	2013	Underway		NHPP State	1,091,051 65,949	1,157,000	1,157,000	Q4, 2014	110	2.0	110	2	8	8	M	0	
ADOT	23790	101L (Agua Fria): Union Hills Dr	FLCP	DOT11-114	Reimbursement for Advance Design and Right-of-Way Acquisition (City of Peoria, TIP# DOT11-724)	2011	Completed		RARF-HURF	775,000	775,000	775,000	Q4, 2011	110	0.0	110	2	8	8	M	0	
ADOT	10479	17: Bethany Home Rd to Northern Ave (Alhambra District)	None	DOT08-6C39	R/W and construction of a pedestrian walkway along frontage roads	2011	Completed		CMAQ	1,980,300	1,980,300	1,980,300	Q4, 2012	110	2.0	110	1	4	4	M	0	
ADOT	43600	17: SR101L - Anthem Way	FLCP	DOT11-721	Design FMS	2013	Completed		CMAQ	848,700	848,700	8,948,700	Q2, 2014	110	14.0	110	1	8	8	M	0	
			FLCP	DOT12-133	Construct FMS	2013	Underway		CMAQ RARF-HURF	7,638,000 462,000	8,100,000											
ADOT	16847	202 (Red Mountain): Gilbert Rd to Broadway Rd	FLCP	DOT13-132	Construct HOV lanes (Design Build)	2013	Underway		NHS RARF-HURF	40,643,300 2,456,700	43,100,000	117,700,000	Q2, 2016	110	12.0	110	2	6	8	M	0	
			FLCP	DOT13-134	Construct general purpose lanes (Design Build)	2013	Underway		STP-AZ RARF-HURF	70,347,800 4,252,200	74,600,000											
ADOT	18669	202 (Santan Fwy): Lindsay Rd to Gilbert Rd	None	DOT12-140	Convert flat rate load centers to metered service for freeway lighting (pilot project).	2012	Completed		NHS State	172,569 10,431	183,000	183,000	Q2, 2015	110	1.0	110	2	6	6	M	0	

Underway/Completed Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
ADOT	47857	202 (South Mountain Fwy): I-10 (west) to I-10 (east)	FLCP	DOT09-908	Prepare EIS for eight lanes of new freeway	2011	Underway		State	0	0	60,000,000	Q4, 2013	110	8.0	110	4	0	8	M	0	
			FLCP	DOT11-731	R/W Protection	2012	Underway		RARF-HURF	60,000,000	60,000,000											
ADOT	43902	238: MP 24 to 91st Avenue	None	DOT12-102	Pavement Preservation	2012	Completed		STP-AZ State	589,375 35,625	625,000	625,000	Q4, 2012	120	0.1	131	7	2	2	M	0	
ADOT	15762	24 (Williams Gateway Fwy): 202 (Santan Fwy) to Ellsworth	FLCP	DOT11-827	HPAN Interest Repayment - City of Mesa	2011	Completed		RARF-HURF	2,000,000	2,000,000	4,000,000	Q4, 2012	110	0.0	110	2	0	0	M	0	
			FLCP	DOT12-845	HPAN Interest Repayment - City of Mesa	2012	Completed		RARF-HURF	2,000,000	2,000,000											
ADOT	34816	303 (Estrella Fwy): Camelback Rd - Glendale Ave	FLCP	DOT11-121	Utility relocation	2011	Completed		RARF-HURF	12,500,000	12,500,000	80,400,000	Q1, 2015	110	2.0	110	2	2	6	M	0	
			FLCP	DOT12-120	R/W Acquisition	2012	Completed		STP-AZ RARF-HURF	11,033,100 666,900	11,700,000											
			FLCP	DOT13-136	Construction Freeway	2013	Underway		STP-AZ RARF-HURF	52,996,600 3,203,400	56,200,000											
ADOT	11436	303 (Estrella Fwy): Peoria Ave - Waddell Rd	FLCP	DOT11-110	Landscape Design	2012	Completed		STP-TEA RARF-HURF	37,720 200,000	237,720	2,937,720	Q4, 2014	110	2.0	110	2	6	6	M	0	
			FLCP	DOT14-154	Landscape Construction	2013	Underway		RARF-HURF	2,700,000	2,700,000											
ADOT	24805	303 (Estrella Fwy): Peoria Ave - Waddell Rd	FLCP	DOT12-123	Construction New Freeway	2011	Underway		NHS RARF-HURF	60,958,349 3,684,651	64,643,000	158,643,000	Q4, 2014	110	2.0	110	2	2	6	M	0	
			FLCP	DOT12-123c1	Construction	2011	Underway		STP-AZ RARF-HURF	88,642,000 5,358,000	94,000,000											
ADOT	34834	303 (Estrella Fwy): Thomas Rd - Camelback Rd	FLCP	DOT12-124	Construct Freeway	2012	Underway		STP-AZ RARF-HURF	58,088,800 3,511,200	61,600,000	62,646,000	Q4, 2013	110	2.0	110	2	2	6	M	0	
			FLCP	DOT12-124c2	Construct Freeway	2012	Underway		STP-MAG	1,046,000	1,046,000											
ADOT	47912	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	FLCP	DOT11-113	Landscape Design	2012	Completed		STP-TEA RARF-HURF	56,580 300,000	356,580	4,556,580	Q2, 2014	110	4.0	110	2	2	2	M	0	
			FLCP	DOT12-126	Landscape Construction	2013	Underway		RARF-HURF	4,200,000	4,200,000											
ADOT	2079	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	FLCP	DOT11-829	Construct traffic interchange (Phase 1, I-10 realignment)	2011	Underway		IM RARF-HURF	80,000,000 4,835,631	84,835,631	230,031,762	Q2, 2014	110	2.0	131	2	0	0	M	0	
			FLCP	DOT11-829c2	Construct traffic interchange (Phase 1, I-10 realignment)	2011	Underway		NHS RARF-HURF	87,691,000 5,300,516	92,991,516											
			FLCP	DOT11-829c3	Construct traffic interchange (Phase 1, I-10 realignment)	2011	Underway		Bridge RARF-HURF	15,000,000 906,681	15,906,681											
			FLCP	DOT11-829c4	Construct traffic interchange (Phase 1, I-10 realignment)	2011	Underway		HSIP-AZ RARF-HURF	10,000,000 3,053,419	13,053,419											
			FLCP	DOT11-829c5	Construct traffic interchange (Phase 1, I-10 realignment)	2011	Underway		Equity Bonus RARF-HURF	9,000,000 544,008	9,544,008											
			FLCP	DOT11-829c6	Construct traffic interchange (Phase 1, I-10 realignment)	2011	Underway		Highway Infrastructure RARF-HURF	12,919,577 780,929	13,700,506											

Underway/Completed Projects

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ADOT	42347	303 (Estrella Fwy): Peoria Ave - Waddell Rd	FLCP	DOT11-125	Utility Relocation	2011	Completed		RARF-HURF	400,000	400,000	400,000	Q2, 2012	110	0.0	110	2	0	0	M	0	
ADOT	30629	303 (Estrella Fwy): Waddell Rd - Mountain View Blvd	FLCP	DOT11-126	Utility Relocation	2011	Completed		RARF-HURF	5,800,000	5,800,000	5,800,000	Q4, 2012	110	4.0	110	2	2	2	M	0	
ADOT	8280	303 (Estrella Fwy): Glendale Ave - Peoria Ave	FLCP	DOT11-108	R/W Acquisition	2011	Completed		STP-AZ RARF-HURF	68,650,400 4,149,600	72,800,000	151,785,000	Q4, 2014	110	3.0	110	2	0	6	M	0	
			FLCP	DOT12-121	Construction	2012	Underway		NHS State	74,482,855 4,502,145	78,985,000											
ADOT	31711	51: Glendale Ave to SR101L (Pima)	FLCP	DOT12-131	Construct FMS	2012	Completed		STP-AZ State	1,046,730 3,270	1,050,000	3,164,000	Q2, 2013	130	9.0	110	2	8	8	M	0	
			FLCP	DOT12-131c2	Construct FMS	2012	Completed		CMAQ State	2,000,000 114,000	2,114,000											
ADOT	23031 72613	5th Street (Tempe)	None	DOT13-173	Design and construction of new railroad gates and flashers by the Union Pacific Railroad	2013	Underway		HSIP-RGC	340,000	340,000	340,000	Q2, 2014	140	0.1	132		3	3	M	0	
ADOT	12334	60 (Grand Ave): 71st Ave to McDowell Rd	FLCP	DOT10-6C29	Roadway improvements and Pavement Preservation Improvements and sig	2012	Underway		NHS RARF-HURF	17,258,786 1,959,914	19,218,700	20,216,700	Q4, 2013	110	10.0	123	3	6	6	M	0	
			FLCP	DOT10-6U29	Utility Construction	2012	Underway		NHS RARF-HURF	941,114 56,886	998,000											
ADOT	42000	60 (Grand Ave): Jomax Rd to SR303L	None	DOT13-198	Design Pavement Preservation	2013	Underway		NHS State	58,466 3,534	62,000	62,000	Q2, 2015	120	4.4	131	3	4	4	M	0	
ADOT	28347	60 (Grand Ave): Monarch Wash Bridge, Str #204 & 759	None	DOT13-176	Design Scour Retrofit	2013	Underway		STP-AZ State	138,621 8,379	147,000	147,000	Q2, 2014	140	1.0	131	3	4	4	M	0	
ADOT	12333	60 (Grand Ave):SR101L to 71st Ave	FLCP	DOT12-138	Roadway improvements	2012	Underway		NHS RARF-HURF	5,940,900 359,100	6,300,000	6,300,000	Q4, 2013	110	3.0	123	3	6	6	M	0	
ADOT	18891	60 (Grand Ave): Vulture Mine Rd to Los Altos Dr	None	DOT11-141	Construct Multi-use Path and Dual Turning Lane	2011	Completed		STP-TEA State	856,244 51,756	908,000	2,813,000	Q4, 2012	140	1.0	132	3	2	2	M	0	
			None	DOT11-141c2	Construct Multi-use Path and Dual Turning Lane	2011	Completed		HSIP-AZ State	1,796,415 108,585	1,905,000											
ADOT	16559	71: US60 to Yavapai County Line	None	DOT11-142	Pavement Preservation (Chip Seal)	2011	Completed		STP-AZ State	377,200 22,800	400,000	400,000	Q4, 2011	120	5.0	132	4	2	2	M	0	
ADOT	29230	74: I-17 and Lake Pleasant Parkway	None	DOT13-151	Design Drainage Improvements	2013	Underway		STP-AZ State	70,725 4,275	75,000	75,000	Q4, 2017	120	4.0	131	5	2	2	M	0	
ADOT	17392	74: MP 22- MP 30	None	DOT13-104	Pavement Preservation	2013	Underway		STP-AZ State	4,715,000 285,000	5,000,000	5,000,000	Q4, 2014	120	8.0	132	5	2	2	M	0	
ADOT	8531	74: Jct US60 - Picacho Wash Trail	None	DOT12-107	Pavement Preservation	2012	Underway		STP-AZ State	10,564,429 638,571	11,203,000	11,203,000	Q4, 2013	120	22.0	131	5	2	2	M	0	

Underway/Completed Projects

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ADOT	22132	85: I-8 TI, Phase I	FLCP	DOT10-966	Right of way acquisition	2013	Underway		RARF-HURF	3,249,000	3,249,000	3,249,000	Q4, 2013	120	2.5	131	3	2	2	M	0	
ADOT	27522	85: SR85 at Gila Bend	FLCP	DOT13-177	Utility Relocation	2013	Underway		STP-AZ State	136,735 8,265	145,000	145,000	Q1, 2014	120	1.3	131	3	4	4	M	0	
ADOT	7969	87: at McDowell Rd	None	DOT13-109	Design Signal Light	2013	Underway		STP-AZ State	193,315 11,685	205,000	205,000	Q4, 2014	120	0.1	131	3	4	4	M	0	
ADOT	43037	87: Hunt Highway to Riggs Rd	FLCP	DOT12-142	Construct pavement preservation	2012	Completed		STP-AZ State	660,100 39,900	700,000	700,000	Q4, 2012	120	1.0	131	3	4	4	M	0	
ADOT	32619	87: Jct SR202L - Gilbert Rd	None	DOT12-106	Pavement Preservation	2012	Completed		NHS State	3,300,500 199,500	3,500,000	3,500,000	Q4, 2012	120	5.0	131	3	6	6	M	0	
ADOT	685	MAG Regionwide	None	DOT11-140	Safety Improvements (Replace BCT)	2011	Completed		HSIP-AZ State	1,650,250 99,750	1,750,000	1,750,000	Q4, 2011	140	0.0	900	7	0	0	M	0	
ADOT	47110 72613	Broadway Rd (Tempe)	None	DOT13-174	Design and construction of new railroad gates and flashers and a new cantilever by the Union Pacific Railroad	2013	Underway		HSIP-RGC	490,000	490,000	490,000	Q2, 2014	120	0.1	131		5	5	M	0	
ADOT	5357 72613	Dobson Road (Mesa)	None	DOT13-175	Design and construction of new railroad gates and flashers and new cantilevers by the Union Pacific Railroad	2013	Underway		HSIP-RGC	650,000	650,000	650,000	Q2, 2014	120	0.1	131		6	6	M	0	
ADOT	12884	Dobson Road	None	DOT13-178	Construct railroad safety project by Railroad	2013	Underway		HSIP-RGC	650,000	650,000	650,000	Q2, 2014	140	0.1	131		6	6	M	0	
ADOT	6445	8: at Mile Post 126.4	None	DOT12-105	Project Assessment for drainage improvements	2012	Completed		IM State	117,875 7,125	125,000	125,000	Q4, 2013	110	0.1	110	1	4	4	M	0	
ADOT	10064	17: Durango Curve	None	DOT13-195	Construction of Erosion and Sedimentation Mitigation	2013	Underway		NHS State	943,000 57,000	1,000,000	1,000,000	Q4, 2013	120	0.5	110		6	6	M	0	
ADOT	8706	10: Sarival Ave to 107th Ave	FLCP	DOT11-919	Landscape Construction	2011	Completed		STP-TEA RARF-HURF	3,940,797 238,203	4,179,000	4,179,000	Q4, 2012	110	7.0	110	1	8	8	M	0	
ADOT	2553	10: Wintersburg Rd and Sun Valley Parkway	None	DOT12-103	Pavement Preservation	2012	Completed		IM State	1,980,300 119,700	2,100,000	2,100,000	Q4, 2012	110	0.5	110	1	4	4	M	0	
ADOT	25398	I-10: Dysart Rd to SR101L (Agua Fria Fwy)	FLCP	DOT12-135	Landscape Design	2012	Completed		RARF-HURF	380,000	380,000	4,180,000	Q4, 2014	110	4.0	110	1	8	8	M	0	
			FLCP	DOT12-136	Landscape Construction	2013	Underway		RARF-HURF	3,800,000	3,800,000											
ADOT	48005	I-11: I-10 (west of Phx) to US93 (near Wickenburg)	None	DOT11-135	Corridor alternatives analysis and environmental study	2013	Underway		HPP State	3,300,500 199,500	3,500,000	3,500,000	Q4, 2013	110	45.0	110	1	0	0	M	0	
ADOT	4280	I-17: Dixileta Dr	FLCP	DOT11-115	Reimbursement for Advance Design	2011	Completed		RARF-HURF	1,000,000	1,000,000	1,000,000	Q4, 2011	110	0.0	110	1	0	0	M	0	
ADOT	1010	I-17: 11th Avenue Overpass	None	DOT11-133	Bridge Repair	2011	Completed		STP-AZ State	282,900 17,100	300,000	300,000	Q4, 2011	110	0.1	900	1	4	4	M	0	

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ADOT	31905	I-17: Dixileta Dr	FLCP	DOT12-112	Reimbursement for Advance R/W	2012	Completed		RARF-HURF	2,700,000	2,700,000	12,245,000	Q4, 2012	110	0.0	110	1	0	0	M	0	
			FLCP	DOT12-129	Reimbursement for Advance Construction (TIP# DOT06-604)	2012	Completed		RARF-HURF	9,545,000	9,545,000											
ADOT	14865	17: Arizona Canal - SR101L	FLCP	DOT11-720	Design FMS	2012	Completed		CMAQ	449,000	449,000	98,249,000	Q4, 2013	110	6.0	110	7	8	10	M	0	
			FLCP	DOT11-117	Construct FMS	2012	Underway		CMAQ	5,400,000	5,400,000											
			FLCP	DOT12-835	Design general purpose lanes	2013	Committed		RARF-HURF	6,000,000	6,000,000											
			FLCP	DOT13-950	Construct General Purpose Lane	2013	Committed		IM/NHS RARF-HURF	81,475,000 4,925,000	86,400,000											
ADOT	45024	MAG regionwide	FLCP	DOT10-900	MAG Proposition 400 Noise Mitigation Project	2011	Completed		RARF-HURF	16,090,000	16,090,000	16,090,000	Q4, 2012	110	0.0	110	4	0	0	M	0	
ADOT	11933	MAG Regionwide	FLCP	DOT11-118	Evaluation of Intelligent Transportation System (ITS) in the MAG Region	2012	Underway		CMAQ	323,000	323,000	323,000	Q4, 2013	900	0.0	900	2	0	0	M	0	
ADOT	8642	System wide: Maricopa County	None	DOT13-179	National Summer Transportation Training Program	2013	Underway		NSTI	50,000	50,000	50,000	Q4, 2013	900	0.0	900		0	0	M	0	
ADOT	46088	Old US60: Sossamon Rd to Meridian Dr, WB	None	DOT11-119	Pavement Preservation	2011	Completed		STP-AZ	463,013	463,013	463,013	Q3, 2011	430	5.0	131	4	4	4	M	0	
ADOT	1252	Business Route 8: I-8 to Gillespie Canal	None	DOT13-194	Construct Pavement Preservation I	2013	Underway		STP-AZ State	4,432,100 267,900	4,700,000	4,700,000	Q4, 2013	430	3.1	132		4	4	M	0	
ADOT	21735	MAG Region wide	None	DOT13-193	Installation of Pedestrian Countdown Signal Heads	2013	Underway		HSIP-AZ State	533,738 32,262	566,000	566,000	Q4, 2013	120	0.1	900	4	4	4	M	0	
ADOT	37549	Regionwide	None	DOT11-103	Replace Analog Radio System	2011	Completed		HSIP-AZ	2,923,300	2,923,300	2,923,300	Q4, 2011	140	0.0	900	7	0	0	M	0	
ADOT	3022	30 (I-10 Reliever): SR303L - SR202L, South Mountain	FLCP	DOT10-6C28	R/W Protection	2012	Completed		RARF-HURF	5,000,000	5,000,000	5,000,000	Q4, 2013	110	14.0	110	2	6	6	M	0	
ADOT	25298	SR238: 91st Ave - Jct SR 347	None	DOT11-128	Pavement Preservation	2011	Completed		STP-AZ State	8,015,500 484,500	8,500,000	8,500,000	Q4, 2012	430	12.0	131	4	0	0	M	0	
ADOT	35880	SR303L: Glendale Ave - Peoria Ave	FLCP	DOT11-122	Utility Relocations	2011	Completed		RARF-HURF	12,300,000	12,300,000	12,300,000	Q4, 2012	110	3.0	110	2	2	2	M	0	
ADOT	10037	SR303L: I-10/303 Interchange, Phase 1	FLCP	DOT11-130	Utility relocation	2011	Completed		RARF-HURF	6,900,000	6,900,000	6,900,000	Q4, 2012	110	2.0	110	2	8	8	M	0	
ADOT	44697	SR303L: Thomas Rd - Camelback Rd	FLCP	DOT11-120	Utility relocation	2011	Completed		RARF-HURF	1,500,000	1,500,000	1,500,000	Q3, 2012	110	2.0	110	2	1	2	M	0	
ADOT	1717	51: Glendale Avenue - SR101L (Pima)	FLCP	DOT12-130	Design FMS	2011	Completed		CMAQ	374,000	374,000	374,000	Q4, 2013	110	10.0	110	2	8	8	M	0	
ADOT	11751	SR51: Northern Ave to Bell Rd	None	DOT12-134	Sign Replacement	2012	Underway		NHS State	1,037,300 62,700	1,100,000	1,100,000	Q4, 2013	110	7.0	110	2	8	8	M	0	
ADOT	9221	SR87: Mt. Ord - Slate Creek	None	DOT12-100	Construct Pavement Preservation	2012	Underway		NHS State	3,300,500 199,500	3,500,000	3,500,000	Q4, 2013	110	6.0	131	3	4	4	M	0	

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ADOT	26588	SR87: Riggs Rd - Chandler Heights Rd	None	DOT11-134	Pavement Preservation	2011	Completed		NHS State	943,000 57,000	1,000,000	1,000,000	Q4, 2012	110	0.9	131	3	4	4	M	0	
ADOT	18902	ADOT Traffic Operation Center (TOC) Control Room	FLCP	DOT11-129	Upgrade of video wall and reconfiguration of consoles	2012	Completed		STP-AZ	2,546,100	2,546,100	4,046,100	Q1, 2013	130	0.0	900	3	0	0	M	0	
			FLCP	DOT12-101	Centralized control system for ramp meters and signals	2012	Completed		CMAQ	1,500,000	1,500,000											
ADOT	1122	MAG regionwide	FLCP	DOT11-831	Improve traffic interchanges	2012	Completed		STP-AZ	3,000,000	3,000,000	3,000,000	Q4, 2012	110	0.0	110	2	0	0	M	0	
ADOT	49188	Various - SR 101L at Southern Ave., Broadway Rd., University Dr.; I-17 at Thomas Rd. and Van Buren St.	None	DOT13-162	Construct Pump Station Improvements	2013	Underway		STP-AZ State	1,763,410 106,590	1,870,000	1,870,000	Q4, 2014	110	0.2	110	2	8	8	M	0	
Apache Junction	28177	Baseline Avenue: Meridian Road to Ironwood Drive	None	APJ11-102	Design and Construct Roadway Widenings	2011	Completed		Local	2,500,000	2,500,000	2,500,000	Q4, 2012	120	1.0	131	4	2	6	M	0	
Apache Junction	6237	SR88 at Old West Highway	None	APJ13-106	Construct Roadway Improvements	2013	Underway		HSIP Local	118,445 7,159	125,604	125,604	Q4, 2015	120	0.3	131		6	6	P	0	1200
Avondale	17737	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	None	AVN13-901	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	2013	Underway		CMAQ Local	1,119,429 67,664	1,187,093	1,187,093	Q4, 2013	130	2.0	131	4	6	6	M	0	
Avondale	14978	Various Locations - Citywide	None	AVN12-110	Traffic Signal Emergency Pre-Emption Equipment	2012	Underway		HSIP-MAG Local	50,900 100,000	150,900	150,900	Q3, 2014	140	1.0	900	4	0	0	M	0	
Avondale	45983	Various Locations - Citywide	None	AVN12-111	Pedestrian Countdown Signal Heads	2012	Underway		HSIP-MAG Local	17,488 100	17,588	17,588	Q4, 2014	140	1.0	900	3	0	0	M	0	
Buckeye	48780	Beardsley Pkwy: Canyon Springs Blvd to Desert Vista Blvd (West)	None	BKY11-106	Construct new four lane roadway	2011	Completed		Private	1,000,000	1,000,000	1,000,000	Q4, 2011	120	1.0	131	7	0	4	M	0	
Buckeye	42251	Beardsley Pkwy: Desert Vista Blvd (East) to Canyon Springs Blvd	None	BKY11-105	Construct two through lanes	2011	Completed		Private	300,000	300,000	300,000	Q4, 2011	120	1.0	131	4	2	4	M	0	
Buckeye	15984	Downtown Buckeye	None	BKY12-802 SS685 01C CM-BKY-0(200) A	Construct sidewalks, curb and gutter	2011	Underway	12-Dec	CMAQ Local	221,550 94,950	316,500	316,500	Q1, 2013	320	0.5	131	5	4	4	M	0	

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Buckeye	19163	North Watson Road and MC85 Phase I and Phase II	None	BKY10-802 SS939 03D CM-BKY-0(205)A	Design pave dirt road project	2012	Underway	11-Nov	Local	48,840	48,840	313,440	Q4, 2014	420	0.5	131	7	2	2	M	0	
			None	BKY11-801 SS939 03C CM-BKY-0(205)A	Pave Unpaved Road	2013	Underway		CMAQ Local	249,518 15,082	264,600											
Buckeye	35551	Rainbow Road: Durango St to Lower Buckeye Rd	None	BKY12-906	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2012	Underway		Local	2,572,970	2,572,970	2,572,970	Q4, 2013	120	1.0	131	7	2	6	M	0	
Buckeye	49961	Various Locations	None	BKY09-801	Prelim. Engineering, design, and construction of mill & replace	2012	Completed		ARRA-MAG	1,274,037	1,274,037	1,274,037	Q4, 2013	430	6.0	131	7	4	4	M	0	
Buckeye	22853	Watson and Southern Ave	None	BKY11-109	Painted channelization of both major and minor roads	2011	Completed		HSIP-MAG	21,175	21,175	21,175	Q4, 2014	140	0.0	131	4	0	0	M	0	
Buckeye	17609	Yuma and Watson Rd and Miller and Warner intersections	None	BKY11-108	Advanced Dilemma Zone Detection for high speed approaches	2011	Completed		HSIP-MAG	35,500	35,500	35,500	Q1, 2015	140	0.0	131	4	0	0	M	0	
Cave Creek	30004	Various Locations - Town Wide	None	CVK12-100	Sign Inventory Management System and Sign Upgrades- Phase 1	2012	Underway		HSIP-MAG	60,000	60,000	139,430	Q4, 2015	140	0.0	900	4	0	0	M	0	
			None	CVK13-100	Sign Inventory Management System and Sign Upgrades- Phase 2	2013	Underway		HSIP-MAG	35,100	35,100											
			None	CVK14-100	Sign Inventory Management System and Sign Upgrades- Phase 3	2013	Underway		HSIP-MAG	44,330	44,330											
Chandler	34824	Airport Blvd at Cooper/Germann Road	None	CHN08-801	Realign Airport Blvd to connect with Cooper Road at Germann	2012	Completed		Local	2,500,000	2,500,000	2,500,000	Q1, 2013	120	0.0	131	3	2	4	M	0	
Chandler	25120 AII-ARZ-30-03	Arizona Ave at Chandler Blvd	ALCP	CHN-200-06	Design intersection improvement	2004	Completed		RARF Local	189,000 168,801	357,801	7,208,510	Q4, 2006	120	0.3	131	3	4	6	M	0	
			ALCP	CHN-200-06Z	Acquisition of right-of-way for intersection improvement	2005	Completed		RARF Local	1,013,000 655,256	1,668,256											
			ALCP	CHN200-06AC	Construct intersection improvement	2006	Completed		RARF Local	2,380,000 2,802,453	5,182,453											
Chandler	38333 AII-ARZ-10-03	Arizona Ave at Elliot Rd	ALCP	CHN03-207	Design intersection improvement	2003	Completed		RARF Local	215,244 92,248	307,492	4,586,848	Q2, 2007	120	0.3	131	3	6	6	M	0	
			ALCP	CHN03-207Z3	Construct intersection improvement	2006	Completed		RARF Local	313,765 324,165	637,930											
			ALCP	CHN03-207Z2	Acquisition of right-of-way for intersection improvement	2006	Completed		RARF Local	2,681,784 959,642	3,641,426											

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Chandler	533 AII-ARZ-20-03	Arizona Ave at Ray Rd	ALCP	CHN100-03ADX	Design intersection improvement	2005	Completed		RARF Local	162,009 80,572	242,581	4,948,572	Q2, 2007	120	0.3	131	3	4	6	M	0	
			ALCP	CHN100-04ARWX	Acquisition of right-of-way for intersection improvement	2006	Completed		RARF Local	342,645 283,039	625,684											
			ALCP	CHN100-05ACX	Construct intersection improvement	2007	Completed		RARF Local	2,959,347 1,120,961	4,080,308											
Chandler	10643	Arizona Ave: TMC to Riggs Road	None	CHN11-704 SS909 01C CM-CN-CGB 0(216)A	Install fiber-optic cable for interconnecting traffic signals (4 out of 5 miles)	2011	Completed		CMAQ Local	344,050 455,950	800,000	800,000	Q1, 2013	130	6.0	131	3	6	6	M	0	
Chandler	20236 AII-CHN-20-03	Chandler Blvd at Dobson Rd	ALCP	CHN120-05ADX	Design intersection improvement	2007	Completed		RARF Local	17,086 7,323	24,409	10,666,957	Q3, 2012	120	0.3	131	3	4	6	M	0	
			ALCP	CHN120-06RW	Acquisition of right-of-way for intersection improvement	2007	Completed		RARF Local	0 0	0											
			ALCP	CHN120-05ADXZ2	Design intersection improvement	2008	Completed		RARF Local	40,999 17,571	58,570											
			ALCP	CHN120-06RWZ2	Acquisition of right-of-way for intersection improvement	2008	Completed		RARF Local	25,938 11,116	37,054											
			ALCP	CHN120-05ADXZ3	Design intersection improvement	2009	Completed		RARF Local	139,118 59,622	198,740											
			ALCP	CHN120-06RWZ3	Acquisition of right-of-way for intersection improvement	2009	Completed		RARF Local	836,662 358,549	1,195,211											
			ALCP	CHN10-002RWZ	Acquisition of right-of-way for intersection improvement	2010	Completed		RARF Local	1,013,355 434,295	1,447,650											
			ALCP	CHN120-07C	Construct intersection improvement	2010	Completed		RARF Local	427,223 4,852,067	5,279,290											
			ALCP	CHN120-07CZ2	Construct intersection improvement	2011	Completed		RARF Local	0 2,426,033	2,426,033											
Chandler	36660	Chandler Blvd at Price Rd/Loop 101 (Pima Fwy) TI	None	CHN12-805	Extend bicycle lane through the interchange (phase 2). Provide Additional Westbound Left Turn at the Intersection for Dual Left Turns	2012	Completed		CMAQ	2,826,334	2,826,334	2,826,334	Q4, 2013	310	0.1	131	3	6	6	M	0	
Chandler	22218	Commonwealth Ave: Hamilton St to Ithica	None	CHN07-601 SS706 01C	Pave dirt road	2011	Completed		CMAQ Local	325,000 1,075,000	1,400,000	1,400,000	Q4, 2013	420	0.0	900	3	2	2	M	0	
Chandler	49478	Consolidated Canal multi-use pathway at Germann and Chandler Heights	None	CHN08-606	Install two pedestrian actuated signals (phase I)	2011	Completed		CMAQ Local	229,600 147,400	377,000	377,000	Q4, 2013	320	0.0	131	5	4	4	M	0	

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Chandler	21578 ACI-GIL-10-03-A	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	ALCP	CHN410-08AD	Design roadway widening	2008	Completed		RARF Local	163,266 69,971	233,237	10,316,369	Q4, 2009	120	1.3	131	3	3	6	M	0	
			ALCP	CHN410-09ARW	Acquisition of right-of-way for roadway widening	2008	Completed		RARF Local	357,351 153,151	510,502											
			ALCP	CHN410-10AC	Construct roadway widening	2008	Completed		RARF Local	1,678,830 719,499	2,398,329											
			ALCP	CHN410-08ADZ2	Design roadway widening	2009	Completed		RARF Local	163,266 69,971	233,237											
			ALCP	CHN410-09ARWZ2	Acquisition of right-of-way for roadway widening	2009	Completed		RARF Local	357,351 153,151	510,502											
			ALCP	CHN410-10ACZ2	Construct roadway widening	2009	Completed		RARF Local	1,678,830 719,499	2,398,329											
			ALCP	CHN10-004CZ	Construct roadway widening	2010	Completed		RARF Local	1,678,830 719,499	2,398,329											
			ALCP	CHN10-004CZ2	Construct roadway widening	2010	Completed		RARF Local	673,967 959,937	1,633,904											
Chandler	8557	L101/Price Freeway at Galveston Drainage improvement at Basin 'G'	None	CHN12-117 H8488 01C 100-C(203)A	Construct storm drainage pump station	2013	Committed		STP-AZ Local	224,000 216,000	440,000	440,000	Q4, 2014	900	1.0	900	3	0	0	M	0	
Chandler	21471 ACI-QNC-10-03-A	Queen Creek Rd: Arizona Ave to McQueen Rd	ALCP	CHN230-08AD	Design roadway widening	2005	Completed		RARF Local	76,658 32,854	109,512	8,102,765	Q4, 2009	120	1.0	131	3	2	6	M	0	
			ALCP	CHN230-08ARW	Acquisition of right-of-way for roadway widening	2005	Completed		RARF Local	348,230 149,242	497,472											
			ALCP	CHN230-08ADZ2	Design roadway widening	2006	Completed		RARF Local	76,657 32,854	109,511											
			ALCP	CHN230-08ARWZ2	Acquisition of right-of-way for roadway widening	2006	Completed		RARF Local	348,230 149,242	497,472											
			ALCP	CHN230-08ADZ3	Design roadway widening	2007	Completed		RARF Local	76,657 32,854	109,511											
			ALCP	CHN230-08ARWZ3	Acquisition of right-of-way for roadway widening	2007	Completed		RARF Local	348,230 149,241	497,471											
			ALCP	CHN230-08ADZ4	Design roadway widening	2008	Completed		RARF Local	76,657 32,854	109,511											
			ALCP	CHN230-08ARWZ4	Acquisition of right-of-way for roadway widening	2008	Completed		RARF Local	348,230 149,241	497,471											
			ALCP	CHN230-08AC	Construct roadway widening	2008	Completed		RARF Local	1,986,192 851,225	2,837,417											
			ALCP	CHN230-08ACZ2	Construct roadway widening	2009	Completed		RARF Local	1,986,192 851,225	2,837,417											

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Chandler	4641 AII-RAY-10-03	Ray Rd at Alma School Rd	ALCP	CHN130-06D	Design intersection improvement	2008	Completed		RARF Local	137,253 58,823	196,076	14,217,401	Q4, 2012	120	0.3	131	3	4	6	M	0	
			ALCP	CHN130-06DZ2	Design intersection improvement	2009	Completed		RARF Local	216,670 92,859	309,529											
			ALCP	CHN130-07RW	Acquisition of right-of-way for intersection improvement	2009	Completed		RARF Local	1,862,867 1,150,396	3,013,263											
			ALCP	CHN130-07RWZ2	Acquisition of right-of-way for intersection improvement	2010	Completed		Local	2,454,000	2,454,000											
			ALCP	CHN130-08C	Construct intersection improvement	2011	Completed		Local	4,122,267	4,122,267											
			ALCP	CHN12-108CZ	Construct intersection improvement	2012	Completed		Local	4,122,267	4,122,267											
Chandler	8918	Ray, Elliot, Dobson, connecting at Arizona back to TMC	None	CHN11-111 SS997 03D CM-CHN-0(225)A	Design ITS project for fiber communications from signals to the TCM	2011	Completed		CMAQ Local	150,000 18,900	168,900	1,133,064	Q4, 2014	130	9.0	131	1	0	0	M	0	
			None	CHN14-102	Construct ITS project for fiber communications from signals to the TCM	2013	Underway		CMAQ Local	909,207 54,957	964,164											
Chandler	26	Various Alleys	None	CHN13-102	Construct/Pave Dirt Alleys	2013	Underway		CMAQ Local	741,198 85,000	826,198	826,198	Q2, 2014	420	12.8	900	7	0	0	M	0	
Chandler	31764	Various Locations - Citywide	None	CHN11-107	Pedestrian Countdown Signals	2011	Underway		HSIP-MAG	100,000	100,000	100,000	Q4, 2013	140	0.0	900	2	0	0	M	0	
Chandler	6240	Various Locations - Citywide	None	CHN12-118	Street Name Sign Upgrade to Clearview font	2012	Committed		HSIP-MAG	71,240	71,240	71,240	Q4, 2013	140	0.0	900	4	0	0	M	0	
Chandler	2909	Various Locations in the City of Chandler	None	CHN13-901 SS987 01C	Paving dirt alleys	2011	Completed		CMAQ Local	774,379 164,621	939,000	939,000	Q4, 2012	420	10.0	131	7	0	0	M	0	
El Mirage	4109	125th and 127th Ave: Varney Rd to Peoria, and Dysart Ranchettes area: Varney Rd, Peoria Ave, Dysart Rd, and El Mirage	None	ELM09-802	Pave unpaved roads	2011	Completed		CMAQ	2,075,431	2,075,431	2,075,431	Q4, 2012	420	4.0	131	7	2	2	M	0	
El Mirage	19974	Downtown El Mirage	None	ELM10-801	Design pave dirt road project	2011	Completed		Local	40,800	40,800	697,946	Q4, 2013	420	1.0	900	1	0	0	M	0	
			None	ELM11-801	Paving existing unpaved alleys	2012	Underway		CMAQ	657,146	657,146											
El Mirage	5306	Eastside of Downtown El Mirage	None	ELM11-802	Design pave unpaved alley project	2011	Completed		Local	49,000	49,000	49,000	Q4, 2012	420	2.0	900	4	0	0	M	0	

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Fort McDowell Yavapai Nation	47260	Hiawatha Hood Rd, Harquahala Rd, Ironwood, Sha Hee, Gu Mah, Ft. Loop, and Rodeo Rd	None	FTM11-101 SS697 03D CM-FTM-0(200)T	Additional environmental and design work on paving of unpaved roads project	2011	Completed	11-Sep	CMAQ Local	23,500 1,500	25,000	3,926,895	Q4, 2013	120	4.0	150	2	2	2	M	0	
			None	FTM11-201 SS697 01C CM-FTM-0(200)T	Pave unpaved roads	2012	Underway	12-Sep	CMAQ	3,248,325	3,248,325											
			None	FTM13-201 SS697 01C CM-FTM-0(200)T	Pave unpaved roads - Additional funds	2013	Underway		CMAQ Local	618,325 35,245	653,570											
Fountain Hills	25875	Shea Blvd: Fountain Hills Blvd to Saguaro Blvd	None	FTH11-101ABS	Mill and Overlay	2012	Completed		ARRA-MAG	1,133,611	1,133,611	1,133,611	Q3, 2012	430	1.0	131	3	4	4	M	0	
Fountain Hills	31771 ACI-SHA-10-03-A	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	ALCP	FTH09-906	Design roadway widening	2009	Completed		RARF Local	248,208 105,802	354,010	358,018	Q4, 2010	120	1.0	131	3	4	5	M	0	
			ALCP	FTH10-001DZ	Design roadway widening	2010	Completed		RARF Local	0 4,008	4,008											
Fountain Hills	24947	Various Locations - Townwide	None	FTH11-105 SH481 01C HSIP-FTH-0(206)A	Guard Rail Impact Attenuators & Pedestrian Countdown Signals	2011	Underway		HSIP-MAG	56,800	56,800	56,800	Q4, 2014	140	0.0	132	5	4	4	M	0	
Gila Bend	17556	Martin Ave from Unity Park to Gila Bend Unified Campus	None	GLB12-101	Pedestrian and Landscape Improvements	2012	Completed		Local	412,000	412,000	412,000	Q4, 2012	320	0.0	140	5	0	0	M	0	
Gila Bend	82	Pima St (SR85) from: Gila Bend Canal to St Louis Ave; Capitol Ave to Martin Ave; and Euclid Ave to Harrington Ave	None	GLB13-104	Pedestrian and Landscape Improvements	2013	Completed		Local	1,292,549	1,292,549	1,292,549	Q4, 2013	320	1.0	131	3	0	0	M	0	
Gilbert	29552	Gilbert Rd: Warner Rd to Baseline Rd	None	GLB04-205 SS616 03D/ 01C	Install fiber & conduit along Gilbert Rd, fiber only along US-60 (joint with Mesa to link ATMS)	2012	Underway		CMAQ Local	460,500 180,000	640,500	735,500	Q4, 2013	130	3.0	131	3	4	4	M	0	
			None	GLB04-205C2 SS 616 03D & 01C	Install fiber & conduit along Gilbert Rd, fiber only along US-60 (joint with Mesa to link ATMS)	2013	Planned		CMAQ Local	89,585 5,415	95,000											
Gilbert	43309	Greenfield Rd: Germann Rd to Pecos Rd	None	GLB09-718	Add 1 lane in each direction	2012	Completed		Local	9,900,000	9,900,000	9,900,000	Q4, 2012	120	1.0	131	4	2	4	M	0	
Gilbert	41383	Greenfield Rd: Queen Creek Rd to Ocotillo Rd	None	GLB12-806	Add 1 lane in each direction	2012	Completed		Local	6,000,000	6,000,000	6,000,000	Q4, 2012	120	1.0	131	4	2	4	M	0	

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Gilbert	25135 ACI-PWR-10-03-A	Power Rd at Pecos: Intersection Improvement	ALCP	GLB08-733D	Design intersection improvement	2008	Completed		RARF Local	63,518 27,222	90,740	7,347,052	Q4, 2009	120	0.5	131	3	2	6	M	0	
			ALCP	GLB08-734RW	Acquisition of right-of-way for intersection improvement	2008	Completed		RARF Local	23,799 10,200	33,999											
			ALCP	GLB08-735C	Construct intersection improvement	2008	Completed		RARF Local	5,031,820 2,156,494	7,188,314											
			ALCP	GLB08-734RWZ2	Acquisition of right-of-way for intersection improvement	2009	Completed		RARF Local	23,799 10,200	33,999											
Gilbert	36400 ACI-QNC-10-03-C	Queen Creek Rd: Val Vista Dr to Higley Rd	ALCP	GLB12-107ADZ	Design roadway widening	2010	Completed		RARF Local	673,123 288,481	961,604	15,561,706	Q3, 2011	120	2.0	131	3	2	4	M	0	
			ALCP	GLB13-107ARWZ	Acquisition of right-of-way for roadway widening	2010	Completed		RARF Local	536,238 229,816	766,054											
			ALCP	GLB12-107ADZ2	Design roadway widening	2011	Completed		RARF Local	673,123 288,481	961,604											
			ALCP	GLB13-107ARWZ2	Acquisition of right-of-way for roadway widening	2011	Completed		RARF Local	536,238 229,816	766,054											
			ALCP	GLB14-107ACZ	Construct roadway widening	2011	Completed		RARF Local	4,237,236 1,815,958	6,053,194											
			ALCP	GLB12-107CZ	Construct roadway widening	2012	Completed		RARF Local	4,237,236 1,815,958	6,053,194											
Gilbert	25279	Seven intersections near Baseline Rd. and Val Vista Dr. (approx. 3 miles)	None	GLB13-906 SZ074 03D CM-GIL-0(212)S	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	2013	Underway		CMAQ Local	174,676 10,558	185,234	185,234	Q4, 2014	130	3.0	131	3	6	6	M	0	
Gilbert	35750 ACI-VAL-20-03	Val Vista Dr: Warner Rd to Pecos Rd	ALCP	GLB04-106	Design roadway widening	2004	Completed		RARF Local	600,000 257,842	857,842	16,307,542	Q2, 2006	120	3.0	131	3	4	6	M	0	
			ALCP	GLB05-112	Acquisition of right-of-way for roadway widening	2005	Completed		RARF Local	1,248,000 535,782	1,783,782											
			ALCP	GLB04-106Z2	Construct roadway widening	2005	Completed		RARF Local	1,616,000 1,359,960	2,975,960											
			ALCP	GLB05-112CZ2	Construct roadway widening	2006	Completed		RARF Local	3,466,932 1,878,047	5,344,979											
			ALCP	GLB05-112Z2	Construct roadway widening	2006	Completed		RARF Local	3,466,931 1,878,048	5,344,979											
Gilbert	22824	Various Locations - Citywide	None	GLB11-106	Pedestrian Countdown Signals	2011	Underway		HSIP-MAG	31,600	31,600	31,600	Q4, 2013	140	0.0	900	4	0	0	M	0	
Gilbert	17648	Various Locations - Town Wide	None	GLB12-100	8'' to 12'' LED Signal Head Upgrade	2012	Committed		HSIP-MAG	62,558	62,558	62,558	Q4, 2013	140	0.0	900	3	0	0	M	0	

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Gilbert	16764 AII-WNR-10-03	Warner Rd at Cooper Rd	ALCP	GLB140-06D	Design intersection improvement	2008	Completed		RARF Local	514,424 220,467	734,891	6,268,004	Q4, 2010	120	0.5	131	3	4	6	M	0	
			ALCP	GLB140-06DZ2	Design intersection improvement	2008	Completed		RARF Local	64,347 27,577	91,924											
			ALCP	GLB140-07RW	Acquisition of right-of-way for intersection improvement	2009	Completed		RARF Local	585,314 250,849	836,163											
			ALCP	GLB140-08C	Construct intersection improvement	2009	Completed		RARF Local	205,332 88,000	293,332											
			ALCP	GLB10-007RWZ	Acquisition of right-of-way for intersection improvement	2010	Completed		RARF Local	49,344 21,147	70,491											
			ALCP	GLB10-007RCZ	Construct intersection improvement	2010	Completed		RARF Local	2,282,562 1,958,641	4,241,203											
Glendale	11518	Various Locations - Citywide	None	GLN11-103	Upgrade to 12-inch Traffic Signals	2013	Underway		HSIP-MAG	37,200	37,200	37,200	Q2, 2014	140	0.0	900	2	0	0	M	0	
Glendale	41906	59th Av, Northern and Bethany Home: Glendale Av, 51st Av and 67th Av; Peoria Av, 47th Av and 67th Av	None	GLN13-901 SS845 01C CM-GLN-0(221)A	Variable message signs; ITS Conduit and Fiber	2013	Underway		CMAQ Local	972,721 58,797	1,031,518	1,031,518	Q4, 2014	130	7.0	131	7	0	0	M	0	
Glendale	36122	East embankment of New river, from Bethany Home Rd. to Northern Ave	None	GLN13-902 SS846 01C CM-GLN-0(222)A	New River Multi-Use Path improvments-10-foot wide, concrete cement, paved pathway	2013	Underway		CMAQ Local	1,388,096 83,904	1,472,000	1,472,000	Q4, 2014	310	2.0	900	2	4	4	M	0	
Glendale	5871	Litchfield Rd: Missouri to Northern Ave	None	GLN09-807	Pre-Engineer/Design and construct pavement surface treatment	2012	Completed		ARRA-MAG	653,966	653,966	653,966	Q4, 2012	430	2.0	131	4	4	4	M	0	
Glendale	30355	New River (East Bank): Northern Ave to Bethany Home Rd	None	GLN11-702 SS846 01C CM-GLN-0(222)A	Construct multi-use path and underpasses, with landscaping, and lighting in two locations.	2013	Underway		CMAQ Local	1,557,943 94,170	1,652,113	1,652,113	Q4, 2014	310	2.0	800	7	0	0	M	0	
Glendale	12260	Various Locations - Citywide	None	GLN13-106	Pedestrian Countdown Signal Heads	2013	Underway		HSIP-MAG	69,040	69,040	69,040	Q4, 2014	140	0.0	900	7	0	0	M	0	
Glendale	48212	Various locations	None	GLN12-804 SS847 01C CM-GLN-0(223)B	Install fiber optic cable and CCTV cameras along Cactus, Thuderbird and Greeway Roads	2013	Underway		CMAQ Local	899,276 54,357	953,633	953,633	Q4, 2014	130	2.0	131	1	5	5	M	0	
Glendale	31038	Various Locations - Citywide	None	GLN11-102	Pedestrian Countdown Signals	2011	Underway		HSIP-MAG	62,000	62,000	62,000	Q4, 2013	140	0.0	900	7	0	0	M	0	
Glendale	32144	Various Locations - Citywide	None	GLN13-107	Sign Inventory Management System and Sign Upgrades- Phase 1	2013	Underway		HSIP-MAG	123,110	123,110	303,110	Q4, 2014	140	0.0	900	1	0	0	M	0	
			None	GLN14-103	Sign Inventory Management System and Sign Upgrades- Phase 2	2013	Underway		HSIP-MAG	180,000	180,000											

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Goodyear	19326	Citywide	None	GDY11-713 SS896 01C CM-GDY-0(203)T	Implement traffic signal system, including installation of ITS backbone and communications equipment	2013	Committed		CMAQ Local	848,700 51,300	900,000	900,000	Q3, 2014	130	4.0	900	5	0	0	M	0	
Goodyear	27542	Elwood St: 159th Ave to Cotton Lane	None	GDY97-002	Construct new 2 lane roadway, curb, gutter, sidewalk and landscape	2011	Completed		Private	400,000	400,000	400,000	Q4, 2011	120	1.0	131	7	0	2	M	0	
Goodyear	25517	Sarival: I-10 to McDowell Road	None	GDY12-906	Street Improvement - Add second lanes north/south bound, relocate power poles	2012	Completed		Local	600,000	600,000	600,000	Q4, 2013	120	1.0	131	4	2	4	M	0	
Goodyear	30048	SR303/Interstate 10 Traffic Interchange	None	GDY11-104	Install eight traffic signals at four traffic interchanges	2013	Underway		Local	4,013,000	4,013,000	4,013,000	Q4, 2013	140	0.0	131	2	0	0	M	0	
Goodyear	43498	Various locations	None	GDY13-902 SS717 01C CM-GDY-0(204)T	Purchase and Install fiber optic branch cables, dome cameras and associated equipment	2012	Completed	12-Jul	CMAQ	231,304	231,304	231,304	Q4, 2013	130	4.0	131	4	6	6	M	0	
Guadalupe	30340	Calle Magdalena: Avenida Del Yaqui to Calle Bella Vista	None	GDL98-831	Calle Magdalena Sidewalks and Landscaping	2011	Completed		STP-TEA Local	224,000 17,700	241,700	241,700	Q4, 2012	320	1.0	140	7	3	2	M	0	
Litchfield Park	46253	Litchfield Rd at Wigwam Blvd	None	LPK05-101C	Construct Multi-Use Underpass	2011	Underway		CMAQ Local	2,863,467 212,122	3,075,589	3,181,634	Q4, 2013	320	0.0	131	4	0	0	M	0	
			None	LPK05-101C2	Construct pedestrian bicycle underpass	2013	Underway		CMAQ Local	100,000 6,045	106,045											
MAG	20053	MAG Regionwide	None	MAG13-108	Transportation planning and air quality studies and support	2013	Planned		CMAQ Local	350,000 25,000	375,000	375,000		900	0.0	900		0	0	M	0	
MAG	33613	Various high risk intersections	None	MAG11-100	Perform Road Safety Assessments	2011	Completed		HSIP-MAG Local	200,000 12,089	212,089	212,089	Q4, 2011	140	0.0	900	4	0	0	M	0	
Maricopa County	46903	17th Avenue, Maddock Rd to Joy Ranch Rd	None	MMA11-109 SS956 01C CM-MMA-0(232)D	Pave unpaved road	2012	Underway	12-Aug	CMAQ	314,580	314,580	314,580	Q2, 2013	420	0.0	140	2	2	2	M	0	
Maricopa County	19107	7th St: Carefree Hwy to Desert Hills Dr	None	MMA10-813	Widen roadway from 2 to 4 lanes	2011	Completed		Local	3,399,170	3,399,170	3,399,170	Q4, 2011	120	3.0	131	7	2	4	M	0	
Maricopa County	17883	87th Ave, Deer Valley Rd to Peoria city limits (Via Montoya Rd.)	None	MMA11-101	Design pave unpaved road project	2011	Completed		Local	12,500	12,500	600,140	Q4, 2014	420	0.0	900	7	2	2	M	0	
			None	MMA13-101 SS899 01C CM-MMA-0(228)A	Construct pave unpaved road project	2013	Committed		CMAQ Local	554,145 33,495	587,640											
Maricopa County	44153	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	None	MMA11-801 SS899 03D CM-MMA-0(228)A	Design pave unpaved road project	2011	Underway		CMAQ Local	194,253 3,145	197,398	197,398	Q2, 2013	420	1.0	900	7	2	2	M	0	

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Maricopa County	37945	88th Avenue, Deer Valley Rd to Williams Rd	None	MMA11-111 SS957 01C CM-MMA-0(231)D	Pave unpaved road	2012	Underway	12-Aug	CMAQ	399,173	399,173	399,173	Q2, 2013	420	0.5	140	7	2	2	M	0	
Maricopa County	18701	Regionwide	None	MMA13-902 SS974 01C CM-MMA-0(235)A	Develop and implement arterial ATIS Enhancements	2013	Committed		CMAQ Local	402,739 24,344	427,083	427,083	Q1, 2014	130	0.0	131	7	0	0	M	0	
Maricopa County	46042	Bell Rd, 115th Ave to 55th Ave	None	MMA11-723 SS829 01C CM-MMA-0(213)A	Construct Dynamic Message Signs, CCTV camera fibre optic conduit and cable	2011	Underway	11-Aug	CMAQ Local	382,200 163,800	546,000	546,000	Q2, 2012	130	11.0	131	3	6	6	M	0	
Maricopa County	7569 ACI-ELM-10-03-D	El Mirage Rd: Deer Valley Drive to L303	ALCP	MMA08-939	Design roadway widening	2008	Completed		RARF Local	577,223 247,381	824,604	7,906,474	Q4, 2010	120	1.2	131	4	0	3	M	0	
			ALCP	MMA08-939RWZ	Acquire right-of-way for roadway widening	2009	Completed		RARF Local	1,167,096 500,184	1,667,280											
			ALCP	MMA09-940	Construct roadway widening	2009	Completed		RARF Local	3,790,213 1,624,377	5,414,590											
Maricopa County	42523	El Mirage Rd: Northern Ave to Bell Rd (Phase I)	ALCP	MMA08-815	Pre-Design roadway widening	2009	Completed		RARF	1,105,326	1,105,326	1,447,581	Q2, 2010	120	2.0	131	4	2	6	M	0	
			ALCP	MMA10-617	Pre-Design roadway widening	2010	Completed		RARF	342,255	342,255											
Maricopa County	28786 ACI-ELM-20-03-B	El Mirage Rd: Northern Avenue to Cactus	ALCP	MMA12-115DZ	Design roadway widening	2012	Completed		RARF Local	570,006 244,288	814,294	955,720		120	2.0	131	4	2	6	M	0	
			ALCP	MMA12-115D2Z	Design roadway widening	2013	Underway		RARF Local	98,998 42,428	141,425											
Maricopa County	28656	Ellsworth Rd: Hunt Hwy to S of Chandler Heights Rd	None	MMA11-816	Widen roadway from 2 to 6 lanes, DCR Only	2011	Completed		Local	7,800,000	7,800,000	7,800,000	Q4, 2013	120	1.0	131	4	2	6	M	0	
Maricopa County	10933	Forrest Rd, McDowell Mountain Rd to Rio Verde Dr	None	MMA11-724 SS827 01C CM-MMA-0(211)A	Add paved dirt shoulder and bike lane on both sides	2011	Completed	11-Jun	CMAQ	530,000	530,000	530,000	Q4, 2012	310	2.0	140	7	2	2	M	0	
Maricopa County	22928	Low Volume Road Project	None	MMA11-904	Pave Dirt Roads	2011	Completed		Local	5,080,000	5,080,000	11,260,000	Q4, 2013	420	5.0	900	7	2	2	M	0	
			None	MMA12-905	Pave Dirt Roads	2012	Completed		Local	3,090,000	3,090,000											
			None	MMA13-909	Pave Dirt Roads	2013	Underway		Local	3,090,000	3,090,000											
Maricopa County	42678	McDowell Rd: Perryville Rd to 1/2 mile east	None	MMA11-112	Construct roadway improvements	2012	Completed		Local	440,554	440,554	440,554	Q4, 2012	120	0.8	131	4	2	4	M	0	

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
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Maricopa County	16106 ACI-NOR-30-03-B	Northern Parkway: Corridorwide ROW Protection	ALCP	MMA08-919Z2	Acquisition of right-of-way for roadway widening	2003	Completed		Local	372,642	372,642	7,131,944		120	12.5	131	3	0	0	M	0	
			ALCP	MMA08-919Z3	Acquisition of right-of-way for roadway widening	2004	Completed		Local	372,642	372,642											
			ALCP	MMA08-919Z4	Acquisition of right-of-way for roadway widening	2005	Completed		Local	372,642	372,642											
			ALCP	MMA08-919Z5	Acquisition of right-of-way for roadway widening	2006	Completed		Local	372,642	372,642											
			ALCP	MMA08-919Z6	Acquisition of right-of-way for roadway widening	2007	Completed		Local	372,642	372,642											
			ALCP	MMA08-919	Acquisition of right-of-way for roadway widening	2008	Completed		Local	372,642	372,642											
			ALCP	MMA09-913	Acquisition of right-of-way for roadway widening	2009	Completed		Local	377,129	377,129											
			ALCP	MMA10-004RWZ	Acquisition of right-of-way for roadway widening	2010	Completed		Local	1,102,963	1,102,963											
			ALCP	MMA11-915	Acquisition of right-of-way for roadway widening	2011	Completed		STP-MAG Local	2,601,159 814,841	3,416,000											
Maricopa County	5683 ACI-NOR-10-03-A	Northern Parkway: Sarival to Dysart	ALCP	MMA13-106CLZ	Construct and landscape roadway widening	2012	Completed		STP-MAG Local	495,970 27,758	523,728	3,068,578	Q2, 2014	120	4.1	131	3	4	6	M	0	
			ALCP	MMA14-106CLZ	Construct and landscape roadway widening	2013	Underway		STP-MAG Local	2,399,794 145,056	2,544,850											
Maricopa County	32950	Old US-80 Bridge over Gila River	None	MMA09-811 SB428 01C TEA-BR-MMA-0(202)A	Rehabilitate bridge	2011	Completed	11-Aug	Bridge Local	5,700,000 75,000	5,775,000	6,350,000	Q4, 2012	120	0.1	131	4	2	0	M	0	
			None	MMA09-811c3 SB428 01C TEA-BR-MMA-0(202)A	Rehabilitate bridge	2012	Completed	11-Aug	STP-TEA Local	500,000 75,000	575,000											
Maricopa County	45389	Olive Ave: Litchfield Rd to Loop 101 (Agua Fria Fwy) ITS	None	MMA12-818 SS830 01C CM-MMA-0(214)A	Construct and install new conduit and new fiber-optic cable to connect existing and planned ITS field devices	2012	Underway	12-Jul	CMAQ Local	756,129 508,871	1,265,000	1,265,000	Q2, 2013	130	5.0	131	4	4	4	M	0	

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Maricopa County	39250 ACI-PWR-20-03-B	Power Rd: Baseline Rd to East Maricopa Floodway	ALCP	MMA210-07D	Design roadway widening	2007	Completed		RARF Local	250,903 107,530	358,433	22,040,052	Q4, 2009	120	1.3	131	3	4	6	M	0	
			ALCP	MMA210-07RW	Acquisition of right-of-way for roadway widening	2007	Completed		RARF Local	2,627,226 1,125,954	3,753,180											
			ALCP	MMA210-07AC	Construct roadway widening	2008	Completed		RARF Local	2,441,122 1,046,195	3,487,317											
			ALCP	MMA210-07ACX	Construct roadway widening	2009	Completed		RARF Local	2,441,122 12,000,000	14,441,122											
Maricopa County	31249	Regionwide	None	MMA12-820 SS972 01C CM-MMA-0(233)D	Upgrade regional archived data server (RADS) equipment	2012	Underway	12-Sep	CMAQ	97,500	97,500	97,500	Q2, 2013	130	0.0	900	7	0	0	M	0	
Maricopa County	26564	Southwest Valley, 99th Ave to Cotton Ln to include McDowell Rd, Van Buren St, MC85/Buckeye	None	MMA13-901 SZ022 03D CM-MMA-0(238)A	Develop a multi-agency Operations Plan	2013	Underway	12-Nov	CMAQ Local	47,150 2,850	50,000	50,000	Q4, 2013	130	10.0	900	5	0	0	M	0	
Maricopa County	20401	McDowell Rd at 92nd St, Alma School Rd, and Longmore Rd; and McKellips Rd at Alma School Rd and at 92nd St.	None	MMA11-722 SS898 01C CM-MMA-0(227)A	Upgrade traffic signals, including CCTV facilities	2011	Completed	11-Sep	CMAQ Local	100,000 150,000	250,000	250,000	Q4, 2012	130	3.0	131	4	6	6	M	0	
Maricopa County	43605	McDowell Rd at Avondale Blvd, McDowell Rd at Estrella Pkwy, MC85 at Avondale Blvd, MC85 at Estrella Pkwy	None	MMA13-904 SS973 01C CM-MMA-0(234)A	Install arterial DMS and associated conduit, pull boxes, fiber optic cable, communication equipment and electrical service equipment	2013	Committed		CMAQ Local	943,000 57,000	1,000,000	1,000,000	Q3, 2014	130	0.0	131	3	0	0	M	0	
Maricopa County	48837	Williams Field Rd, Gilbert Rd to Eastern Canal	None	MMA09-812	Widen roadway from 4 to 6 lanes	2011	Completed		Local	7,190,000	7,190,000	7,190,000	Q4, 2012	120	1.0	131	4	4	6	M	0	
Mesa	20025	Adobe Road between Val Vista Drive and 40th Street.	None	MES13-904	Construct multi use path	2012	Completed		Private	350,000	350,000	350,000	Q4, 2012	120	0.4	301	2	0	0	M	0	
Mesa	34962	ARID sensor deployment at approximately 80 intersections to determine travel times along key Mesa E-W and N-S corridors	None	MES13-906 SZ052 01C CM-MES-0(223)D	Construction	2013	Committed	13-Sep	CMAQ Local	549,362 33,206	582,568	582,568	Q3, 2014	130	40.0	131	2	4	4	M	0	
Mesa	6121	Consolidated canal: Lindsay Road to Baseline	None	MES13-905 SS515 01C CM-MES-0(023)A	Construct of a 10-foot wide concrete pathway, including lighting, paving and traffic signals	2011	Underway	11-Sep	CMAQ	2,166,600	2,166,600	2,166,600	Q1, 2013	310	1.0	800	4	0	0	M	0	

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Mesa	504 AII-DOB-10-03	Dobson Rd at Guadalupe Rd	ALCP	MES110-07D	Pre-Design intersection improvement	2008	Completed		RARF Local	77,418 30,857	108,275	3,100,053	Q4, 2010	120	0.5	131	3	4	6	M	0	
			ALCP	MES110-08D	Design intersection improvement	2008	Completed		RARF Local	28,746 14,642	43,388											
			ALCP	MES110-08DZ2	Design intersection improvement	2009	Completed		RARF Local	77,197 33,084	110,281											
			ALCP	MES110-08RW	Acquisition of right-of-way for intersection improvement	2009	Completed		RARF Local	12,557 5,381	17,938											
			ALCP		Design intersection improvement	2010	Completed		Local	10,602	10,602											
			ALCP	MES110-08DZ3	Design intersection improvement	2010	Completed		RARF Local	125,187 53,652	178,839											
			ALCP		Acquisition of right-of-way for intersection improvement	2010	Completed		Local	38,988	38,988											
			ALCP	MES10-004RWZ	Acquisition of right-of-way for intersection improvement	2010	Completed		RARF Local	343,878 147,376	491,254											
			ALCP	MES110-09C	Construct intersection improvement	2010	Completed		RARF Local	42,259 18,111	60,370											
			ALCP	MES11-106CZ	Construct intersection improvement	2011	Completed		RARF Local	1,462,796 577,323	2,040,118											
Mesa	44612 72613	Dobson Road (Mesa)	None	MES13-171	Acquisition of right-of-way for sidewalk adjustments necessary for the installation of railroad gates and flashers and cantilevers.	2013	Underway		HSIP-RGC	20,000	20,000	60,000	Q2, 2014	140	0.1	131		6	6	M	0	
			None	MES13-170	Construct railroad crossing road approach improvements, raised medians, and sidewalk adjustments to facilitate railroad crossing safety improvements.	2013	Underway		HSIP-RGC	40,000	40,000											
Mesa	43034	Dobson Road Bicycle and Pedestrian Route Improvements (Broadway Road to Main Street)	None	MES08-603 SS871 01C CM-MES-0(214)A	Construct a bicycle & pedestrian route along Dobson Rd. & upgraded on both side of the street to provide safer pedestrian and bicycle routes.	2012	Underway	12-Sep	CMAQ Local	1,471,700 392,754	1,864,454	1,864,454	Q3, 2014	310	1.0	131	3	4	4	M	0	
Mesa	13265 AII-GIL-10-03	Gilbert Rd at University Dr	ALCP	MES450-07DZ	Design intersection improvement	2007	Completed		RARF Local	187,681 80,435	268,116	11,764,838	Q4, 2010	120	0.5	131	3	4	6	M	0	
			ALCP	MES450-06ARW	Acquisition of right-of-way for intersection improvement	2007	Completed		RARF Local	494,982 212,430	707,412											
			ALCP	MES450-07AC	Construct intersection improvement	2009	Completed		RARF Local	1,029,136 4,365,519	5,394,655											
			ALCP	MES450-07ACZ2	Construct intersection improvement	2010	Completed		RARF Local	1,029,136 4,365,519	5,394,655											

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Mesa	15638 ACI-GRN-20-03-A	Greenfield Rd: Baseline Rd to Southern Ave	ALCP	MES120-06D	Design roadway widening	2008	Completed		RARF Local	453,873 194,517	648,390	9,692,065	Q3, 2010	120	1.0	131	4	5	6	M	0	
			ALCP	MES120-07RW	Acquisition of right-of-way for roadway widening	2008	Completed		RARF Local	1,000 429	1,429											
			ALCP		Design roadway widening	2009	Completed		Local	335,377	335,377											
			ALCP	MES120-06DZ2	Design roadway widening	2009	Completed		RARF Local	79,004 33,859	112,863											
			ALCP	MES120-07RWZ2	Acquisition of right-of-way for roadway widening	2009	Completed		RARF Local	16,344 7,005	23,349											
			ALCP	MES120-07RWZ3	Acquisition of right-of-way for roadway widening	2010	Completed		RARF Local	197,784 84,765	282,549											
			ALCP	MES120-07RWZ4	Acquisition of right-of-way for roadway widening	2010	Completed		RARF Local	5,868 2,515	8,382											
			ALCP	MES120-08C	Construct roadway widening	2010	Completed		RARF Local	1,618,631 693,699	2,312,330											
			ALCP	MES120-08CZ2	Construct roadway widening	2010	Completed		RARF Local	3,404,273 2,563,123	5,967,396											
Mesa	35619 ACI-HWS-10-03-D	Hawes Rd: Santan Fwy to Ray Rd	ALCP	MES465-08AD	Design roadway widening	2009	Completed		RARF Local	30,588 13,109	43,696	594,790	Q4, 2012	120	0.8	131	4	0	6	M	0	
			ALCP		Reimbursement for advance acquistion of right-of-way	2009	Completed		RARF Local	823 353	1,175											
			ALCP	MES465-08ADZ	Design roadway widening	2010	Completed		RARF Local	30,588 13,109	43,696											
			ALCP		Reimbursement for advance acquistion of right-of-way	2010	Completed		RARF Local	823 353	1,175											
			ALCP	MES465-10AC	Construct roadway widening	2010	Completed		RARF Local	176,767 75,757	252,524											
			ALCP	MES11-111CZ	Construct roadway widening	2011	Completed		RARF Local	176,767 75,757	252,524											
Mesa	22180	Spine West Road (replacement for Crismon Rd), Ray Rd to 1/4 mile south	None	MES12-126	Construct new street	2013	Underway		Private	2,117,846	2,117,846	2,117,846	Q1, 2014	120	0.3	131	3	0	4	M	0	
Mesa	11985	ITS Signal Conversions - Phase 5 (Brown Rd and Lindsay Rd.)	None	MES12-815 SS891 01C CM-MES-0(217)A	ITS Signal Conversion Project Phase 5 (Brown and Higley)	2011	Underway	11-Sep	CMAQ Local	921,887 1,672,513	2,594,400	2,594,400	Q4, 2012	130	7.0	131	4	4	4	M	0	
Mesa	4373 ACI-MCK-20-03-F	McKellips Rd at Val Vista Dr	ALCP	MES132-11D	Pre-Design intersection improvement	2007	Completed		RARF Local	39,667 18,144	57,811	57,811	Q2, 2018	120	0.5	131	3	4	6	M	0	

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Mesa	27277 ACI-RAY-20-03-A	Ray Rd: Sossaman Rd to Ellsworth Rd	ALCP	MES485-09AD	Design roadway widening	2009	Completed		RARF Local	265,599 113,828	379,427	4,318,910	Q4, 2010	120	2.0	131	3	0	6	M	0	
			ALCP	MES485-06ARW	Acquisition of right-of-way for roadway widening	2009	Completed		RARF Local	9,690 4,153	13,843											
			ALCP	MES485-07AC	Construct roadway widening	2010	Completed		RARF Local	1,373,974 588,846	1,962,820											
			ALCP	MES11-116CZ	Construct roadway widening	2011	Completed		RARF Local	1,373,974 588,846	1,962,820											
Mesa	14659	Ray Road, Crismon Rd to Signal Butte Rd	None	MES13-123	Construct Northern half street (3 lanes)	2013	Underway		Private	7,488,827	7,488,827	7,488,827	Q4, 2013	120	1.0	131	3	0	3	M	0	
Mesa	8626	Various locations	None	MES11-703 SS877 01C CM-MES-0(216)A	Install fiber-optic communications and upgrade traffic signal controllers	2012	Underway	12-Sep	CMAQ Local	1,050,000 500,000	1,550,000	1,550,000	Q4, 2013	130	6.0	131	3	6	6	M	0	
Mesa	19342	Various Locations - Citywide	None	MES11-100 SH478 01C HSIP MES-0(220)	Upgrade to 12-inch Traffic Signals	2011	Underway	11-Jul	HSIP-MAG	100,000	100,000	100,000	Q2, 2013	140	0.0	900	5	0	0	M	0	
Mesa	48300	West Side Real Time Adaptive Proj (initial deploy in Fiesta district), West city limits to Country Club, Broadway to Baseline	None	MES13-902 SZ067 01C CM-MES-0(226)D	Upgrade central traffic control system software to accommodate a lite version of adaptive control	2013	Committed	13-Sep	CMAQ Local	494,964 29,918	524,882	524,882	Q2, 2014	130	12.0	131	1	4	4	M	0	
Peoria	19748 ACI-BRD-10-03-D	75th Avenue at Thunderbird Rd: Intersection Improvement	ALCP	PEO10-004DZ	Design intersection improvement	2010	Completed		RARF Local	231,113 101,934	333,046	5,930,634	Q3, 2012	120	0.2	131	4	4	6	M	0	
			ALCP	PEO11-104DZ	Design intersection improvement	2011	Completed		RARF Local	231,113 101,934	333,046											
			ALCP	PEO11-104RWZ	Acquire right-of-way for intersection improvement	2011	Completed		Local	14,800	14,800											
			ALCP	PEO12-104DZ	Design intersection improvement	2012	Completed		RARF Local	0 17,300	17,300											
			ALCP	PEO12-104RWZ	Acquire right-of-way for intersection improvement	2012	Completed		RARF Local	270,335 487,251	757,587											
			ALCP	PEO11-104C2Z	Construct intersection improvement	2012	Completed		RARF Local	0 44,627	44,627											
			ALCP	PEO11-104CZ	Construct intersection improvement	2013	Completed		RARF Local	1,000,341 75,302	1,075,642											
			ALCP	PEO13-104CZ	Construct intersection improvement	2013	Completed		RARF Local	159,978 3,194,608	3,354,586											

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Peoria	22	Agua Fria Truck Road Reliever	None	PEO11-106	Acquire right-of-way	2012	Completed		Local	784,000	784,000	9,607,498	Q1, 2014	120	1.0	140	3	0	2	M	0	
			None	PEO11-105	Design	2013	Underway		Local	962,300	962,300											
			None	PEO12-105	Construct	2013	Committed		Local	7,861,198	7,861,198											
Peoria	49899 ACI-BRD-10-03-A	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to 83rd Ave/Lake Pleasant Parkway	ALCP	PEO100-05ADX	Design roadway widening	2007	Completed		Local	718,495	718,495	8,472,722	Q4, 2010	120	0.8	131	4	0	4	M	0	
			ALCP	PEO100-06ARWX1	Acquisition of right-of-way for roadway widening	2007	Completed		Local	1,258,663	1,258,663											
			ALCP	PEO100-07AC1	Construct roadway widening	2009	Completed		STP-MAG Local	3,062,658 185,124	3,247,782											
			ALCP	PEO100-07ACZ	Construct roadway widening	2010	Completed		STP-MAG Local	3,062,658 185,124	3,247,782											
Peoria	20978	El Mirage Rd: Vistancia Blvd to Lone Mtn	None	PEO09-802	Construct new 2 lane roadway	2013	Committed		Private	6,700,000	6,700,000	6,700,000	Q4, 2016	120	2.0	131	7	0	2	M	0	
Peoria	2065 ACI-HPV-10-03-B	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	ALCP	PEO08-908	Design roadway widening	2008	Completed		RARF Local	1,023,686 438,723	1,462,409	50,276,959	Q4, 2009	120	5.0	131	4	2	6	M	0	
			ALCP	PEO08-906	Acquisition of right-of-way for roadway widening	2008	Completed		RARF Local	2,420,820 1,037,494	3,458,314											
			ALCP	PEO08-907	Construct roadway widening	2008	Completed		RARF Local	4,728,607 1,987,361	6,715,968											
			ALCP	PEO09-004DZ	Design roadway widening	2009	Completed		RARF Local	1,023,687 438,723	1,462,410											
			ALCP	PEO09-909	Acquisition of right-of-way for roadway widening	2009	Completed		RARF Local	2,420,820 1,037,494	3,458,314											
			ALCP	PEO09-910	Construct roadway widening	2009	Completed		RARF Local	4,508,127 12,351,645	16,859,772											
			ALCP	PEO10-004CZ	Construct roadway widening	2010	Completed		RARF Local	4,508,128 12,351,645	16,859,773											
Peoria	47052 ACI-LKP-10-03-B	Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd	ALCP	PEO120-11D	Design roadway widening	2003	Completed		RARF Local	0 0	0	38,752,984	Q4, 2007	120	9.8	131	4	4	6	M	0	
			ALCP	PEO120-12C	Construct roadway widening	2006	Completed		RARF Local	7,027,000 3,011,571	10,038,571											
			ALCP	PEO120-12CZ	Construct roadway widening	2007	Completed		RARF Local	7,263,000 3,112,714	10,375,714											
			ALCP	PEO120-12CZ2	Construct roadway widening	2008	Completed		RARF Local	8,044,000 3,447,429	11,491,429											
			ALCP	PEO120-12CZ3	Construct roadway widening	2008	Completed		RARF Local	4,793,089 2,054,181	6,847,270											
Peoria	35010	Lone Mountain: El Mirage to Loop 303	None	PEO12-102	Build a 2 lane roadway with curb, gutter, streetlights	2012	Completed		Private	6,000,000	6,000,000	6,000,000	Q4, 2012	120	1.0	131	7	0	2	M	0	

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Peoria	41708 ACI-BRD-10-03-B	Loop 101 (Agua Fria Fwy) at Beardsley Rd/Union Hills Dr	ALCP		Design roadway widening	2007	Completed		Local	718,495	718,495	13,483,644	Q2, 2010	120	2.0	131	2	0	4	M	0	
			ALCP		Acquisition of right-of-way for roadway widening	2007	Completed		Local	1,258,663	1,258,663											
			ALCP	PEO10-003CZ	Construct roadway widening	2009	Completed		STP-MAG Local	5,425,308 327,935	5,753,243											
			ALCP	PEO10-003CZ2	Construct roadway widening	2010	Completed		STP-MAG Local	5,425,308 327,935	5,753,243											
Peoria	4619	New River Trail at Peoria and Olive Aves	None	PEO11-701 SS728 01C CM-PEO-0(204)A	Acquire right of way, design and construct roadway underpass crossings	2011	Completed	11-Sep	CMAQ Local	700,000 480,000	1,180,000	1,180,000	Q4, 2012	310	0.0	900	4	0	0	M	0	
Peoria	47444	Various locations	None	PEO11-702 SS 948 01C CM-PEO-0(211)A	Design and construct extension to fiber optic backbone and install CCTV cameras	2012	Underway		CMAQ Local	1,050,000 10,000	1,060,000	1,060,000	Q4, 2013	130	0.0	131	4	0	0	M	0	
Peoria	21711	Various Locations - Citywide	None	PEO11-108	Replace Yellow Incandecent with Yellow LED Signals	2011	Underway		HSIP-MAG Local	100,000 45,000	145,000	145,000	Q2, 2015	140	0.0	900	4	0	0	M	0	
Peoria	18031	Various Locations - Citywide	None	PEO12-112	Pedestrian Countdown Signal Heads	2012	Underway		HSIP-MAG Local	76,816 10,000	86,816	86,816	Q4, 2013	140	0.0	900	4	0	0	M	0	
Phoenix	12504	19th Ave Bridge at CAP	None	PHX10-914	Design/ROW/Construction	2011	Completed		Local	15,292,720	15,292,720	15,292,720	Q4, 2012	150	0.3	131	3	5	5	M	0	
Phoenix	41583	19th Ave: Baseline Rd to Southern Ave	None	PHX08-613	Reconstruct roadway to 64ft section, adding 2 through lanes	2011	Completed		Local	3,481,471	3,481,471	3,481,471	Q4, 2012	120	1.0	131	3	2	4	M	0	
Phoenix	14760	24th St: Spur Track - I10	None	PHX11-196	Landscape Median Islands	2011	Completed		Local	107,536	107,536	107,536	Q4, 2012	120	0.1	131	3	0	0	M	0	
Phoenix	43313	32nd St S/O Jackson St	None	PHX11-137	RR Crossing	2013	Underway		Local	17,535	17,535	17,535	Q4, 2013	140	0.1	131	4	4	4	M	0	
Phoenix	6216	32nd St: Washington St to McDowell Rd	None	PHX11-843	Construct roadway narrowing	2011	Underway		Local	6,071,820	6,071,820	12,156,686	Q4, 2013	120	1.0	131	4	5	4	M	0	
			None	PHX12-194	Design roadway narrowing	2013	Underway		Local	50,000	50,000											
			None	PHX13-187	Construct Roadway Narrowing	2013	Committed		Local	6,034,866	6,034,866											
Phoenix	1258	35th Ave: Baseline Rd to Southern Ave	None	PHX09-722	Acquire right of way for reconstruction of roadway to 74ft section	2011	Completed		Local	1,250,000	1,250,000	3,950,000	Q4, 2013	120	1.0	131	4	2	4	M	0	
			None	PHX10-730	Reconstruct roadway to 74ft section	2013	Committed		Local	2,700,000	2,700,000											
Phoenix	43833	41st Ave: Granada Rd - Holly Ave	None	PHX10-801	Construct Sidewalks, ADA ramps, & Street Lighting	2012	Completed		SRTS	250,000	250,000	250,000	Q4, 2013	320	0.3	140	7	2	2	M	0	
Phoenix	42349	43rd Ave: Lower Buckeye Rd to Buckeye Rd	None	PHX08-713	Reconstruct roadway to 64ft section	2012	Underway		Local	3,935,300	3,935,300	3,935,300	Q4, 2013	120	1.0	131	4	4	4	M	0	
Phoenix	33305	55th Avenue at Campbell	None	PHX10-802	Install crosswalk, strip stop bar, bike lanes, lighting	2012	Completed		SRTS	250,000	250,000	250,000	Q4, 2013	140	0.1	140	5	2	2	M	0	

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Phoenix	2368	ACDC at 7th Ave Bike Underpass	None	PHX11-178	Construction	2011	Completed		Local	92,713	92,713	92,713	Q4, 2012	310	0.0	800	4	0	0	M	0	
Phoenix	30611	Baseline Rd: 49th Ave - 47th Ave	None	PHX11-185	Construction	2011	Completed		Local	780,000	780,000	780,000	Q4, 2012	120	0.3	131	4	2	4	M	0	
Phoenix	2280	Buckeye Rd: 67th Ave to 59th Ave	None	PHX08-717	Design reconstruction of roadway to 74ft section	2012	Underway		Local	470,000	470,000	8,110,000	Q4, 2016	120	1.0	131	3	4	4	M	0	
			None	PHX09-725	Acquire right of way for reconstruction of roadway to 74ft section	2013	Committed		Local	440,000	440,000											
			None	PHX10-734	Reconstruct roadway to 74ft section	2013	Committed		Local	7,200,000	7,200,000											
Phoenix	11815	Citywide	None	PHX11-801	Design alley dust proofing project	2011	Underway		Local	418,000	418,000	2,968,475	Q4, 2013	420	40.0	900	2	0	0	M	0	
			None	PHX12-801	Alley Dust proofing	2012	Underway		CMAQ Local	2,199,471 351,004	2,550,475											
Phoenix	42897	Deer Valley Dr: 40th St - Black Mountain Pkwy	None	PHX09-904	Right-of-Way	2011	Completed		Local	34,233	34,233	34,233	Q4, 2012	120	0.0	131	7	0	0	M	0	
Phoenix	28758	Indian School Rd: 27th Ave - 43rd Ave	None	PHX11-197	Landscape	2013	Committed		Local	750,000	750,000	750,000	Q4, 2013	120	2.0	131	3	6	6	M	0	
Phoenix	23017	ITS Strategic Plan	None	PHX14-102	Develop the City of Phoenix's first ITS Strategic Plan.	2011	Committed		CMAQ	239,880	239,880	239,880	Q4, 2014	130	0.0	900	7	0	0	M	0	
Phoenix	4149	Lower Buckeye Rd: 51st Ave to 43rd Ave	None	PHX09-727	Acquire right of way for reconstruction of roadway to 74ft section	2011	Completed		Local	999,795	999,795	3,299,795	Q4, 2014	120	1.0	131	4	3	4	M	0	
			None	PHX10-735	Reconstruct roadway to 74ft section	2013	Underway		Local	2,300,000	2,300,000											
Phoenix	13760	Lower Buckeye: 43rd Ave to 35th Ave	None	PHX11-188	Acquire Right-of-Way	2011	Completed		Local	875,000	875,000	5,075,000	Q4, 2013	120	1.0	131	4	2	4	M	0	
			None	PHX09-728	Reconstruct roadway to 64ft section	2012	Underway		Local	4,200,000	4,200,000											
Phoenix	20222	McDowell Road & 32nd Street	None	PHX09-874	Intersection Improvement including Streetlights, Bus bay and Building Removal	2012	Underway		STP-HES Local	500,000 1,500,000	2,000,000	2,000,000	Q4, 2013	140	0.1	131	4	0	0	M	0	
Phoenix	36555	Mitchell Elementary School	None	PHX11-112 H8281 01C SRS-999-A(216)A	Construct sidewalks	2013	Underway		SRTS	300,000	300,000	300,000	Q4, 2013	140	1.0	900	7	0	0	M	0	
Phoenix	44946	Pinnacle Peak Rd: 55th Ave to 43rd Ave	None	PHX09-622	Acquire right of way and reconstruct roadway to 74ft section, adding 2 through lanes	2013	Underway		Local	371,100	371,100	5,871,100	Q4, 2014	120	1.0	131	4	2	4	M	0	
			None	PHX12-860	Reconstruct roadway to 74ft section, adding 2 through lanes	2013	Committed		Local	5,500,000	5,500,000											

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Phoenix	205	Roosevelt Street: Central Ave to 4th Street	None	PHX11-190	Design Roosevelt Row Pedestrian Project	2011	Completed		STP-TEA Local	160,782 6,213	166,995	2,059,000	Q4, 2014	320	0.3	140	5	2	2	M	0	
			None	PHX12-112 SL717 01C TEA-PHX-0(269)A	Construct Roosevelt Row Pedestrian Project	2013	Underway		STP-TEA Local	589,218 102,787	692,005											
			None	PHX12-112C2 SL717 01C TAP-PHX-0(269)A	Construct Roosevelt Row Pedestrian Project	2013	Underway		TAP-MAG Local	1,131,600 68,400	1,200,000											
Phoenix	15719	Royal Palm Bicycle at Pedestrian Bridge	None	PHX11-179	Construction	2012	Committed		STP-TEA Local	500,000 125,000	625,000	625,000	Q4, 2013	310	0.1	900	2	0	0	M	0	
Phoenix	47038	Salt River: 24th Street to I-10/Tempe Drain	None	PHX10-845	Construct Multi-use path	2012	Committed		CMAQ Local	801,606 1,650,000	2,451,606	2,451,606	Q4, 2013	310	1.0	900	2	0	0	M	0	
Phoenix	49431	South Mountain Community College Pedestrian Crossing	None	PHX10-916	Pedestrian Bridge over the Canal	2012	Completed		Local	148,149	148,149	148,149	Q4, 2013	320	0.0	131	5	0	0	M	0	
Phoenix	35089	Various alley locations on 33 segments	None	PHX12-102	Design dust proof alley project	2012	Underway		Local	50,000	50,000	1,725,250	Q4, 2014	420	38.1	900	7	2	2	M	0	
			None	PHX13-102 SZ004 01C CM-PHX-0(270)A	Construct dust proof alley project	2013	Underway		CMAQ Local	1,579,761 95,489	1,675,250											
Phoenix	47104	Various locations	None	PHX09-871 SS 716 01C	Pave unpaved alleys	2011	Completed		CMAQ Local	753,557 11,288	764,845	764,845	Q4, 2012	420	18.0	900	2	0	0	M	0	
Phoenix	48883	Various locations	None	PHX10-633	Construct regional ITS fiber optic backbone, phase B-2	2011	Underway		CMAQ Local	665,000 54,000	719,000	719,000	Q4, 2013	130	30.0	900	4	0	0	M	0	
Phoenix	25662	Various locations	None	PHX11-739	Construct regional ITS telecommunications expansion	2011	Completed		CMAQ Local	700,000 795,540	1,495,540	1,495,540	Q4, 2012	130	0.0	900	4	0	0	M	0	
Phoenix	48883	Various locations	None	PHX09-624 SS951 01C CM-PHX-0(262)A	Construct regional ITS fiber optic backbone, phase B-1	2013	Underway		CMAQ Local	737,031 44,550	781,581	781,581	Q4, 2013	130	30.0	900	4	0	0	M	0	
Phoenix	29243	Various locations	None	PHX09-872 SZ049 01C CM-PHX-0(277)D	Pave/dustproof alleys	2013	Underway		CMAQ Local	1,414,500 85,500	1,500,000	1,500,000	Q4, 2014	420	31.8	900	5	2	2	M	0	
Phoenix	46637	Various Locations (North Area Phase 1/Citywide Phase 2)-Functionally Classified	None	PHX09-801	Design & Construction of Pavment Preservation (ARRA FY2010 Funds)	2011	Completed		ARRA-Transit	13,481,482	13,481,482	13,481,482	Q4, 2011	120	30.0	900	2	0	0	M	0	
Phoenix	14019	Various Locations - (North Area)	None	PHX09-804	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	2011	Completed		Local	119,241	119,241	119,241	Q4, 2011	120	0.0	900	4	0	0	M	0	

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Phoenix	25816	Various Locations - Citywide	None	PHX11-189	Pedestrian Countdown Signals	2012	Completed		HSIP-MAG Local	99,820 65,892	165,712	165,712	Q4, 2013	140	0.0	900	4	0	0	M	0	
Phoenix	21620	Various Locations in the City of Phoenix: 44 miles of dirt alleys	None	PHX13-904	Paving dirt alleys	2012	Underway		CMAQ Local	1,893,290 268,934	2,162,224	2,162,224	Q4, 2012	420	44.0	131	4	0	0	M	0	
Phoenix	43418	Western Canal west of 24th Street	None	PHX08-875	South Mountain Community College Pedestrian Bridge	2011	Completed		STP-TEA Local	491,151 223,149	714,300	714,300	Q4, 2012	320	0.1	900	4	0	0	M	0	
Phoenix	13005	30th St: Washington St - Fillmore St	None	PHX11-111 H8264 01C SRS-999-A(216)A	Construct sidewalks	2013	Committed		SRTS	298,724	298,724	298,724	Q4, 2013	140	0.0	900	3	2	2	M	0	
Queen Creek	1548	Cloud Rd: 213th St to 218th St	None	QNC13-103	Widen roadway	2013	Completed		Private	600,000	600,000	600,000	Q4, 2013	120	1.0	131	4	2	2	M	0	
Queen Creek	15809	Ellsworth Rd: Sierra Park Blvd to Empire Blvd (Hunt Hwy)	None	QNC12-804 SS905 01C CM-QCR-0(208)A	Construct traffic signal/CCTV system	2013	Completed		CMAQ Local	254,235 15,367	269,602	269,602	Q1, 2013	130	2.0	131	4	0	0	M	0	
Queen Creek	139	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	None	QNC08-747	New 6 lane road	2012	Deferred		Private	3,000,000	3,000,000	3,000,000	Q4, 2013	120	1.0	131		0	6	M	0	
Queen Creek	35113	Ocotillo Rd: Signal Butte Rd to 220th Rd	None	QNC07-730	Widen roadway	2011	Completed		Private	1,000,000	1,000,000	1,000,000	Q4, 2012	120	1.0	131	5	2	4	M	0	
Queen Creek	5288	Riggs Rd: Hawes Rd to Ellsworth Rd	None	QNC12-101	Widen roadway + new bridge	2013	Underway		Local	5,000,000	5,000,000	5,000,000	Q1, 2014	120	1.0	131	4	2	4	M	0	
Queen Creek	29693	Sossaman Rd: Cloud Rd to Via Park Rd	None	QNC11-182	Widen roadway (None)	2011	Planned		RARF	125,000	125,000	125,000	Q1, 2010	120	0.3	131		2	3	M	0	
Queen Creek	4325	Town wide	None	QNC11-783	Design and construct/implement ITS hardware and software	2012	Underway		CMAQ	519,618	519,618	519,618	Q4, 2013	130	10.0	131	4	0	0	M	0	
Queen Creek	47893	Various Locations - Town Wide	None	QNC12-102	Sign Inventory and Management System	2012	Underway		HSIP-MAG	140,000	140,000	140,000	Q2, 2014	140	1.0	900	5	0	0	M	0	
Queen Creek	21477	Various Locations - Town Wide	None	QNC13-104	Pedestrian Countdown Signal Heads	2013	Committed		HSIP-MAG	36,352	36,352	36,352	Q2, 2014	140	1.0	900	7	0	0	M	0	
Scottsdale	30369	Az Canal: 60th St-Goldwater Blvd, 64th St/Thomas, 64th/Indian School, 68th/Indian School, ped bridge/Lafayette Park	None	SCT11-101	Design 14-foot wide shared-use path	2011	Completed		Local	449,000	449,000	3,303,003	Q4, 2013	310	0.0	900	7	0	0	M	0	
			None	SCT14-101	Construct 14-foot wide shared-use path	2012	Underway		CMAQ	2,323,780	2,323,780											
			None	SCT14-101c2	Construct 14-foot wide shared-use path	2012	Underway		STP-TEA Local	500,000 30,223	530,223											
Scottsdale	31341	Dynamite Blvd: Pima Road to Alma School Road	None	SCT07-606	Dust Control and addition of bike lanes	2012	Underway		CMAQ Local	750,000 250,000	1,000,000	1,000,000	Q4, 2013	420	3.0	900	5	4	4	M	0	
Scottsdale	18101	Frank Llyod Wright Blvd & Loop 101	None	SCT12-101	Design adaptive traffic control	2013	Underway		Local	8,000	8,000	8,000	Q4, 2015	130	3.0	900	4	0	0	M	0	

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Scottsdale	17759 ACI-SFN-10-03-A	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	ALCP	SCT100-07D	Design roadway widening	2007	Completed		RARF Local	0 0	0	5,350,137	Q4, 2009	120	1.0	131	2	0	2	M	0	
			ALCP	SCT100-07DZ2	Design roadway widening	2008	Completed		RARF Local	611,056 261,881	872,937											
			ALCP	SCT100-07RW	Acquisition of right-of-way for roadway widening	2008	Completed		RARF Local	6,222 2,409	8,631											
			ALCP	SCT100-06C	Construct roadway widening	2008	Completed		RARF Local	2,419,831 1,037,330	3,457,161											
			ALCP	SCT100-06CZ2	Construct roadway widening	2009	Completed		RARF Local	707,985 303,422	1,011,407											
Scottsdale	35136	McDowell Rd: Bridge over Indian Bend Wash	None	SCT11-701	Enhance sidewalks and add bicycle lanes	2012	Underway		CMAQ Local	1,666,044 355,348	2,021,392	2,021,392	Q4, 2013	320	1.0	131	3	6	6	M	0	
Scottsdale	25253 ACI-PMA-10-03-B	Pima Rd at Happy Valley Rd	ALCP	SCT310-08AC2	Construct intersection improvement	2008	Completed		Private	1,599,410	1,599,410	1,599,410	Q2, 2020	120	0.4	131	3	2	4	M	0	
Scottsdale	22767 ACI-PMA-30-03-B	Pima Rd: Via De Ventura to Krail	ALCP	SCT10-110DZ	Design roadway widening	2010	Completed		RARF Local	743,935 318,829	1,062,764	10,745,071	Q1, 2012	120	1.3	131	3	2	4	M	0	
			ALCP	SCT10-110RWZ	Construct roadway widening	2010	Completed		RARF Local	3,454,007 1,481,749	4,935,756											
			ALCP	SCT11-110CWZ	Construct roadway widening	2011	Completed		RARF Local	1,727,003 740,875	2,467,878											
			ALCP	SCT12-110CZ	Construct roadway widening	2012	Completed		RARF Local	1,537,799 740,875	2,278,674											
Scottsdale	43854 ACI-PMA-10-03-F	Pima Rd: SR101L to Thompson Peak Parkway	ALCP	SCT04-009Z	Design roadway widening	2004	Completed		RARF Local	353,725 151,596	505,321	19,925,799	Q4, 2007	120	2.5	131	3	6	6	M	0	
			ALCP	SCT04-009Z1	Design roadway widening	2005	Completed		RARF Local	353,724 151,596	505,320											
			ALCP	SCT04-009Z2	Design roadway widening	2006	Completed		RARF Local	353,725 151,596	505,321											
			ALCP	SCT04-009Z3	Design roadway widening	2006	Completed		Local	90,958	90,958											
			ALCP	SCT08-928-W2	Construct roadway widening	2006	Completed		RARF Local	4,192,702 1,796,872	5,989,574											
			ALCP	SCT04-009Z4	Design roadway widening	2007	Completed		Local	90,958	90,958											
			ALCP	SCT08-928-W3	Construct roadway widening	2007	Completed		RARF Local	4,192,702 1,796,872	5,989,574											
			ALCP	SCT04-009	Design roadway widening	2008	Completed		Local	259,198	259,198											
			ALCP	SCT08-928	Construct roadway widening	2008	Completed		RARF Local	4,192,703 1,796,872	5,989,575											

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Scottsdale	8006 ACI-PMA-10-03-A	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	ALCP	SCT220-08ADZ	Design roadway widening	2005	Completed		RARF Local	88,096 37,756	125,852	25,539,687	Q4, 2012	120	1.5	131	3	4	6	M	0	
			ALCP	SCT220-08ADZ2	Design roadway widening	2006	Completed		RARF Local	88,096 37,756	125,852											
			ALCP	SCT220-08ADZ3	Design roadway widening	2007	Completed		RARF Local	88,096 37,756	125,852											
			ALCP	SCT220-08AD	Design roadway widening	2008	Completed		RARF Local	88,096 37,756	125,852											
			ALCP	SCT09-924	Design roadway widening	2009	Completed		RARF Local	88,096 37,756	125,852											
			ALCP	SCT220-08ARW	Acquisition of right-of-way for roadway widening	2009	Completed		RARF Local	8,441 3,617	12,058											
			ALCP	SCT10-008DZ	Design roadway widening	2010	Completed		RARF Local	748,266 320,686	1,068,952											
			ALCP	SCT09-925	Acquisition of right-of-way for roadway widening	2010	Completed		RARF Local	25,110 10,762	35,872											
			ALCP	SCT220-08AC	Construct roadway widening	2010	Completed		RARF Local	2,029,093 869,611	2,898,704											
			ALCP	SCT11-008DZ	Design roadway widening	2011	Completed		RARF Local	517,786 221,908	739,695											
			ALCP	SCT09-925RWZ2	Acquisition of right-of-way for roadway widening	2011	Completed		RARF Local	532,083 228,035	760,118											
			ALCP	SCT11-001CZ	Construct roadway widening	2011	Completed		RARF Local	6,609,594 2,832,683	9,442,278											
			ALCP	SCT12-117DZ	Design roadway widening	2012	Completed		RARF Local	189,244 124,603	313,848											
			ALCP	SCT12-117RWZ	Acquisition of right-of-way for roadway widening	2012	Completed		RARF Local	61,185 26,222	87,407											
			ALCP	SCT12-117CZ	Construct roadway widening	2013	Underway		RARF Local	6,686,048 2,865,449	9,551,497											
Scottsdale	40939	Several intersections throughout Scottsdale	None	SCT12-808	Complete traffic signal controller replacements, and finish radio connectivity	2012	Underway		CMAQ Local	373,581 124,527	498,108	498,108	Q4, 2013	130	0.1	131	3	6	6	M	0	

Underway/Completed Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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Scottsdale	1669 ACI-SHA-20-03-A	Shea at 90th/92nd/96th Streets	ALCP	SCT 03-09	Design intersection improvement	2005	Completed		RARF Local	297,144 126,548	423,692	5,794,085	Q4, 2008	120	0.8	131	3	6	6	M	0	
			ALCP	SCT 04-117	Acquisition of right-of-way for intersection improvement	2006	Completed		RARF Local	38,353 16,349	54,702											
			ALCP	SCT 04-117CZ	Construct intersection improvement	2007	Completed		RARF Local	1,491,602 640,146	2,131,748											
			ALCP	SCT 04-117CZ2	Construct intersection improvement	2007	Completed		RARF Local	484,309 207,561	691,870											
			ALCP	SCT 04-117CZ3	Construct intersection improvement	2007	Completed		RARF Local	1,744,450 747,622	2,492,072											
Scottsdale	22219 ACI-SHA-20-03-C	Shea at Via Linda (Phase1)	ALCP	SCT08-805	Design intersection improvement	2005	Completed		RARF Local	26,939 11,545	38,484	887,784	Q4, 2007	120	0.2	131	3	6	6	M	0	
			ALCP	SCT08-806	Construct intersection improvement	2006	Completed		RARF Local	594,510 254,790	849,300											
Scottsdale	21660 ACI-SHA-20-03-G	Shea Blvd - SR-101L to 96th St, ITS Improvements	ALCP	SCT400-07AD	Design ITS improvement	2009	Completed		RARF Local	114,018 48,865	162,883	491,454	Q4, 2010	120	1.0	131	3	6	6	M	0	
			ALCP	SCT400-07AC	Construct ITS improvement	2009	Completed		RARF Local	154,907 66,389	221,296											
			ALCP	SCT400-07ACZ2	Construct ITS improvement	2010	Completed		RARF Local	75,092 32,182	107,275											
Scottsdale	41933 ACI-SHA-20-03-F	Shea Blvd at Mayo/134th Street	ALCP	SCT410-07AD	Design intersection improvement	2005	Completed		RARF Local	18,861 8,083	26,944	230,984	Q4, 2007	120	0.2	131	3	6	6	M	0	
			ALCP	SCT410-07AC	Construct intersection improvement	2006	Completed		RARF Local	142,828 61,212	204,040											
Scottsdale	16027	Shea Blvd: Scottsdale Rd to Fountain Hills	None	SCT12-812	Construct multi-use path and sidewalk (Fountain Hills is lead agency - local match only)	2013	Underway		Local	35,100	35,100	35,100	Q4, 2013	310	0.0	131	3	0	0	M	0	
Scottsdale	2147	Various Locations - Citywide	None	SCT11-102	Pedestrian Countdown Signals	2011	Underway		HSIP-MAG	100,000	100,000	100,000	Q2, 2013	140	0.0	900	2	0	0	M	0	
Scottsdale	622	Various Locations - Citywide	None	SCT13-121	Pedestrian Countdown Signal Heads - Phase 1	2012	Underway		HSIP-AZ	103,876	103,876	103,876	Q4, 2013	140	0.0	900	7	0	0	M	0	
Scottsdale	11919	Various Locations - Citywide	None	SCT14-115	Install Changeable Speed Warning Signs - Phase 3	2013	Underway		HSIP-MAG	101,000	101,000	101,000	Q4, 2013	140	0.0	900	2	0	0	M	0	
Scottsdale	622	Various Locations - Citywide	None	SCT14-116	Pedestrian Countdown Signal Heads - Phase 2	2013	Underway		HSIP-MAG	103,876	103,876	103,876	Q4, 2013	140	0.0	900	7	0	0	M	0	
Surprise	32492	165th Avenue - DUSD #19 Access Road between Pat Tillman Blvd to .32 miles south	None	SUR11-110	Construct new 2 lanes with curb, gutter, and sidewalks	2011	Completed		Private	680,000	680,000	680,000	Q4, 2012	120	0.3	140	7	0	2	M	0	

Underway/Completed Projects

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Surprise	47665	Autoshow Avenue between Cactus and Peoria	None	SUR11-115	Construct new 4 lane with center left turn lane, curb, gutter, raised median, and 4 right turn lanes	2011	Completed		Private	4,000,000	4,000,000	4,000,000	Q4, 2012	120	1.0	140	2	0	4	M	0	
Surprise	18475	Bell Rd: Loop 303 (Estrella Fwy) to Beardsley Canal (185th Ave)	None	SUR12-818	Construct fiber optic interconnect to connect TI traffic signals, CCTV cameras, dynamic message signs, and connection to ITS fiber backbone	2012	Underway		CMAQ	923,167	923,167	923,167	Q4, 2014	130	3.0	131	4	6	6	M	0	
Surprise	23951	Bullard Avenue between Bell Road and Paradise Lane	None	SUR11-118	Construct new 2 lanes and slurry seal existing 2 lanes with curb, gutter, raised median with landscaping, left turn lanes, right turn ln, and bike ln	2011	Completed		Local	2,000,000	2,000,000	2,000,000	Q4, 2012	120	0.5	131	4	2	4	M	0	
Surprise	36672	Cotton Lane between Greenway Road and South .5 miles	None	SUR11-109	construct new Southbound 1 lane with 2 right turn lanes, curb and gutter, and sidewalk	2011	Completed		Private	500,000	500,000	500,000	Q4, 2012	120	0.5	131	3	3	4	M	0	
Surprise	30614	Dove Valley Rd: 187th Ave to 203rd Ave	None	SUR12-801R	Acquire Right of Way for Construction	2012	Underway		CMAQ	100,000	100,000	1,030,000	Q4, 2014	420	2.0	131	7	2	2	M	0	
			None	SUR12-801C SS958 01C CM-SUR-0(216)T	Pave Unpaved Road	2013	Underway		CMAQ Local	872,275 57,725	930,000											
Surprise	38241	Dysart Road at intersection of Grand Avenue 700 feet on north and south of Grand Avenue	None	SUR11-103	Constructing 1 southbound lane with curb and gutter, sidewalk, median, and turn lane	2011	Completed		Local	2,600,000	2,600,000	2,600,000	Q4, 2012	120	0.1	131	3	3	4	M	0	
Surprise	17933	Litchfield Road between Desert Cove and Cactus	None	SUR11-120	Construct new 2 northbound and 2 southbound lanes	2011	Completed		Local	2,472,000	2,472,000	2,472,000	Q4, 2012	120	0.5	131	4	2	4	M	0	
Surprise	37221	Rural Area West of 219th Ave between Pinnacle Peak & Deer Valley	None	SUR09-820 SS 720 01C	Pave unpaved roads	2011	Completed		CMAQ Local	1,744,745 55,255	1,800,000	1,800,000	Q4, 2012	420	1.0	140	7	2	2	M	0	
Surprise	12222	Union Hills Road between 111th Avenue to 115th Avenue	None	SUR11-113	Construct new 1 lane westbound with curb, gutter, and sidewalk	2011	Completed		Local	500,000	500,000	500,000	Q4, 2012	120	0.0	131	7	2	3	M	0	
Surprise	48132	Waddell Road between Dysart Road and west 900 feet	None	SUR11-102	Constructing the south side of Waddell Road	2011	Completed		Local	2,300,000	2,300,000	2,300,000	Q4, 2012	120	0.0	131	1	2	6	M	0	
Tempe	37123	5th Street (Tempe)	None	TMP13-170	Construct Rail Safety Improvements	2013	Underway		HSIP-RGC	205,000	205,000	205,000	Q2, 2014	140	0.1	140		3	3	M	0	

Underway/Completed Projects

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Tempe	3680	Intersection of Broadway Rd and Priest Dr.	None	TMP12-119 SH 538 HSIP-TMP-0(225)A	Construction of Intersection: Broadway Rd and Priest Dr., bus pull-out, ADA sidewalk ramps, and widen east bound right turn lane.	2013	Underway		HSIP-MAG Local	203,637 12,309	215,946	215,946	Q4, 2014	140	0.0	131	7	4	4	M	0	
Tempe	10640	Broadway Road: Mill Avenue to Evergreen Road	None	TMP15-138	Asphalt Mill and Overlay	2011	Completed		Local	2,150,000	2,150,000	2,150,000	Q4, 2011	120	2.0	131	3	6	6	M	0	
Tempe	13289	Citywide	None	TMP11-105	Intersection Reconstruction	2011	Completed		Local	425,250	425,250	890,025	Q4, 2012	430	0.0	131	3	0	0	M	0	
			None	TMP12-112	Intersection Reconstruction	2012	Completed		Local	464,775	464,775											
Tempe	40559	Creamery Railroad: Rural Rd to McClintock Dr	None	TMP06-250	Construct multi-use path	2013	Committed	17-Oct	Local	200,000	200,000	200,000	Q4, 2016	310	1.0	900	7	2	4	M	0	
Tempe	3235	Eight Street: University LRT Station at Rural Road to McClintock Drive	None	TMP11-101	Planning Study and Preliminary Design for Bicycle and Pedestrian Improvements	2011	Completed		Local	60,000	60,000	60,000	Q4, 2011	320	1.0	900	7	0	0	M	0	
Tempe	31405	El Paso Gas Easement: Rural Rd to Kiwanis Park	None	TMP05-230	Design multi-use path	2013	Completed		Local	60,000	60,000	60,000	Q4, 2013	310	1.0	900	5	4	4	M	0	
Tempe	9640	Elliott Road: Kyrene Road to I-10	None	TMP13-119	Asphalt - Mill and Overlay	2012	Completed		Local	1,150,000	1,150,000	1,150,000	Q4, 2012	120	2.0	131	3	6	6	M	0	
Tempe	65	Evergreen - The area bounded by Broadway R, the Price Frwy, Southern Av and the eastern Tempe city limits	None	TMP12-103 SZ073 01C CM-TMP-0(232)D	Design work for Pave Dirt Alley project	2012	Underway		Local	20,000	20,000	531,197	Q4, 2014	420	4.0	900	7	0	0	M	0	
			None	TMP14-103 SZ073 01C CM-TMP-0(232)D	Construct/Pave Dirt Alleys	2013	Underway		CMAQ Local	482,057 29,140	511,197											
Tempe	1949	Apache, Mill,and University Dr	None	TMP12-804 SS996 01C CM-TMP 0(222)A	Design and construct fiber-optic cable installations	2012	Underway	11-Aug	CMAQ	361,171	361,171	361,171	Q4, 2013	130	3.0	131	2	4	0	M	0	
Tempe	23853	Hardy Dr: University Dr to Broadway Rd	None	TMP12-805 SZ055 01C CM-TMP-0(229)D	Pedestrian and bicycle improvements	2013	Underway		CMAQ Local	1,811,884 109,520	1,921,404	1,921,404	Q4, 2014	320	1.0	140	2	2	2	M	0	
Tempe	37795	Hardy Drive: Broadway Road to Southern Ave.	None	TMP14-129	Street Rehabilitation	2013	Completed		Local	620,000	620,000	620,000	Q4, 2013	120	1.0	140	5	2	2	M	0	
Tempe	36676	Holdeman Neighborhood Alley Stabilization	None	TMP12-101 SZ071 01C CM-TMP-0(230)D	Design alley stabilization project	2012	Underway		Local	25,000	25,000	818,025	Q4, 2014	420	4.0	900	7	2	2	M	0	
			None	TMP13-101 SZ071 01C CM-TMP-0(230)D	Construct alley stabilization project	2013	Underway		CMAQ Local	747,823 45,202	793,025											
Tempe	6709	Light Rail Transit Corridor in Tempe	None	TMP12-806 SZ012 01C CM-TMP-0(223)	Install CCTV monitoring stations	2012	Underway	12-Sep	CMAQ	425,099	425,099	425,099	Q4, 2013	130	6.0	131	4	4	4	M	0	

Underway/Completed Projects

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Tempe	23245	North Tempe neighborhood alley stabilization	None	TMP12-102 SZ072 01C CM-TMP-0(231)D	Design alley stabilization project	2012	Underway		Local	45,000	45,000	1,064,200	Q4, 2018	420	10.0	900	7	2	2	M	0	
			None	TMP13-102 SZ072 01C CM-TMP-0(231)D	Construct alley stabilization project	2013	Underway		CMAQ Local	961,105 58,095	1,019,200											
Tempe	1262 72613	Broadway Rd (Tempe)	None	TMP13-172	Right-of-way for Rail Safety Improvements	2013	Underway		HSIP-RGC	20,000	20,000	180,000	Q4, 2013	140	0.1	131		5	5	M	0	
			None	TMP13-171	Construct Rail Safety Improvements	2013	Underway		HSIP-RGC	160,000	160,000											
Tempe	4113	Salt River: I-10/Tempe Drain to Priest	None	TMP10-629 SS953 01C CM-TMP 0(217)A	Construct Multi-use path	2013	Underway	12-Nov	CMAQ Local	961,861 58,140	1,020,001	1,020,001	Q4, 2013	310	1.0	800	7	4	4	M	0	
Tempe	29622	City Wide	None	TMP13-902 SZ051 01C CM-TMP-0(228)D	Procure and install traffic control cabinets and hardware-Phase 1 of 3	2013	Committed		CMAQ Local	726,110 43,890	770,000	770,000	Q4, 2013	130	0.0	131	3	0	0	M	0	
Tempe	42470	University Dr: Priest Dr to SPRR	None	TMP11-701 SZ037 01C CM-TMP-0(226)A	Improve bicycle and pedestrian facilities	2013	Deferred	13-Oct	CMAQ Local	2,349,956 142,044	2,492,000	2,492,000	Q4, 2013	320	1.0	131	3	4	4	M	0	
Tempe	4868	Various Locations - Citywide	None	TMP11-110 SH483- 01C HSIP-TMP-0(220)A	Pedestrian Countdown Signals	2011	Underway		HSIP-MAG	30,800	30,800	30,800	Q1, 2013	140	0.0	900	3	0	0	M	0	
Tempe	28746	Various Locations - Citywide	None	TMP11-111 SH484- 01C HSIP-TMP-0(221)A	Install New Signal Pre-Emption Cards for EMS Access	2011	Underway		HSIP-MAG	46,000	46,000	46,000	Q1, 2018	140	0.0	900	4	0	0	M	0	
Tempe	44343	Various Locations - Citywide	None	TMP12-120 SH558- 01C HSIP-TMP-0(227)A	Pedestrian Countdown Signal Heads and Audible Push Buttons- Phase 1	2012	Committed		HSIP-MAG	106,917	106,917	320,751	Q1, 2015	140	0.0	900	2	0	0	M	0	
			None	TMP13-103 SH558- 01C HSIP-TMP-0(227)A	Pedestrian Countdown Signal Heads and Audible Push Buttons- Phase 2	2013	Committed		HSIP-MAG	106,917	106,917											
			None	TMP14-104 SH558- 01C HSIP-TMP-0(227)A	Pedestrian Countdown Signal Heads and Audible Push Buttons- Phase 3	2013	Committed		HSIP-MAG	106,917	106,917											
Tempe	19036	Various locations	None	TMP11-703 SS964 01C CM TMP-0(218)C	Install wireless communications and CCTV monitoring at 26 intersectionsInstall wireless communications and CCTV monitoring at 26 intersections	2011	Underway	13-Feb	CMAQ Local	218,400 93,600	312,000	312,000	Q4, 2012	130	0.0	131	2	0	0	M	0	

Underway/Completed Projects

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Valley Metro/RPTA	226	Statewide	None	VMT11-107	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2011	Underway		STP-TEA Local	59,649 3,606	63,255	2,952,977	Q4, 2013	310	0.0	900	4	0	0	M	0	
			None	VMT12-102	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2012	Underway		STP-TEA Local	440,000 26,596	466,596											
			None	VMT13-104	Bicycle and Pedestrian Statewide Safety Education Project - Multi-year project	2013	Underway		STP-TEA Local	248,128 14,998	263,126											
			None	MAG13-102T	JARC Approtionment	2013	Planned		5307 PTF	1,800,000 360,000	2,160,000											
Valley Metro/RPTA	29319	Regionwide	None	VMT10-805T	Regional Bicycle & Pedestrian Safety Education Program - Round 17-2009 (30.09.01)	2011	Underway		STP-TEA Local	254,000 15,300	269,300	269,300	Q4, 2015	900	0.0	900	4	0	0	M	0	

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10381	10: 3rd Ave to 3rd St Deck Park Tunnel	None	DOT13-190	Design Drainage Improvements	2013	Underway		NHPP State	381,915 23,085	405,000	1,825,000	Q4, 2015	110	1.0	110	1	10	10	M	0	
		None	DOT14-190	Construct Drainage Improvements	2014	Planned		NHPP State	992,036 59,964	1,052,000											
		None	DOT14-191	Construct Pump Station Improvements	2014	Planned		NHPP State	347,024 20,976	368,000											
18606	10: Wild Horse Pass to Queen Creek	None	DOT13-192	Design Widening, EB	2013	Underway		IM State	283,843 17,157	301,000	2,930,000	Q4, 2015	110	2.0	110	1	4	5	M	0	
		None	DOT14-192	Roadway Widening, EB	2014	Planned		NHPP State	2,479,147 149,853	2,629,000											
41541	10: 32nd St - SR202L, Santan, Phase 1	FLCP	DOT11-101	R/W Acquisition	2011	Completed		RARF-HURF	71,000,000	71,000,000	250,100,000	Q2, 2021	110	11.0	110	1	10	14	M	0	
		FLCP	DOT12-115	Design Widening	2017	Planned		RARF-HURF	11,700,000	11,700,000											
		FLCP	DOT13-129	Construct Widening	2019	Planned		STP-AZ RARF-HURF	17,400,000 150,000,000	167,400,000											
15170	10: Chandler Blvd to Queen Creek Rd	FLCP	DOT17-413	Design FMS	2017	Planned		CMAQ RARF-HURF	377,200 22,800	400,000	4,080,000	Q2, 2019	110	3.0	110	1	6	6	M	0	
		FLCP	DOT18-415	Construct FMS	2018	Planned		CMAQ RARF-HURF	3,470,240 209,760	3,680,000											
19874	10: TI at Desert Creek/323rd Avenue/Mp 105.6	FLCP	DOT09-826	Construct Traffic Interchange	2016	Planned		Private	18,500,000	18,500,000	18,500,000	Q4, 2015	110	0.1	110		8	10	M	0	
20988	10: 32nd St - SR202L, Santan, Phase 2	FLCP	DOT12-117	R/W Acquisition	2012	Underway		IM RARF-HURF	23,480,700 1,419,300	24,900,000	146,900,000	Q4, 2022	110	11.0	110	1	10	14	M	0	
		FLCP	DOT12-116	Design	2018	Planned		NHPP RARF-HURF	7,544,000 456,000	8,000,000											
		FLCP	DOT14-144	Construct Widening	2020	Planned		IM/STP-AZ RARF-HURF	107,502,000 6,498,000	114,000,000											
44480	101 (Agua Fria Fwy): I-10 to I-17	FLCP	DOT13-108	Design FMS	2013	Underway		NHPP State	660,100 39,900	700,000	9,700,000	Q2, 2015	110	22.0	110	2	6	6	M	0	
		FLCP	DOT14-410	Construct FMS	2014	Planned		NHPP State	8,487,000 513,000	9,000,000											
23287	101 (Pima Fwy): Shea Blvd to SR202L (Red Mtn Fwy)	FLCP	DOT14-147	Construction General Purpose lanes	2014	Planned		RARF-HURF	91,000,000	91,000,000	91,000,000	Q2, 2016	110	5.0	110	2	8	10	M	0	
44267	101: Red Mountain - Chandler Blvd	None	DOT13-165	Preliminary Engineering, Ph 1 & 2 for sign rehabilitation	2013	Underway		NHPP State	188,600 11,400	200,000	2,200,000	Q2, 2017	110	9.0	110	2	8	8	M	0	
		None	DOT16-416	Construct sign rehabilitation	2016	Planned		NHPP State	1,886,000 114,000	2,000,000											
1709	101L Pima Fwy: Pima Rd Extension (JPA)	FLCP	DOT98-111	Design roadway extension	2014	Planned		RARF-HURF	297,000	297,000	3,931,000	Q4, 2016	120	3.0	131	7	0	4	M	0	
		FLCP	DOT99-124	Construct roadway extension	2015	Planned		RARF-HURF	3,634,000	3,634,000											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
6988	17: Buckeye Rd, Grant St, Jefferson St & Adams St	None	DOT13-196	Design Electrical Rehabilitation	2013	Underway		NHS State	165,025 9,975	175,000	1,427,000	Q4, 2016	110	0.1	110		6	6	M	0	
		None	DOT13-197	Design for ADA Ramp Improvement & Pavement Maintenance	2013	Underway		NHS State	188,600 11,400	200,000											
		None	DOT15-133	Construct Electrical Rehabilitation	2015	Planned		NHPP State	992,036 59,964	1,052,000											
19816	17: New River Bridge, Str #1290 & 1291	None	DOT14-110	Scour Retrofit	2016	Planned		NHPP State	660,100 39,900	700,000	700,000	Q4, 2016	150	0.2	110	1	4	4	M	0	
16850	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	FLCP	DOT09-6C07	Construct FMS	2011	Completed		CMAQ RARF-HURF	2,895,010 174,990	3,070,000	7,570,000	Q4, 2021	130	6.0	110	2	8	10	M	0	
		FLCP	DOT14-181	R/W acquisition	2014	Planned		NHPP RARF-HURF	4,243,500 256,500	4,500,000											
31259	202 (Santan Fwy): Dobson Rd - I-10, Maricopa	FLCP	DOT13-145	Design FMS	2013	Underway		CMAQ	565,800	565,800	5,965,800	Q4, 2015	110	5.0	110	2	8	8	M	0	
		FLCP	DOT13-147	Construct FMS	2014	Planned		CMAQ RARF-HURF	5,092,200 307,800	5,400,000											
26419	202 (Santan Fwy): Val Vista Dr - Dobson Rd	FLCP	DOT14-170	Design FMS	2014	Planned		CMAQ RARF-HURF	660,100 39,900	700,000	7,000,000	Q4, 2016	110	8.0	110	2	6	6	M	0	
		FLCP	DOT14-175	Construct FMS	2015	Planned		CMAQ RARF-HURF	5,940,900 359,100	6,300,000											
47518	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	FLCP	DOT12-119	Design	2016	Planned		RARF-HURF	13,800,000	13,800,000	387,240,000	Q2, 2020	110	5.0	110	2	0	8	M	0	
		FLCP	DOT12-128	R/W Acquisition	2017	Planned		RARF-HURF	95,500,000	95,500,000											
		FLCP	DOT13-133	R/W Acquisition	2017	Planned		NHPP RARF-HURF	44,038,100 2,661,900	46,700,000											
		FLCP	DOT14-148	Construction	2018	Planned		NHPP RARF-HURF	68,500,000 162,740,000	231,240,000											
43087	202 (South Mountain): Salt River Bridge, Segment 7	FLCP	DOT15-176	Design	2016	Planned		RARF-HURF	5,000,000	5,000,000	92,900,000	Q3, 2019	110	0.6	110	3	0	8	M	0	
		FLCP	DOT15-177	R/W Acquisition	2016	Planned		RARF-HURF	4,400,000	4,400,000											
		FLCP	DOT15-192	Construct Bridge	2017	Planned		NHPP RARF-HURF	32,300,000 51,200,000	83,500,000											
11305	202 (South Mountain): I-10 Papago/SR202L System Interchange (Seg 9)	FLCP	DOT14-405	Right-of-Way for New System Traffic Interchange	2014	Planned		RARF-HURF	231,000,000	231,000,000	594,100,000	Q4, 2017	111	0.0	110	2	2	2	M	0	
		FLCP	DOT14-119	Design New System Traffic Interchange	2015	Planned		RARF-HURF	25,500,000	25,500,000											
		FLCP	DOT15-403	Construct New System Traffic Interchange	2015	Planned		NHPP RARF-HURF	160,000,000 177,600,000	337,600,000											

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15671	202 (South Mountain): 24th St - 17th Ave (Seg 2)	FLCP	DOT14-112	Design new freeway	2015	Planned		RARF-HURF	7,000,000	7,000,000	138,800,000	Q4, 2020	110	3.0	110	2	0	8	M	0	
		FLCP	DOT16-408	R/W Acquisition	2016	Planned		NHPP RARF-HURF	13,956,400 843,600	14,800,000											
		FLCP	DOT18-405	Construct new freeway	2018	Planned		NHPP RARF-HURF	68,500,000 48,500,000	117,000,000											
25194	202: McKellips Rd	None	DOT15-150	Preliminary Engineering Ph 1 & 2, Pump Station Flood Erosion Control	2015	Planned		STP-AZ State	47,150 2,850	50,000	330,000	Q4, 2017	110	0.1	110	2	6	6	M	0	
		None	DOT16-402	Preliminary Engineering Ph 1 & 2, Pump Station Flood Erosion Control	2016	Planned		NHPP State	66,010 3,990	70,000											
		None	DOT16-403	Construct, Pump Station Flood Erosion Control	2016	Planned		NHPP State	198,030 11,970	210,000											
46296	303 (Estrella Fwy): Camelback Rd - Glendale Ave	FLCP	DOT13-137	Landscape Design	2013	Underway		RARF-HURF	200,000	200,000	2,600,000	Q2, 2016	110	2.0	110	2	6	6	M	0	
		FLCP	DOT14-151	Landscape Construction	2015	Planned		RARF-HURF	2,400,000	2,400,000											
23271	303 (Estrella Fwy): Grand Ave/SR303L Interchange, Interim	FLCP	DOT12-127	Design Interchange	2012	Completed		RARF-HURF	3,400,000	3,400,000	58,190,000	Q4, 2025	110	0.0	110	2	0	0	M	0	
		FLCP	DOT13-139	R/W Acquisition	2013	Underway		STP-AZ RARF-HURF	3,017,600 182,400	3,200,000											
		FLCP	DOT14-182	Landscape design	2014	Underway		RARF-HURF	290,000	290,000											
		FLCP	DOT14-152	Construction Interim TI	2014	Underway		NHPP RARF-HURF	45,641,200 2,758,800	48,400,000											
		FLCP	DOT15-199	Landscape construction	2015	Underway		RARF-HURF	2,900,000	2,900,000											
14937	303 (Estrella Fwy): Thomas Rd - Camelback Rd	FLCP	DOT12-125	Landscape Design	2013	Underway		RARF-HURF	200,000	200,000	2,600,000	Q4, 2015	110	2.0	110	4	6	6	M	0	
		FLCP	DOT13-140	Landscape Construction	2014	Planned		NHPP RARF-HURF	2,263,200 136,800	2,400,000											
10708	303 (Estrella Fwy): Glendale Ave - Peoria Ave	FLCP	DOT12-122	Landscape Design	2013	Underway		RARF-HURF	300,000	300,000	3,800,000	Q4, 2015	110	3.0	110	2	0	0	M	0	
		FLCP	DOT13-138	Landscape Construction	2014	Planned		NHPP RARF-HURF	3,300,500 199,500	3,500,000											
41438	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	FLCP	DOT14-153	Landscape Design	2013	Underway		RARF-HURF	500,000	500,000	7,500,000	Q2, 2016	110	0.0	110	2	0	0	M	0	
		FLCP	DOT13-141	Landscape Construction	2015	Planned		RARF-HURF	7,000,000	7,000,000											
9377	303: El Mirage Rd	FLCP	DOT13-152	Design Traffic Interchange improvement	2013	Underway		NHPP RARF-HURF	2,640,400 159,600	2,800,000	36,300,000	Q4, 2015	110	0.2	110	2	4	4	M	0	
		FLCP	DOT14-402	Right of Way for Traffic Interchange improvement	2014	Planned		NHPP RARF-HURF	2,357,500 142,500	2,500,000											
		FLCP	DOT13-172	Construct Traffic Interchange improvement	2014	Planned		NHPP RARF-HURF	29,233,000 1,767,000	31,000,000											
42975	303: I-10/303L System Interchange, Phase II	FLCP	DOT13-153	Design new freeway interchange	2013	Underway		NHPP RARF-HURF	5,186,500 313,500	5,500,000	67,500,000	Q1, 2018	110	1.0	110	2	0	4	M	0	
		FLCP	DOT16-415	Construct new freeway interchange	2016	Planned		NHPP RARF-HURF	42,000,000 20,000,000	62,000,000											

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29609	303: US60 to Happy Valley Rd	FLCP	DOT13-171	Construct general purpose lanes (Design Build)	2013	Underway		STP-AZ RARF-HURF	49,884,700 3,015,300	52,900,000	53,900,000	Q2, 2015	110	6.0	110	2	4	6	M	0	
		FLCP	DOT14-411	Right of Way acquisition	2014	Underway		RARF-HURF	1,000,000	1,000,000											
3785	303:Van Buren St to MC 85	FLCP	DOT14-413	Right of Way	2014	Planned		NHPP RARF-HURF	4,054,900 245,100	4,300,000	82,020,000	Q2, 2023	110	3.0	110	2	2	6	M	0	
		FLCP		Design Freeway	2019	Planned		RARF-HURF	11,500,000	11,500,000											
		FLCP		Construct Freeway	2023	Planned		RARF-HURF	66,220,000	66,220,000											
45895	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd, Phase 1	FLCP	DOT11-102	Reimbursement for Advance Construction	2014	Planned		RARF-HURF	2,665,000	2,665,000	2,665,000	Q4, 2014	110	12.0	121	3	6	10	M	0	
33212	60 (Grand Ave): Monarch Wash Bridge, Str #204 & 759	None	DOT14-113	Scour Retrofit	2014	Planned		NHPP State	377,200 22,800	400,000	400,000	Q4, 2015	150	0.2	131	3	4	4	M	0	
36542	60 (Grand Ave): Thompson Ranch (Thunderbird)	FLCP	DOT14-156D	Design Traffic Interchange	2014	Planned		NHPP RARF-HURF	943,000 57,000	1,000,000	13,000,000	Q4, 2016	111	0.0	131	3	6	6	M	0	
		FLCP	DOT14-156	R/W Acquisition	2014	Planned		NHPP RARF-HURF	4,715,000 285,000	5,000,000											
		FLCP	DOT15-156C	Construct Traffic Interchange	2015	Planned		RARF-HURF	7,000,000	7,000,000											
20617	60 (Superstition Fwy) at Meridian Rd	FLCP	DOT12-838	Design traffic interchange	2013	Planned		RARF	920,000	920,000	12,620,000	Q4, 2015	110	0.0	110		0	0	M	0	
		FLCP	DOT13-953RW	R/W Aquisition	2014	Planned		NHPP RARF	2,168,900 131,100	2,300,000											
		FLCP	DOT13-953	Construct Traffic Interchange	2014	Planned		NHPP RARF	8,864,200 535,800	9,400,000											
16161	60 (Superstition): Crismon Rd to Meridan Rd	FLCP	DOT16-421	Design Widening	2016	Planned		RARF-HURF	1,900,000	1,900,000	30,600,000	Q2, 2022	110	2.0	110	2	8	12	M	0	
		FLCP	DOT17-414	Design FMS	2017	Planned		CMAQ RARF-HURF	188,600 11,400	200,000											
		FLCP	DOT18-416	Construct FMS	2018	Planned		CMAQ RARF-HURF	1,886,000 114,000	2,000,000											
		FLCP		Construct Widening	2020	Planned		NHPP RARF-HURF	24,989,500 1,510,500	26,500,000											
20512	60: Sossaman Rd to Meridian Rd	None	DOT15-838	Construct Drainage Improvements	2015	Planned		STP-AZ State	893,964 54,036	948,000	948,000	Q4, 2016	110	5.0	110	2	8	8	M	0	
28609	74: Picacho Wash to Jct I-17	None	DOT12-141	Design Pavement Preservation	2012	Underway		STP-AZ	579,945	579,945	8,079,945	Q1, 2015	430	8.8	131	5	2	2	M	0	
		None	DOT14-115	Construct Pavement Preservation	2014	Planned		STP-AZ State	7,072,500 427,500	7,500,000											
18238	8: Freeman Rd to Maricopa-Pinal County Line	None	DOT14-178	Construct Pavement Preservation	2014	Planned		NHPP State	287,615 17,385	305,000	305,000	Q4, 2014	110	6.5	110	1	4	4	M	0	
39146	85: Warner Street Bridge	FLCP	DOT11-105	Construction Bridge	2015	Planned		RARF-HURF	5,300,000	5,300,000	5,300,000	Q4, 2016	120	0.2	131	3	0	4	M	0	

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20301	88: Apache Junction - Tortilla Flat	None	DOT13-107	Design Pavement Preservation	2013	Underway		STP-AZ State	315,905 19,095	335,000	8,371,000	Q4, 2015	120	9.0	131	5	2	2	M	0	
		None	DOT13-102	Pavement Preservation	2013	Underway		STP-AZ State	3,772,000 228,000	4,000,000											
		None	DOT14-114	Pavement Preservation	2014	Planned		STP-AZ State	3,805,948 230,052	4,036,000											
27339	88: Tonto Forest (Goldfield Rd - Canyon Lake)	None	DOT14-104	Spot Safety Improvements	2014	Planned		HSIP-AZ State	2,060,455 124,545	2,185,000	2,185,000	Q4, 2015	140	7.0	131	4	2	2	M	0	
39022	Apache Rd, North of MC 85(Buckeye)	None	BKY14-179	Construct railroad safety project by Railroad.	2014	Planned		HSIP-RGC	75,000	75,000	75,000	Q4, 2014	140	0.1	132	4	2	2	M	0	
35240	60 (Grand Ave): SR303L - SR101L corridor, Grand at Bell Traffic Interchange	FLCP	DOT12-836	Design traffic interchange	2014	Planned		NHPP RARF-HURF	4,715,000 285,000	5,000,000	45,000,000	Q4, 2016	120	0.3	131	3	6	6	M	0	
		FLCP	DOT13-952	R/W Acquisition	2014	Planned		NHPP RARF-HURF	6,601,000 399,000	7,000,000											
		FLCP	DOT15-140C	Construct Traffic Interchange Improvements	2015	Planned		RARF-HURF	33,000,000	33,000,000											
6455	10: TI at Desert Creek/323rd Avenue/Mp 105.5	FLCP	DOT08-817	Design traffic interchange	2015	Planned		Private	1,900,000	1,900,000	1,900,000	Q4, 2017	110	0.0	110	1	0	4	M	0	
9967	MAG regionwide	FLCP	DOT11-116	Dynamic Message Signs (DMS), Travel Times	2011	Completed		RARF-HURF	170,000	170,000	1,360,000	Q4, 2018	110	0.0	110	1	0	0	M	0	
		FLCP	DOT12-132	Dynamic Message Signs (DMS), Travel Times	2012	Completed		RARF-HURF	170,000	170,000											
		FLCP	DOT13-146	Dynamic Message Signs (DMS), Travel Times	2013	Underway		RARF-HURF	170,000	170,000											
		FLCP	DOT14-174	Dynamic Message Signs (DMS), Travel Times	2014	Planned		RARF-HURF	170,000	170,000											
		FLCP	DOT15-194	Dynamic Message Signs (DMS), Travel Times	2015	Planned		RARF-HURF	170,000	170,000											
		FLCP	DOT16-407	Dynamic Message Signs (DMS), Travel Times	2016	Planned		RARF-HURF	170,000	170,000											
		FLCP	DOT17-403	Dynamic Message Signs (DMS), Travel Times	2017	Planned		RARF-HURF	170,000	170,000											
		FLCP	DOT18-404	Dynamic Message Signs (DMS), Travel Times	2018	Planned		RARF-HURF	170,000	170,000											

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9545	MAG regionwide	FLCP	DOT14-173	Design FMS Rehabilitation	2014	Planned		CMAQ State	377,200 22,800	400,000	4,000,000	Q4, 2016	110	0.0	110	2	0	0	M	0	
		FLCP	DOT15-193	Construct FMS Rehabilitation	2015	Planned		CMAQ State	3,394,800 205,200	3,600,000											
16909	MAG regionwide	FLCP	DOT11-736	Freeway service patrols	2011	Completed		State	800,000	800,000	7,500,000	Q4, 2018	130	0.0	110	2	0	0	M	0	
		FLCP	DOT12-852	Freeway service patrols	2012	Completed		State	900,000	900,000											
		FLCP	DOT13-946	Freeway Service Patrols	2014	Deferred		State	900,000	900,000											
		FLCP	DOT14-160	Freeway Service Patrols	2014	Planned		State	900,000	900,000											
		FLCP	DOT15-182	Freeway Service Patrols	2015	Planned		State	1,000,000	1,000,000											
		FLCP	DOT16-409	Freeway Service Patrols	2016	Planned		State	1,000,000	1,000,000											
		FLCP	DOT17-404	Freeway Service Patrols	2017	Planned		State	1,000,000	1,000,000											
		FLCP	DOT18-406	Freeway Service Patrols	2018	Planned		State	1,000,000	1,000,000											
2393	MAG regionwide	FLCP	DOT11-GAN09	STP-MAG funds available for repayment of GANs or AC projects	2011	Completed		STP-MAG RARF-HURF	31,206,331 -31,206,331	0	0	Q4, 2015	110	0.0	110	4	0	0	M	0	
		FLCP	DOT12-GAN10	STP-MAG funds available for repayment of GANs or AC projects	2012	Completed		STP-MAG RARF-HURF	30,297,408 -30,297,408	0											
		FLCP	DOT13-150	STP-MAG funds available for repayment of GANs or AC projects	2013	Completed		STP-MAG RARF-HURF	34,100,000 -34,100,000	0											
		FLCP	DOT14-180	STP-MAG funds available for repayment of GANs or AC projects	2014	Planned		STP-MAG RARF-HURF	34,100,000 -34,100,000	0											
		FLCP	DOT15-195	STP-MAG funds available for repayment of GANs or AC projects	2015	Planned		STP-MAG RARF-HURF	34,100,000 -34,100,000	0											
		FLCP	DOT16-GAN09	STP-MAG funds available for repayment of GANs or AC projects	2016	Planned		STP-MAG RARF-HURF	12,695,000 -12,695,000	0											
218	SR24 (Gateway Freeway): L202 to Ellsworth.	FLCP	DOT11-124	Highway Project Acceleration Notes (HPAN) Interest Payments	2012	Completed		State	10,000,000	10,000,000	357,100,000	Q4, 2015	110	0.0	110	2	0	0	M	0	
		FLCP	DOT11-131	Highway Project Acceleration Notes (HPAN) Interest Payments	2012	Completed		RARF-HURF	5,700,000	5,700,000											
		FLCP	DOT11-132	Advance construct new freeway segment using Highway Project Acceleration Notes (HPAN). Repayment in 2015.	2012	Completed		State	148,200,000	148,200,000											
		FLCP	DOT14-101	Reimbursement for Advance Design (City of Mesa TIP# DOT10-850)	2014	Planned		RARF-HURF	12,000,000	12,000,000											
		FLCP	DOT14-102	Reimbursement for Advance Right-of-Way Acquisition (City of Mesa,TIP# DOT10-851)	2014	Planned		RARF-HURF	33,000,000	33,000,000											
		FLCP	DOT15-198	Repayment of advanced construction.	2015	Planned		STP-MAG RARF-HURF	500,000 147,700,000	148,200,000											

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34797	60 (Grand Ave) : SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	FLCP	DOT13-951	Design Spot Improvements	2013	Underway		RARF-HURF	1,500,000	1,500,000	22,000,000	Q4, 2015	120	14.0	121	3	4	4	M	0	
		FLCP	DOT14-155	Construction Spot Improvements	2014	Planned		NHPP RARF-HURF	19,331,500 1,168,500	20,500,000											
27452	I-10 and SR 101L - Various Locations	None	DOT15-169	Construct Drainage Tunnel Improvements	2015	Planned		STP-AZ State	1,487,111 89,889	1,577,000	3,154,000	Q3, 2016	430	0.0	110	1	8	8	M	0	
		None	DOT15-402	Construct Drainage Tunnel Improvements	2015	Planned		STP-AZ State	1,487,111 89,889	1,577,000											
3872	10: Wild Horse Pass to Queen Creek Rd	None	DOT14-108	Pavement Preservation	2015	Planned		NHPP State	5,186,500 313,500	5,500,000	5,500,000	Q2, 2015	110	4.0	110	1	4	4	M	0	
8937	10: SR85 - Dysart Rd	None	DOT13-105	Preliminary Engineering, Ph 1 & 2 for sign rehabilitation	2013	Underway		NHPP State	33,005 1,995	35,000	435,000	Q4, 2015	110	16.0	110	1	6	6	M	0	
		None	DOT14-106	Construct Sign Rehabilitation	2014	Planned		NHPP State	377,200 22,800	400,000											
40259	10: 395th Ave	FLCP	DOT09-903	Design Traffic Interchange	2015	Planned		Private	1,820,000	1,820,000	20,020,000	Q4, 2016	110	0.0	110	1	0	0	M	0	
		FLCP	DOT09-901	Construct Traffic Interchange	2016	Planned		Private	18,200,000	18,200,000											
45507	I-10: Dysart Rd - 101L, Agua Fria	FLCP	DOT13-144	Reimbursement for Advance Design (TIP# DOT07-744)	2013	Underway		RARF-HURF	2,805,000	2,805,000	53,805,000	Q4, 2014	110	0.0	110	1	0	0	M	0	
		FLCP	DOT14-103	Reimbursement for Advance Construction (TIP# DOT08-747)	2014	Planned		RARF-HURF	51,000,000	51,000,000											
43116	I-10: Dysart Rd to 83rd Ave	FLCP	DOT13-110D	Design FMS	2013	Underway		NHS State	565,800 34,200	600,000	5,600,000	Q4, 2017	110	6.0	110	1	10	10	M	0	
		FLCP	DOT16-420	Construct FMS	2016	Planned		CMAQ RARF-HURF	4,715,000 285,000	5,000,000											
8855	10: SR85 to Verrado, EB	None	DOT13-106	Design Pavement Preservation	2013	Underway		IM State	309,304 18,696	328,000	6,328,000	Q4, 2015	110	7.0	110	1	12	12	M	0	
		None	DOT13-101	Construct Pavement Preservation	2014	Planned		NHPP State	5,658,000 342,000	6,000,000											
9652	17: Thomas Rd - Peoria Ave	None	DOT15-106	Construct Sign Rehabilitation	2015	Planned		NHPP State	2,357,500 142,500	2,500,000	2,500,000	Q4, 2016	110	6.0	110	1	8	8	M	0	
40087	17: Central Avenue OP #725	None	DOT15-405	Construct Bridge Rehabilitation	2015	Planned		NHPP State	943,000 57,000	1,000,000	1,000,000	Q4, 2015	110	0.1	110	1	6	8	M	0	
3447	I-17: MP 198 to MP 208.9	None	DOT15-406	Design Pavement Preservation	2015	Planned		NHPP State	301,760 18,240	320,000	2,566,000	Q4, 2016	110	10.9	110	1	4	8	M	0	
		None	DOT15-407	Construct Pavement Preservation	2016	Planned		NHPP State	2,117,978 128,022	2,246,000											
23305	I-17: Peoria Ave and Union Hils	None	DOT16-401	Construct Drainage Grate Improvements	2016	Planned		NHPP State	148,994 9,006	158,000	158,000	Q4, 2017	110	0.1	110	1	8	8	M	0	
24954	Interstate 10: Avondale Blvd to Dysart Road	FLCP	DOT10-966a	Right of way acquisition	2013	Underway		RARF-HURF	3,249,000	3,249,000	3,303,131		130	2.0	900	1	0	0	M	0	
		None	DOT15-461C	Construct and install fiber	2015	Planned		CMAQ State	51,045 3,086	54,131											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
19443	MAG regionwide	FLCP	DOT11-737	Maintenance (landscape, litter removal and sweeping)	2011	Completed		RARF-HURF	11,700,000	11,700,000	101,200,000	Q4, 2018	110	0.0	110	5	0	0	M	0	
		FLCP	DOT12-854	Maintenance (landscape, litter removal and sweeping)	2012	Completed		RARF-HURF	12,500,000	12,500,000											
		FLCP	DOT13-937	Maintenance (landscape, litter removal and sweeping)	2013	Underway		RARF-HURF	12,100,000	12,100,000											
		FLCP	DOT14-161	Maintenance (landscape, litter removal and sweeping)	2014	Planned		RARF-HURF	12,700,000	12,700,000											
		FLCP	DOT15-183	Maintenance (landscape, litter removal and sweeping)	2015	Planned		RARF-HURF	12,900,000	12,900,000											
		FLCP	DOT16-410	Maintenance (landscape, litter removal and sweeping)	2016	Planned		RARF-HURF	12,900,000	12,900,000											
		FLCP	DOT17-406	Maintenance (landscape, litter removal and sweeping)	2017	Planned		RARF-HURF	13,100,000	13,100,000											
		FLCP	DOT18-408	Maintenance (landscape, litter removal and sweeping)	2018	Planned		RARF-HURF	13,300,000	13,300,000											
38287	Litchfield Road (Goodyear)	None	DOT14-179	Construct railroad safety project by Railroad.	2014	Planned		HSIP-RGC State	230,000 2,300	232,300	232,300	Q4, 2014	140	0.1	131	4	5	5	M	0	
30990	MAG regionwide	FLCP	DOT11-733	Advance Acquire Right Of Way	2011	Completed		RARF-HURF	4,000,000	4,000,000	4,000,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
49223	MAG regionwide	FLCP	DOT11-740	Preliminary engineering (management consultant, 30% plans design)	2011	Completed		RARF-HURF	14,500,000	14,500,000	14,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
2827	MAG regionwide	FLCP	DOT11-772	Preserve and maintain FMS	2011	Completed		State	720,000	720,000	720,000	Q4, 2018	110	0.0	110	1	0	0	M	0	
46386	MAG regionwide	FLCP	DOT11-739	Preliminary engineering (ADOT staff)	2011	Completed		RARF-HURF	1,500,000	1,500,000	1,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
46842	MAG regionwide	FLCP	DOT11-743	Risk management indemnification	2011	Completed		RARF-HURF	2,500,000	2,500,000	2,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
30990	MAG regionwide	FLCP	DOT12-849	Advance Acquire Right Of Way	2012	Completed		RARF-HURF	4,000,000	4,000,000	4,000,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
49223	MAG regionwide	FLCP	DOT12-857	Preliminary engineering (management consultant, 30% plans design)	2012	Completed		RARF-HURF	14,900,000	14,900,000	14,900,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
2827	MAG regionwide	FLCP	DOT12-858	Preserve and maintain FMS	2012	Completed		State	720,000	720,000	720,000	Q4, 2018	110	0.0	110	1	0	0	M	0	
46386	MAG regionwide	FLCP	DOT12-856	Preliminary engineering (ADOT staff)	2012	Completed		RARF-HURF	2,750,000	2,750,000	2,750,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
46842	MAG regionwide	FLCP	DOT12-861	Risk management indemnification	2012	Completed		RARF-HURF	2,300,000	2,300,000	2,300,000	Q4, 2018	110	0.0	110	2	0	0	M	0	

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
30990	MAG regionwide	FLCP	DOT13-142	Advance acquire right of way	2013	Underway		RARF-HURF	3,000,000	3,000,000	3,000,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
49223	MAG regionwide	FLCP	DOT13-938	Preliminary Engineering (Management Consultants, 30% Plans Design)	2013	Underway		RARF-HURF	12,000,000	12,000,000	12,000,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
2827	MAG regionwide	FLCP	DOT13-943	Preserve and maintain FMS	2013	Underway		State	720,000	720,000	720,000	Q4, 2018	110	0.0	110	1	0	0	M	0	
46386	MAG regionwide	FLCP	DOT13-939	Preliminary Engineering (ADOT Staff)	2013	Underway		RARF-HURF	1,500,000	1,500,000	1,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
46842	MAG regionwide	FLCP	DOT13-941	Risk Management Indemnification	2013	Underway		RARF-HURF	2,300,000	2,300,000	2,300,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
30990	MAG regionwide	FLCP	DOT14-157	Advance acquire right of way	2014	Planned		RARF-HURF	3,000,000	3,000,000	3,000,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
49223	MAG regionwide	FLCP	DOT14-162	Preliminary Engineering (Management Consultants, 30% Plans Design)	2014	Planned		RARF-HURF	10,000,000	10,000,000	10,000,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
2827	MAG regionwide	FLCP	DOT14-169	Preserve and maintain FMS	2014	Planned		State	720,000	720,000	720,000	Q4, 2018	110	0.0	110	1	0	0	M	0	
46842	MAG regionwide	FLCP	DOT14-165	Risk Management Indemnification	2014	Planned		RARF-HURF	2,300,000	2,300,000	2,300,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
46386	MAG regionwide	FLCP	DOT14-168	Preliminary Engineering (ADOT Staff)	2014	Planned		RARF-HURF	1,500,000	1,500,000	1,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
30990	MAG regionwide	FLCP	DOT15-179	Advance Acquire Right Of Way	2015	Planned		RARF-HURF	3,000,000	3,000,000	3,000,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
49223	MAG regionwide	FLCP	DOT15-184	Preliminary Engineering (Management Consultants, 30% Plans Design)	2015	Planned		RARF-HURF	8,000,000	8,000,000	8,000,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
2827	MAG regionwide	FLCP	DOT15-401	Preserve and maintain FMS	2015	Planned		State	720,000	720,000	720,000	Q4, 2018	110	0.0	110	1	0	0	M	0	
46842	MAG regionwide	FLCP	DOT15-187	Risk Management Indemnification	2015	Planned		RARF-HURF	2,300,000	2,300,000	2,300,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
46386	MAG regionwide	FLCP	DOT15-189	Preliminary Engineering (ADOT Staff)	2015	Planned		RARF-HURF	1,500,000	1,500,000	1,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
30990	MAG regionwide	FLCP	DOT16-414	Advance Acquire Right Of Way	2016	Planned		RARF-HURF	3,000,000	3,000,000	3,000,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
49223	MAG regionwide	FLCP	DOT16-419	Preliminary Engineering (Management Consultants, 30% Plans Design)	2016	Planned		RARF-HURF	8,000,000	8,000,000	8,000,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
2827	MAG regionwide	FLCP	DOT16-404	Preserve and maintain FMS	2016	Planned		State	720,000	720,000	720,000	Q4, 2018	110	0.0	110	1	0	0	M	0	

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46842	MAG regionwide	FLCP	DOT16-417	Risk Management Indemnification	2016	Planned		RARF-HURF	2,300,000	2,300,000	2,300,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
46386	MAG regionwide	FLCP	DOT16-418	Preliminary Engineering (ADOT Staff)	2016	Planned		RARF-HURF	1,500,000	1,500,000	1,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
30990	MAG regionwide	FLCP	DOT17-409	Advance Acquire Right Of Way	2017	Planned		RARF-HURF	3,000,000	3,000,000	3,000,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
49223	MAG regionwide	FLCP	DOT17-412	Preliminary Engineering (Management Consultants, 30% Plans Design)	2017	Planned		RARF-HURF	8,000,000	8,000,000	8,000,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
2827	MAG regionwide	FLCP	DOT17-401	Preserve and maintain FMS	2017	Planned		State	720,000	720,000	720,000	Q4, 2018	110	0.0	110	1	0	0	M	0	
46842	MAG regionwide	FLCP	DOT17-410	Risk Management Indemnification	2017	Planned		RARF-HURF	2,300,000	2,300,000	2,300,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
46386	MAG regionwide	FLCP	DOT17-411	Preliminary Engineering (ADOT Staff)	2017	Planned		RARF-HURF	1,500,000	1,500,000	1,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
30990	MAG regionwide	FLCP	DOT18-411	Advance Acquire Right Of Way	2018	Planned		RARF-HURF	3,000,000	3,000,000	3,000,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
49223	MAG regionwide	FLCP	DOT18-414	Preliminary Engineering (Management Consultants, 30% Plans Design)	2018	Planned		RARF-HURF	8,000,000	8,000,000	8,000,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
2827	MAG regionwide	FLCP	DOT18-401	Preserve and maintain FMS	2018	Planned		State	720,000	720,000	720,000	Q4, 2018	110	0.0	110	1	0	0	M	0	
46842	MAG regionwide	FLCP	DOT18-412	Risk Management Indemnification	2018	Planned		RARF-HURF	2,300,000	2,300,000	2,300,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
46386	MAG regionwide	FLCP	DOT18-413	Preliminary Engineering (ADOT Staff)	2018	Planned		RARF-HURF	1,500,000	1,500,000	1,500,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
30130	MAG regionwide	FLCP	DOT11-735	Design change orders	2011	Completed		RARF-HURF	3,500,000	3,500,000	22,600,000	Q4, 2018	110	0.0	110	2	0	0	M	0	
		FLCP	DOT12-850	Design change orders	2012	Completed		RARF-HURF	3,100,000	3,100,000											
		FLCP	DOT13-940	Design Change Orders	2013	Underway		RARF-HURF	3,000,000	3,000,000											
		FLCP	DOT14-158	Design Change Orders	2014	Planned		RARF-HURF	3,000,000	3,000,000											
		FLCP	DOT15-180	Design Change Orders	2015	Planned		RARF-HURF	2,500,000	2,500,000											
		FLCP	DOT16-413	Design Change Orders	2016	Planned		RARF-HURF	2,500,000	2,500,000											
		FLCP	DOT17-408	Design Change Orders	2017	Planned		RARF-HURF	2,500,000	2,500,000											
		FLCP	DOT18-410	Design Change Orders	2018	Planned		RARF-HURF	2,500,000	2,500,000											

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3730	MAG regionwide	FLCP	DOT12-860	Right of way property management	2012	Completed		RARF-HURF	500,000	500,000	3,650,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
		FLCP	DOT13-947	Right of Way Property Management	2013	Completed		RARF-HURF	450,000	450,000											
		FLCP	DOT14-163	Right of Way Property Management	2013	Completed		RARF-HURF	450,000	450,000											
		FLCP	DOT11-742	Right of way property management	2014	Planned		RARF-HURF	450,000	450,000											
		FLCP	DOT15-185	Right of Way Property Management	2015	Planned		RARF-HURF	450,000	450,000											
		FLCP	DOT16-405	Right of way property management	2016	Planned		RARF-HURF	450,000	450,000											
		FLCP	DOT17-402	Right of way property management	2017	Planned		RARF-HURF	450,000	450,000											
		FLCP	DOT18-402	Right of way property management	2018	Planned		RARF-HURF	450,000	450,000											
19798	MAG regionwide	FLCP	DOT11-741	Right of way plans and titles	2011	Completed		RARF-HURF	2,500,000	2,500,000	15,800,000	Q4, 2018	110	0.0	110	7	0	0	M	0	
		FLCP	DOT12-859	Right of way plans and titles	2012	Completed		RARF-HURF	2,500,000	2,500,000											
		FLCP	DOT13-945	Right of way plans and titles	2013	Underway		RARF-HURF	1,800,000	1,800,000											
		FLCP	DOT14-164	Right of way plans and titles	2014	Planned		RARF-HURF	1,800,000	1,800,000											
		FLCP	DOT15-186	Right of way plans and titles	2015	Planned		RARF-HURF	1,800,000	1,800,000											
		FLCP	DOT16-411	Right of way plans and titles	2016	Planned		RARF-HURF	1,800,000	1,800,000											
		FLCP	DOT17-407	Right of way plans and titles	2017	Planned		RARF-HURF	1,800,000	1,800,000											
		FLCP	DOT18-409	Right of way plans and titles	2018	Planned		RARF-HURF	1,800,000	1,800,000											
19029	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	FLCP	DOT14-111	Design new Freeway	2015	Planned		RARF-HURF	6,300,000	6,300,000	178,300,000	Q4, 2019	110	3.0	110	2	0	8	M	0	
		FLCP	DOT15-111	R/W Acquisition	2016	Planned		NHPP RARF-HURF	62,238,000 3,762,000	66,000,000											
		FLCP	DOT17-405	Construct New freeway	2017	Planned		NHPP RARF-HURF	99,958,000 6,042,000	106,000,000											
17193	202 (South Mountain): Elliot Rd - Baseline Rd (Seg 5)	FLCP	DOT15-115	Design New freeway	2017	Planned		RARF-HURF	4,800,000	4,800,000	96,800,000	Q4, 2022	110	2.0	110	2	0	8	M	0	
		FLCP	DOT18-407	R/W Acquisition	2018	Planned		RARF-HURF	12,000,000	12,000,000											
		FLCP		Construct New Freeway	2020	Planned		NHPP RARF-HURF	40,000,000 40,000,000	80,000,000											
6458	202 (South Mountain): 51st Ave - Elliot Rd (Seg 4)	FLCP	DOT15-114	Design New Freeway	2017	Planned		RARF-HURF	3,200,000	3,200,000	69,400,000	Q4, 2022	110	1.0	110	2	0	8	M	0	
		FLCP	DOT18-403	R/W Acquisition	2018	Planned		RARF-HURF	12,200,000	12,200,000											
		FLCP		Construct New Freeway	2020	Planned		NHPP RARF-HURF	50,922,000 3,078,000	54,000,000											
1790	202 (South Mountain): Baseline Rd - Salt River, Segment 6	FLCP	DOT14-171	Design	2017	Planned		RARF-HURF	2,200,000	2,200,000	53,200,000	Q4, 2021	110	1.0	110	2	0	0	M	0	
		FLCP	DOT14-172	R/W Acquisition	2018	Planned		RARF-HURF	14,000,000	14,000,000											
		FLCP	DOT15-191	Construction	2020	Planned		RARF-HURF	37,000,000	37,000,000											
6919	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	FLCP	DOT13-135	Design	2015	Planned		RARF-HURF	7,900,000	7,900,000	181,000,000	Q4, 2017	110	2.0	110	2	0	8	M	0	
		FLCP	DOT14-150	R/W Acquisition	2015	Planned		RARF-HURF	41,600,000	41,600,000											
		FLCP	DOT15-178	Construction	2016	Planned		NHPP RARF-HURF	96,200,000 35,300,000	131,500,000											
41218	SR-79 at SR-79B	None	DOT14-414	Design Roundabout	2014	Planned		HSIP-AZ	500,000	500,000	2,500,000	Q4, 2016	140	0.3	199		2	2	P	0	1200
		None	DOT15-408	Construct Roundabout	2015	Planned		HSIP-AZ	2,000,000	2,000,000											
42796	SR-87 at Gila River Bridge	None	DOT15-410	Scour Retrofit	2015	Planned		Bridge	300,000	300,000	300,000	Q4, 2016	900	0.3	110		2	2	P	0	1200

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Before	After			
20496	SR-88 at Superstition Blvd	None	DOT15-409	Construct Roundabout	2015	Planned		HSIP-AZ	3,952,000	3,952,000	3,952,000	Q4, 2016	140	0.3	199		2	2	P	0	1200
26148	17: Dove Valley Road	FLCP	DOT14-120	Traffic Signals and Striping	2014	Planned		RARF	140,000	140,000	140,000	Q3, 2015	900	3.0	110	1	4	4	M	0	
38927	University Drive (Tempe)	None	TMP14-178RW	University Drive (Tempe) Right of way Acquisition.	2014	Planned		STP-RGC State	25,000 0	25,000	575,000	Q3, 2014	140	0.1	132	3	4	4	M	1	
		None	TMP14-177C	Construct railroad safety project by Railroad.	2014	Planned		STP-RGC State	550,000 0	550,000											
40888	University Drive (Tempe)	None	TMP14-177C1	Construct median, relocate sidewalk.	2014	Planned		HSIP-RGC	100,000	100,000	125,000	Q2, 2015	140	0.1	131	3	4	4	M	0	
		None	TMP14-177RW	Right of way Acquisition.	2014	Planned		HSIP-RGC	25,000	25,000											
38927	University Drive (Tempe)	None	TMP14-178C2	Construct median, relocate sidewalk.	2014	Planned		STP-RGC State	100,000 0	100,000	100,000	Q3, 2014	140	0.1	132	3	4	4	M	1	
2574	10: Loop 101 (Agua Fria) to I-17	FLCP	DOT12-118	Utility Relocation - Design	2014	Planned		RARF-HURF	1,000,000	1,000,000	14,400,000	Q2, 2016	110	9.0	110	1	10	10	M	0	
		FLCP	DOT09-964	Utilities Relocation - Construction	2015	Planned		RARF-HURF	13,400,000	13,400,000											
38106	60 (Grand Ave): Wickenburg Area	None	DOT14-999	Construct Retaining Walls	2014	Planned		NHPP State	235,750 14,250	250,000	250,000	Q4, 2014	120	1.0	131	3	4	4	M	0	

Apache Junction

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25746	City of Apache Junction	None	APJ15-461	Completion of an ITS Stategic Plan	2015	Planned		CMAQ Local	141,450 18,550	160,000	160,000	Q4, 2015	130	0.0	900		0	0	M	0	
38295	Ironwood Drive: Broadway Avenue to Apache Trail	None	APJ13-105	Design Roadway Improvements	2013	Underway		STP-MAG Local	130,000 7,858	137,858	1,272,535	Q4, 2016	120	1.0	131		4	4	P	0	1200
		None	APJ14-402	Construct Roadway Improvements	2015	Planned		STP-MAG Local	1,070,000 64,677	1,134,677											
28537	Ironwood Drive: Elliot Avenue to Baseline Avenue	None	APJ13-104	Design Safety Pullouts	2013	Underway		HSIP-AZ Local	123,684 7,476	131,160	1,015,334	Q4, 2017	140	1.0	131		4	4	P	0	1200
		None	APJ14-401	Construct Safety Pullouts (Phase I)	2014	Planned		HSIP-AZ Local	232,805 14,072	246,877											
		None	APJ15-401	Construct Safety Pullouts (Phase 2)	2015	Planned		HSIP-AZ Local	301,068 18,198	319,266											
		None	APJ16-401	Construct Safety Pullouts (Phase 3)	2016	Planned		HSIP-AZ Local	299,903 18,128	318,031											
8121	Southern/Winchester Sidewalk Installation	None	APJ17-401	Reconstruct sidewalks,inclusing construction of a 6" vertical curb & gutter, a concrete scupper, 17 ADA compliant ramps and 8 driveways.	2017	Planned		CMAQ Local	197,604 31,944	229,548	229,548	Q4, 2017	310	0.9	131		0	0	M	0	
23330	SR88 at Old West Highway	None	APJ14-403	Construct Roadway Improvements	2014	Underway		HSIP Local	182,224 11,015	193,239	193,239	Q4, 2015	120	0.3	131		6	6	P	0	1200

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10927	107th Avenue: Van Buren to 900 feet south (E 1/2, .17 miles)	None	AVN17-402	add 2 lanes, curb, gutter, sidewalk, landscaping, and lighting	2017	Planned		Private	800,000	800,000	800,000	Q4, 2017	120	0.2	131	4	3	5	M	0	
2359	99th Ave: Indian School Rd to Osborn (W 1/2-.5 miles)	None	AVN08-801	Add 1 SB & 1 NB lanes	2015	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2015	120	0.5	131	4	4	6	M	0	
45845	99th Ave: Osborn Rd to Thomas (W 1/2) (0.5 miles)	None	AVN10-813	Add 1 SB & 1NB	2015	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2015	120	0.5	131	4	4	6	M	0	
32897	99th Avenue: Encanto to RID Canal (W 1/2, .25 miles)	None	AVN16-402	1 NB lane, 1 SB lane, curb, gutter, sidewlks, landscaping & lighting	2016	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2016	120	0.3	131	4	4	6	M	0	
18778	99th Avenue: RID to McDowell Road (E 1/2, .25 miles)	None	AVN17-401	1 NB lane, curb & gutter, sidewalks, landscaping and lighting	2017	Planned		Private	800,000	800,000	800,000	Q4, 2017	120	0.3	131	4	5	6	M	0	
838	99th Avenue: Thomas to Encanto (W 1/2, 0.5 miles)	None	AVN16-401	Construct	2016	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2016	120	0.5	131	4	4	6	M	0	
29280	Avondale & Buckeye Intersection	None	AVN10-009	Improve Intersection Capacity & Safety	2015	Planned		Local	550,000	550,000	2,050,000	Q4, 2015	120	1.0	131	3	4	5	M	0	
		None	AVN15-401	Improve Intersection capacity & safety	2015	Planned		Local	1,500,000	1,500,000											
3455	Avondale Blvd: .06 miles east of A.B. to 113th Avenue (S 1/2, .20 miles)	None	AVN15-405	Curb, gutter, sidewalks	2015	Planned		Private	500,000	500,000	500,000	Q4, 2016	320	0.2	131	4	6	6	M	0	
25755	Avondale Blvd: 103rd Ave to .20 mi east (S 1/2, .20 mi)	None	AVN15-406	Add curb, gutter, sidewalks	2015	Planned		Private	800,000	800,000	800,000	Q4, 2015	320	0.2	131	4	6	6	M	0	
43694	Avondale Bouleavard: Palm Lane to McDowell Road (W 1/2, .25 miles)	None	AVN17-403	add 2 lanes, curb, gutter, sidewalks, landscaping,and lighting	2017	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2017	120	0.3	131	4	2	4	M	0	
47266	Avondale Boulevard-Lower Buckeye to Miami	None	AVN11-101	Add Pedestrian and bike facilities	2016	Planned		Local	1,050,000	1,050,000	1,050,000	Q4, 2016	320	1.0	131	4	4	4	M	0	
28006	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	None	AVN12-104	Design multiuse path	2014	Planned		Local	147,104	147,104	3,474,509	Q4, 2015	310	1.0	131	7	4	4	M	0	
		None	AVN14-107 SZ043 01C CM-AVN-0(214)F	Construct multiuse path	2014	Planned		CMAQ Local	1,077,405 2,250,000	3,327,405											
954	Dysart Rd: Rancho Santa Fe to Indian School Rd	None	AVN15-461D	Design ITS installations	2013	Underway		CMAQ Local	88,850 5,371	94,221	633,541	Q4, 2015	130	2.3	900		0	0	M	0	
		None	AVN15-461 SZ079 01C CM-AVN-0(216)T	Procure, construct and install ITS components	2015	Planned		CMAQ Local	508,579 30,741	539,320											

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5742	Dyasrt Road: .10 mi south of Inian School to .25 mi south of I.S	None	AVN18-401	add 1 lane, curb, gutter, sidewalk, landscaping, and irrigation	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.2	131	4	4	5	M	0	
10989	Dysart Road: Indian School to .25 miles south	None	AVN15-403	add 1 lane, curb, gutter, sidewalk, landscaping, and irrigation	2015	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2015	120	0.3	131	3	4	5	M	0	
12719	El Mirage (Fairway Drive) & I-10 Freeway	None	AVN16-403	Construct full traffic Interchange	2016	Planned		Local	400,000	400,000	400,000	Q4, 2016	111	1.0	110	1	0	4	M	0	
44777	El Mirage: I-10 to Van Buren (E 1/2, .50 miles)	None	AVN15-402	Add 2 lanes	2015	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2015	120	0.5	131	4	2	4	M	0	
16547	El Mirage and Lower Buckeye Road	None	AVN14-105	El Mirage & Lower Buckeye Road	2016	Planned		Local	500,000	500,000	500,000	Q4, 2016	320	1.0	131	4	2	2	M	0	
16247	I-10 and the Agua Fria	None	AVN15-441D SZ078 03D CM-AVN-0(215)T	Design asphalt path	2013	Underway		CMAQ Local	167,000 10,094	177,094	1,517,950	Q4, 2015	320	0.3	301		0	0	M	0	
		None	AVN15-441C SZ078 01C CM-AVN-0(215)T	Construct asphalt path and underpass	2015	Planned		CMAQ Local	1,264,427 76,429	1,340,856											
47064	Indian Schoo Road: .25 miles east of Santa Fe Trail to El Mirage (N 1/2, .25 mi)	None	AVN18-404	Add 1 lane, curb, gutter, sidewalk	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.3	131	3	4	5	M	0	
19365	Indian School: 100th Avenue to 99th Avenue (N & S 1/2, .25 mi)	None	AVN18-405	Add 2 lanes	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.3	131	3	4	6	M	0	
9606	Indian School: .14 mi east of Dysart to .43 mi east of Dysart (S 1/2, .30 mi.)	None	AVN18-403	Add 1 lane, curb, gutter, sidewalks	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.3	131	3	4	5	M	0	
30163	Litchfield Road: Lower Buckeye to Elwood Alignment (E 1/2, .50 miles	None	AVN18-402	add 2 lanes, curb, gutter, sidewalks	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.5	131	4	2	3	M	0	
42538	Lower Buckeye Rd: .25 mi Eof El Mirage to 119th Av (S 1/2, .125 miles) Roadway Improvements	None	AVN18-410	Add 2 lanes, curb, gutter, sidewalk	2018	Planned		Private	800,000	800,000	800,000	Q4, 2018	120	0.1	131	4	2	4	M	0	
44117	Lower Buckeye Rd: .30 miles east of 119th Avenue to Avondale Blvd (S 1/2, .15 miles) Roadway Improvements	None	AVN18-412	Add 2 lanes, curb, gutter, sidewalk	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.2	131	4	2	4	M	0	

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2299	Lower Buckeye Rd: 119th Avenue to .30 miles east of 119th Avenue (S1/2, .30 miles) roadway Improvements	None	AVN18-411	Add 2 lanes, curb, gutter, sidewalk	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.3	131	4	2	4	M	0	
37140	Lower Buckeye Road: El Mirage to .12 Miles East of El Mirage (N 1/2, .125 miles) Roadway Improvements	None	AVN18-409	Add 2 lanes, curb, gutter, sidewalk	2018	Planned		Private	800,000	800,000	800,000	Q4, 2018	120	0.1	131	4	2	4	M	0	
1434	McDowell Rd from Dysart Road to Avondale Boulevard.	None	AVN16-409	Install fiber communications backbone on McDowell Rd east of Dysart Road.	2016	Planned		CMAQ Local	424,498 457,046	881,544	881,544	Q4, 2016	130	0.0	900		0	0	M	0	
24104	McDowell Rd: 107th Ave to Harbour Shores	None	AVN17-404	Add 1 lane, curb, gutter, sidewalk	2017	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2017	120	0.2	131	4	5	6	M	0	
14345	McDowell Rd: 113th Ave to 107th Ave	None	AVN16-405	Add 2 lanes, curb, gutter, sidewalk	2016	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2016	120	0.4	131	4	4	6	M	0	
42043	McDowell Road: 117th Avenue to Avondale Blvd. (N & S 1/2, .30 miles) Roadway Improvements	None	AVN16-404	Add 2 lanes, curb, gutter, sidewalks	2016	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2016	120	0.3	131	4	4	6	M	0	
33863	McDowell Road: 119th Avenue to 117th Avenue	None	AVN18-406	Add 2 lanes, curb, gutter, sidewalk	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.2	131	4	4	6	M	0	
41053	Thomas Road: RID to 99th Avenue (N 1/2. .50 mi)	None	AVN15-404	Add 1 lane	2015	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2015	120	0.5	131	4	3	4	M	0	
3265	Van Buren: .25 mi east of Avondale to 111th Avenue (S 1/2, .25 mi)	None	TMP16-402	Add 4 lanes, curb, gutter, sidewalks	2016	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2016	120	0.3	131	4	2	6	M	0	
25565	Van Buren: 101st to 99th Avenue (s 1/2, .25 miles) Roadway Improvements	None	AVN18-408	Add 4 lanes, curb, gutter, sidewalks	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	0.3	131	4	2	6	M	0	
32542	Van Buren: 105th Avenue to 101st Avenue (N 1/2, .50 miles) Roadway Improvements	None	AVN18-407	Add 4 lanes, curb, gutter, sidewalks	2018	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2018	120	0.5	131	4	2	6	M	0	
45083	Van Buren: 107th Avenue to 105th Avenue (S 1/2, .25 miles) Roadway Improvenments	None	AVN17-405	Add 3 lanes, curb, gutter, sidewalks	2017	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2017	120	0.3	131	4	3	6	M	0	

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35324	Van Buren: 111th Avenue to 107th Avenue (N 1/2, .50 miles) Roadway Improvements	None	AVN15-408	Add 4 lanes, curb, gutter, sidewalks	2015	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2015	120	0.5	131	4	2	6	M	0	
29925	Van Buren: 119th Avenue to Avondale Blvd (N1/2, .50 miles) Roadway Improvements	None	AVN16-407	Add 2 lanes, curb, gutter, sidewalks	2016	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2016	120	0.5	131	4	4	6	M	0	
7625	Van Buren: Avondale Blvd to .25 mi East of Avondale Blvd. (N & S 1/2, .25 miles)	None	AVN16-408	Add 4 lanes, curb, gutter, sidewalks	2016	Planned		Private	3,000,000	3,000,000	3,000,000	Q4, 2016	120	0.3	131	4	2	6	M	0	
15806	Van Buren: East side of Aqua Fria Bridge to .35 mi east of Bridge (N 1/2, .35 miles)	None	AVN15-407	Add 2 lanes, curb, gutter, sidewalks	2015	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2015	120	0.4	131	4	4	6	M	0	
47864	Van Buren: El Mirage to .17 mi E of EL Mirage (N 1/2, .17 miles)	None	AVN16-406	Add 2 lanes, curb, gutter, sidewalks	2016	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2016	120	0.2	131	4	4	6	M	0	

Buckeye

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47914	7th St: Norton Dr from Beloat Rd	None	BKY11-103	Design pave unpaved road project	2011	Underway		Local	38,664	38,664	528,448	Q4, 2014	420	0.5	900	4	2	2	M	0	
		None	BKY13-101 SZ001 01C CM-BKY-0(208)A	Construct pave unpaved road project	2014	Planned		CMAQ Local	233,225 256,559	489,784											
8988	Town of Buckeye	None	BKY13-901 SZ024 01C CM-BKY-0(210)A	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	Planned		CMAQ Local	400,000 174,572	574,572	574,572	Q4, 2015	320	10.0	131	7	2	2	M	0	
23622	Apache Rd: Lower Buckeye Rd to SRP/WAPA powerline(s)	None	BKY13-110	Construct two through lanes	2016	Planned		Private	2,200,562	2,200,562	2,200,562	Q1, 2017	120	0.5	131	4	2	4	M	0	
19475	Apache Rd: RID Canal to Lower Buckeye Rd	None	BKY13-111	Construct two through lanes	2014	Planned		Private	2,266,667	2,266,667	2,266,667	Q1, 2015	120	0.5	131	4	2	4	M	0	
28378	Beardsley Pkwy: Desert Vista Blvd (West) to Desert Oasis Blvd	None	BK12-114	Construct new four lane roadway	2016	Planned		Private	1,200,000	1,200,000	1,200,000	Q4, 2016	120	1.0	131		0	4	M	0	
9195	Bell Rd/287th Ave (loop): Sun Valley Pkwy (west) to Sun Valley Pkwy (east)	None	BKY13-121	Construct new six lane roadway	2018	Planned		Private	4,500,000	4,500,000	4,500,000	Q1, 2019	120	2.0	131	5	0	6	M	0	
47900	Broadway Rd: Apache Rd to Watson Rd	None	BKY13-106	Construct two through lanes	2018	Planned		Private	7,756,320	7,756,320	7,756,320	Q1, 2019	120	1.0	131	4	2	4	M	0	
26472	Broadway Rd: Watson Rd to 0.5 miles east	None	BK12-105	Construct two through lanes (None)	2012	Planned		Private	1,320,000	1,320,000	2,640,000	Q1, 2021	120	0.5	131	4	2	4	M	0	
		None	BKY12-105	Construct two through lanes	2020	Deferred		Private	1,320,000	1,320,000											
31916	Canyon Springs Blvd (267th Ave): Deer Valley Rd (alignment) to Pinnacle Peak Rd (alignment)	None	BKY13-103	Construct new four lane roadway and bridge over the CAP	2016	Planned		Private	5,200,000	5,200,000	5,200,000	Q1, 2017	120	1.0	131	7	0	4	M	0	
47480	Dean Rd: Lower Buckeye Rd to Dunlap Rd	None	BKY13-112	Construct two through lanes	2018	Planned		Private	1,500,000	1,500,000	1,500,000	Q1, 2019	120	0.5	131	4	2	4	M	0	
31723	Dean Rd: RID Canal to Southern Ave	None	BKY12-907	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2018	Planned		Local	11,578,367	11,578,367	11,578,367	Q4, 2018	120	2.0	131	4	2	4	M	0	
10298	Desert Oasis Blvd: Beardsley Pkwy to CAP Canal	None	BKY13-117	Construct new four lane roadway	2016	Planned		Private	500,000	500,000	500,000	Q1, 2017	120	0.5	131	5	0	4	M	0	
10544	Greenway Rd/271st Ave (loop): Sun Valley Pkwy (west) to Sun Valley Pkwy (east)	None	BKY13-122	Construct new six lane roadway	2018	Planned		Private	12,500,000	12,500,000	12,500,000	Q1, 2019	120	5.0	131	5	0	6	M	0	
16902	Indian School Rd: Sunrise Ln to Verrado Way	None	BKY13-118	Construct new four lane roadway	2017	Planned		Private	3,500,000	3,500,000	3,500,000	Q1, 2018	120	0.0	131	7	0	4	M	0	

Buckeye

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40595	Jackrabbit Trl: Bethany Home Rd to Missouri Ave	None	BKY13-126	Construct new two lane roadway	2018	Planned		Private	2,000,000	2,000,000	2,000,000	Q1, 2019	120	2.0	131	4	0	2	M	0	
41057	Jackrabbit Trl: Osborn Rd to 750 feet north of Thomas Rd	None	BKY12-112	Construct two through lanes	2018	Planned		Private	200,000	200,000	200,000	Q1, 2019	120	1.0	131	4	2	4	M	0	
27381	Lower Buckeye 10' Shared Use Path	None	BKY17-403	Construct multiuse path	2017	Planned		CMAQ Local	388,830 33,503	422,333	422,333	Q4, 2017	310	0.9	131		0	0	M	0	
27923	Lower Buckeye Rd: Miller Rd to 250th Ave	None	BKY13-102	Construct new six lane roadway	2018	Planned		Private	3,110,000	3,110,000	3,110,000	Q1, 2019	120	0.0	131	4	0	6	M	0	
47978	Lower Buckeye Rd: 255th Dr to Miller Rd	None	BKY13-127	New two lane roadway, plus a continuous left turn lane	2018	Planned		Private	2,000,000	2,000,000	2,000,000	Q1, 2019	120	1.0	131	7	0	2	M	0	
46845	McDowell Rd: Dean Rd (alignment) to Verrado Way	None	BKY12-107	Construct new six lane roadway	2014	Planned		Private	6,400,000	6,400,000	6,400,000	Q1, 2015	120	1.0	131	7	0	6	M	0	
38572	Miller Rd: Hazen Rd to I-10 and Monroe Rd (MC-85): Miller Rd to Apache Rd	None	BKY14-401	Design and NEPA for construction	2014	Planned		Local	156,964	156,964	456,964	Q4, 2015	130	6.0	131	6	4	4	M	0	
		None	BKY10-801 SZ023 01C CM-BKY-0(209)A	Interconnect traffic signals	2014	Planned		CMAQ Local	210,000 90,000	300,000											
108	Miller Rd: Lower Buckeye Rd to RID Canal	None	BKY13-104	Construct through lanes	2014	Planned		Private	5,042,340	5,042,340	7,042,340	Q1, 2015	120	0.5	131	4	2	4	M	0	
		None	BKY13-105	Construct through lanes	2014	Planned		Private	2,000,000	2,000,000											
9903	Miller Rd: Maricopa Rd to Narramore Ave	None	BKY10-901	East half street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2016	Planned		Local	6,228,684	6,228,684	6,228,684	Q4, 2016	120	0.0	131	5	2	6	M	0	
4807	Miller Rd: Narramore Ave to Hazen Rd	None	BKY10-902	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2016	Planned		Local	3,737,210	3,737,210	3,737,210	Q4, 2016	120	1.0	131	4	2	6	M	0	
6425	Pinnacle Peak Rd: 259th Ave (alignment) to 271st Ave	None	BKY13-120	Construct new six lane roadway	2016	Planned		Private	1,500,000	1,500,000	1,500,000	Q1, 2017	120	1.0	131	7	0	6	M	0	
35388	Rainbow Rd: RID Canal to Dunlap Rd	None	BKY13-108	Construct two through lanes	2016	Planned		Private	2,000,000	2,000,000	2,000,000	Q1, 2017	120	0.5	131	7	2	4	M	0	
41548	Rainbow/Lower Buckeye 10' Shared Use Path	None	BKY17-401	Construct multiuse path	2017	Planned		CMAQ Local	392,592 48,730	441,322	441,322	Q4, 2017	310	0.6	131		0	0	M	0	
9097	Rooks Rd: Baseline Rd to MC-85	None	BKY12-117	Construct new two lane roadway, intersection and railroad crossing improvements	2016	Planned		Private	4,750,000	4,750,000	4,750,000	Q1, 2017	120	1.0	131	4	0	2	M	0	
13944	Southern Ave: Apache Rd to Miller Rd	None	BKY13-116	Construct two through lanes	2016	Planned		Private	7,756,320	7,756,320	7,756,320	Q1, 2017	120	1.0	131	5	2	4	M	0	
47206	Southern Ave: Watson Rd to 231st Ave (alignment)	None	BKY12-108	Construct two through lanes	2016	Planned		Private	1,320,000	1,320,000	1,320,000	Q1, 2017	120	0.5	131	4	2	4	M	0	

Buckeye

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47460	Thomas Rd: Acacia Way to Tuthill Rd (alignment)	None	BKY13-125	Construct new two lane roadway	2016	Planned		Private	1,200,000	1,200,000	1,200,000	Q1, 2017	120	0.0	131	7	0	2	M	0	
13358	Thomas Rd: Jackrabbit Trl to Tuthill Rd	None	BKY12-113	Construct two through lanes	2016	Planned		Private	500,000	500,000	500,000	Q1, 2017	120	1.0	131	5	2	4	M	0	
14078	Turner Rd: Baseline Rd to 0.5 miles north	None	BKY13-109	Construct two through lanes	2014	Planned		Private	910,000	910,000	910,000	Q1, 2015	120	0.5	131	5	2	4	M	0	
19424	Van Buren St: 191st Ave to Perryville Rd	None	BKY12-109	Construct two through lanes	2018	Planned		Private	2,000,000	2,000,000	2,000,000	Q1, 2019	120	0.5	131	4	2	4	M	0	
21782	Verrado Way: Park Meadows Dr to I-10	None	BKY11-104	Construct three lanes	2018	Planned		Private	2,600,000	2,600,000	2,600,000	Q1, 2019	120	0.5	131	7	3	6	M	0	
5373	Verrado Way: Sunrise Ln to 1.5 miles north	None	BKY04-401B	Construct new roadway	2018	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2018	120	1.0	131	7	0	4	M	0	
20521	Watson Rd Southern Ave to Broadway Rd	None	BKY12-110	Construct two through lanes	2018	Planned		Private	2,640,000	2,640,000	2,640,000	Q1, 2019	120	1.0	131	4	4	6	M	0	
16413	Watson Rd: Durango St to Lower Buckeye Rd	None	BKY12-905	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2016	Planned		Local	2,572,970	2,572,970	2,572,970	Q4, 2016	120	1.0	131	4	2	6	M	0	
1866	Watson Rd: Extension to MC-85	None	BKY07-702	Construct new roadway with crossing over Palo Verde Nuclear Generating Station water line, BID Canal and RR Tracks	2016	Planned		Local	2,852,000	2,852,000	2,852,000	Q4, 2016	120	1.0	131	4	0	2	M	0	
1201	Watson Rd: Lower Buckeye Rd to RID Canal	None	BKY13-113	Construct two through lanes	2014	Planned		Private	4,247,730	4,247,730	4,247,730	Q1, 2015	120	0.5	131	4	2	4	M	0	
25400	Watson Road 10' Shared Use Path	None	BKY17-402	Construct multiuse path	2017	Planned		CMAQ Local	302,206 28,267	330,473	330,473	Q4, 2017	310	0.5	131		0	0	M	0	
6894	Watson Road North of Van Buren to McDowell	None	BKY15-431D	Design Dirt Road Paving	2013	Underway		CMAQ Local	215,000 12,996	227,996	1,277,126	Q4, 2015	420	1.0	199		2	2	M	0	
		None	BKY15-431C SZ095 01C CM-BKY-0(211)T	Pave dirt road	2015	Planned		CMAQ Local	964,532 84,598	1,049,130											
17270	Westpark Loop Rd: Rooks Rd (South) to Rooks Rd (North)	None	BKY12-115	Construct new four lane roadway	2016	Planned		Private	3,122,400	3,122,400	3,122,400	Q1, 2017	120	1.0	131	7	0	4	M	0	

Cave Creek

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10932	Cave Creek Rd: Carefree Hwy to Pima Rd	None	CVK15-441D SZ097 03D CM-CVK-0(204)T	Design bike lane project	2013	Underway		CMAQ Local	320,000 19,343	339,343	3,568,763	Q4, 2015	310	8.4	900		0	0	M	0	
		None	CVK15-441C SZ097 01C CM-CVK-0(204)T	Construct bike lanes	2015	Planned		CMAQ Local	2,938,480 290,940	3,229,420											

Chandler

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38402	Alma School Road, Willis Road to Pecos Road	None	CHN11-105	Construct Roadway widening	2014	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2014	120	1.0	131	3	4	6	M	0	
44934	Arizona, Chandler Heights Rd to 0.75 mile north	None	CHN12-116	Construct Road Widening	2014	Planned		Private	3,000,000	3,000,000	3,000,000	Q4, 2014	120	0.8	131	3	5	6	M	0	
2464	Lindsay Rd,Brooks Farm Rd to just north of Chandler Heights Rd	None	CHN14-401	Construct Road Widening	2014	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2014	120	2.0	131	5	4	4	M	0	
43457 AII-CHN-10-03	Chandler Blvd at Alma School Rd	ALCP	CHN110-07D	Design intersection improvement	2008	Completed		RARF Local	117,505 50,360	167,865	11,890,754	Q4, 2016	120	0.3	131	3	4	6	M	0	
		ALCP	CHN110-07DZ2	Design intersection improvement	2009	Completed		RARF Local	117,505 50,360	167,865											
		ALCP	CHN110-08RW	Acquisition of right-of-way for intersection improvement	2009	Completed		RARF Local	16,380 7,020	23,400											
		ALCP	CHN110-07DZ3	Design intersection improvement	2010	Completed		RARF Local	135,436 58,044	193,480											
		ALCP	CHN110-07DZ4	Design intersection improvement	2011	Completed		RARF Local	88,561 37,955	126,516											
		ALCP	CHN12-109DZ	Design intersection improvement	2012	Completed		RARF Local	5,281 2,263	7,544											
		ALCP	CHN14-109DZ	Design intersection improvement	2014	Underway		RARF Local	260,778 111,709	372,487											
		ALCP	CHN110-08RWZ2	Acquisition of right-of-way for intersection improvement	2014	Underway		HSIP Local	1,184,190 71,579	1,255,769											
		ALCP	CHN14-109RWZ	Acquisition of right-of-way for intersection improvement	2014	Underway		RARF Local	339,125 267,991	607,116											
		ALCP	CHN14-109RZ	Acquisition of right-of-way for intersection improvement	2014	Underway		RARF Local	326,685 280,431	607,116											
		ALCP	CHN14-109CZ	Construct intersection improvement	2014	Underway		RARF Local	185,150 79,350	264,500											
		ALCP	CHN110-09C	Construct intersection improvement	2015	Planned		HSIP Local	4,208,929 254,410	4,463,339											
		ALCP	CHN15-109CZ	Construct intersection improvement	2015	Planned		RARF Local	1,149,656 492,710	1,642,366											
		ALCP	CHN15-109CZ2	Construct intersection improvement	2015	Planned		RARF Local	941,543 444,795	1,386,338											
		ALCP	CHN15-109SAV	Project Savings for intersection improvement	2016	Planned		RARF Local	605,054 0	605,054											
32395	Chandler Blvd: Colorado Street to McQueen Road	None	CHN06-213	Widen roadway from 4 to 6 lanes, plus turn lanes	2018	Planned		Local	14,645,755	14,645,755	14,645,755	Q4, 2018	120	0.5	131	3	4	6	M	0	

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47131 ACI-PRC-10-03-A	Chandler Heights Road: Arizona Avenue to McQueen Road	ALCP	CHN18-109DZ	Design roadway widening	2018	Planned		Local	617,850	617,850	10,745,050	Q2, 2020	120	1.0	131	3	2	4	M	0	
		ALCP	CHN18-109DZ	REIMBURSEMENT:: Design roadway widening	2018	Planned		STP-MAG Local	720,825 -720,825	0											
		ALCP		Acquisition of right-of-way for roadway widening	2019	Planned		STP-MAG Local	283,500 121,500	405,000											
		ALCP		Acquisition of right-of-way for roadway widening	2019	Planned		STP-MAG Local	283,500 121,500	405,000											
		ALCP		Construct roadway widening	2020	Planned		STP-MAG Local	3,245,986 1,412,614	4,658,600											
		ALCP		Construct roadway widening	2020	Planned		STP-MAG Local	2,791,311 1,867,289	4,658,600											
46678	Chandler Heights, Gilbert to Four Peaks Way	None	CHN11-106	Construct Roadway widening	2014	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2014	120	0.5	131	2	2	4	M	0	
41324	Chandler Heights, White Drive to Lindsay	None	CHN12-103	Construct Road Widening	2014	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2014	120	0.3	131	4	2	4	M	0	
31914	City of Chandler	None	CHN15-461	Procure and install 201 traffic signal controllers	2015	Planned		CMAQ Local	511,766 30,934	542,700	542,700	Q4, 2015	130	####	900		0	0	M	0	
37965	Citywide	None	CHN16-401	Add four-section Flashing Yellow Arrows to 114 signalized intersections	2016	Planned		CMAQ Local	633,281 38,279	671,560	671,560	Q4, 2016	130	0.0	900		0	0	M	0	
37347	Cooper, Riggs Road to .5 north	None	CHN12-104	Construct Road Widening	2015	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2015	120	0.5	131	4	2	4	M	0	
7687 ACI-GIL-10-03-D	Gilbert Rd: Ocotillo Rd to Chandler Heights	ALCP	CHN14-104CZ	Construct roadway widening	2013	Underway		RARF Local	3,160,000 1,692,759	4,852,759	9,705,518	Q2, 2014	120	1.0	131	3	2	4	M	0	
		ALCP	CHN14-104C2Z	Construct roadway widening	2014	Underway		RARF Local	3,000,000 1,852,759	4,852,759											
10548 ACI-GIL-10-03-C	Gilbert Rd: Queen Creek to Ocotillo	ALCP	CHN12-103CZ	Construct roadway widening	2012	Completed		RARF Local	5,648,609 2,449,368	8,097,978	10,767,384	Q1, 2013	120	1.0	131	3	2	4	M	0	
		ALCP	CHN12-103CZ2	Construct roadway widening	2013	Underway		RARF Local	1,888,560 780,847	2,669,406											
32459 ACI-GIL-10-03-E	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ALCP	CHN14-108CZ	Construct roadway widening	2013	Underway		STP-AZ Local	4,500,000 272,004	4,772,004	10,193,557	Q2, 2014	120	1.0	131	3	2	4	M	0	
		ALCP	CHN14-108CZ2	Construct roadway widening	2014	Underway		RARF	1,479,623	1,479,623											
		ALCP	CHN15-108CZ	Construct roadway widening	2014	Underway		STP-MAG RARF Local	2,048,488 0 123,822	2,172,310											
		ALCP	CHN14-108SAV	Project savings for roadway widening	2014	Planned		RARF Local	613,164 0	613,164											
		ALCP	CHN14-108CZ3	Construct roadway widening	2019	Underway		RARF	1,156,456	1,156,456											

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1792 ACI-GIL-10-03-B	Gilbert Rd: Queen Creek to Hunt Hwy	ALCP	CHN10-110DZ	Design roadway widening	2010	Completed		RARF Local	591,291 253,411	844,702	4,634,106	Q2, 2013	120	4.0	131	3	2	4	M	0	
		ALCP	CHN11-110DZ	Design roadway widening	2011	Completed		RARF Local	591,291 253,411	844,702											
		ALCP	CHN11-110RWZ	Acquisition of right-of-way for roadway widening	2011	Completed		RARF Local	51,686 22,151	73,837											
		ALCP	CHN12-110DZ	Design roadway widening	2012	Completed		RARF Local	591,291 253,411	844,702											
		ALCP	CHN12-110RWZ	Acquisition of right-of-way for roadway widening	2012	Completed		RARF Local	551,799 236,485	788,284											
		ALCP	CHN13-110RWZ	Acquisition of right-of-way for roadway widening	2013	Underway		RARF Local	89,563 38,384	127,947											
		ALCP	CHN14-110RWZ	Acquisition of right-of-way for roadway widening	2014	Underway		RARF Local	776,953 332,980	1,109,932											
2926	Lindsay Road, Brooks Farm to South of Chandler Heights	None	CHN12-105	Construct Roadway widening	2014	Planned		Private	2,500,000	2,500,000	2,500,000	Q4, 2014	120	0.0	131	4	2	4	M	0	
25129	Lindsay, Riggs Rd to 0.25 south	None	CHN12-107	Construct Road Widening	2014	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2014	120	0.3	131	4	2	4	M	0	
20462 ACI-PRC-10-03-C	McQueen Road: Ocotillo Road to Riggs Road	ALCP	CHN10-101DZ	Design roadway widening	2011	Completed		RARF Local	136,736 0	136,736	1,996,685	Q2, 2018	120	2.0	131	3	2	4	M	0	
		ALCP	CHN10-101D2Z	Design roadway widening	2011	Completed		RARF Local	929,974 0	929,974											
		ALCP	CHN10-101RWZ	Acquisition of right-of-way for roadway widening	2012	Completed		RARF Local	929,974 0	929,974											
2308 ACI-PRC-10-03-J	McQueen Road: Chandler Heights to Riggs Road	ALCP	CHN10-101CZ2	Construct roadway widening	2018	Planned		RARF Local	589,890 4,888,110	5,478,000	5,478,000	Q4, 2018	120	1.0	900	3	2	4	M	0	1200
12486 ACI-PRC-10-03-I	McQueen Road: Ocotillo Rd to Chandler Heights	ALCP	CHN13-111CZ	Construct roadway widening	2014	Underway		STP-MAG Local	3,895,652 235,474	4,131,126	4,131,126	Q1, 2016	120	1.0	131	3	2	4	M	0	1200

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34064 ACI-PRC-10-03-D	Ocotillo Road: Arizona Avenue to McQueen Road	ALCP	CHN14-102DZ	Design roadway widening	2012	Completed		RARF Local	421,486 180,637	602,123	18,680,494	Q2, 2014	120	1.0	131	3	2	4	M	0	
		ALCP	CHN11-102DZ	Design roadway widening	2013	Completed		RARF Local	421,486 180,637	602,123											
		ALCP	CHN12-102RWZ	Acquire right-of-way for roadway widening	2013	Underway		HSIP Local	565,800 67,533	633,333											
		ALCP	CHN13-102C2Z	Relocate utilities and construct roadway.	2013	Underway		HSIP Local	1,157,061 139,878	1,296,939											
		ALCP	CHN14-102DZ2	Acquire right-of-way for roadway widening	2014	Underway		RARF Local	259,528 111,226	370,754											
		ALCP	CHN14-102RW2Z	Acquire right-of-way for roadway widening	2014	Underway		RARF Local	1,056,667 476,666	1,533,333											
		ALCP	CHN14-102RWZ	Acquire right-of-way for roadway widening	2014	Underway		RARF Local	1,533,333 0	1,533,333											
		ALCP	CHN14-102C2Z	Construct roadway widening	2014	Underway		RARF Local	663,831 284,499	948,330											
		ALCP	CHN14-102C3Z	Construct roadway widening	2014	Underway		RARF Local	938,525 2,732,796	3,671,321											
		ALCP	CHN14-102CZ	Relocate utilities and construct roadway widening.	2014	Underway		HSIP Local	2,250,773 3,830,396	6,081,169											
		ALCP	CHN14-102SAV	Project Savings for roadway widening	2014	Underway		RARF	1,407,736	1,407,736											
32919	Ocotillo, Cobblestone to Lindsay	None	CHN12-108	Construct Roadway widening	2015	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2015	120	0.5	131	4	2	4	M	0	
11872	Ocotillo, Gilbert to Rincon Drive	None	CHN12-109	Construct Road Widening	2014	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2014	120	0.0	131	2	2	4	M	0	
4811	Ocotillo, Lindsay to 148th St	None	CHN12-110	Construct Road Widening	2014	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2014	120	0.5	131	4	2	4	M	0	
27240	Ocotillo, Norman Way to Gilbert Rd	None	CHN12-111	Construct Road Widening	2014	Planned		Local	2,000,000	2,000,000	2,000,000	Q4, 2014	120	0.5	131	4	2	4	M	0	
27331	Ocotillo, Union Pacific Railroad to Consolidated Canal	None	CHN12-112	Construct Roadway widening	2014	Planned		Private	4,000,000	4,000,000	4,000,000	Q4, 2014	120	0.5	131	7	2	4	M	0	
7485	Area bounded by Dobson Rd, Alma School Rd, Elliot Rd and Warner Rd	None	CHN16-403	Pave dirt road	2016	Planned		CMAQ Local	570,515 24,485	595,000	595,000	Q4, 2016	420	15.3	900	7	2	2	M	0	

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
19263 ACI-PRC-10-03-H	Price Rd: Santan to Germann	ALCP	CHN05-107DZ	Design roadway widening	2005	Completed		RARF Local	172,217 73,807	246,024	4,361,379	Q2, 2008	120	1.3	131	3	4	6	M	0	
		ALCP	CHN07-107RWZ	Acquisition of right-of-way for roadway widening	2007	Planned		RARF Local	0 0	0											
		ALCP	CHN08-107CZ	Construct roadway widening	2008	Completed		RARF Local	2,880,748 1,234,606	4,115,355											
45793 ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Gilbert Rd	ALCP	CHN18-110DZ	Design roadway widening	2013	Underway		STP-MAG Local	1,514,800 91,563	1,606,363	19,016,093	Q2, 2021	120	2.0	131	3	2	6	M	0	
		ALCP	CHN18-110DZ2	Design roadway widening	2013	Planned		STP-MAG Local	0 557,637	557,637											
		ALCP		Acquisition of right-of-way for roadway widening	2019	Planned		STP-MAG Local	786,631 623,369	1,410,000											
		ALCP		Acquisition of right-of-way for roadway widening	2019	Planned		STP-MAG	786,631	786,631											
		ALCP		Construct roadway widening	2020	Planned		STP-MAG Local	2,282,261 2,882,739	5,165,000											
		ALCP		Construct roadway widening	2021	Planned		STP-MAG	4,325,462	4,325,462											
		ALCP		Construct roadway widening	2021	Planned		STP-MAG Local	2,863,912 2,301,088	5,165,000											
14906	Queen Creek, Cooper Road to Eagle Drive	None	CHN12-113	Construct Road Widening	2014	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2014	120	0.5	131	4	2	6	M	0	
21942	Queen Creek, Cooper Road to Emmet Drive	None	CHN12-114	Construct Road Widening	2014	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2014	120	0.0	131	3	2	5	M	0	
22895	Queen Creek, Emmett Drive to Gilbert Rd	None	CHN12-115	Construct Road Widening	2014	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2014	120	0.5	131	4	2	5	M	0	
13885 AII-RAY-20-03	Ray Rd at Dobson Rd	ALCP	CHN17-105DZ	Design intersection improvement	2017	Planned		STP-MAG	926,250	926,250	10,514,535	Q2, 2020	120	0.3	131	3	4	6	M	0	
		ALCP	CHN18-105RWZ	Acquisition of right-of-way for intersection improvement	2018	Planned		STP-MAG Local	1,063,463 706,537	1,770,000											
		ALCP		Construct intersection improvement	2019	Planned		STP-MAG Local	1,363,916 584,535	1,948,451											
		ALCP		Construct intersection improvement	2020	Planned		STP-MAG Local	3,363,916 2,505,919	5,869,834											
35350 AII-RAY-40-03	Ray Rd at McClintock Dr	ALCP	CHN16-106CZ	Design intersection improvement	2016	Planned		STP-MAG Local	569,450 244,050	813,500	8,418,800	Q2, 2018	120	0.3	131	3	4	6	M	0	
		ALCP	CHN17-106CZ	Acquisition of right-of-way for intersection improvement	2017	Planned		STP-MAG Local	875,000 375,000	1,250,000											
		ALCP	CHN18-106CZ	Construct intersection improvement	2018	Planned		STP-MAG Local	3,275,207 1,756,406	5,031,613											
		ALCP	CHN18-106CZ2	Construct intersection improvement	2018	Planned		STP-MAG Local	926,581 397,106	1,323,687											

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2930	Various Locations - Citywide	None	CHN14-107	Illuminated Street Name Sign Upgrade to Clearview font	2014	Planned		HSIP-MAG	76,808	76,808	76,808	Q4, 2014	140	0.0	900	4	0	0	M	0	
43604	Various locations along Alma School Rd	None	CHN12-807	Construct bus bays	2014	Planned		Local	615,000	615,000	615,000	Q4, 2014	120	0.0	131	3	0	0	M	0	
8127	Various locations along Arizona Ave and Ocotillo Rd	None	CHN09-803	Construct bus bays	2014	Planned		Local	678,000	678,000	678,000	Q4, 2014	120	0.0	131	4	0	0	M	0	
23642	Various locations along Dobson Rd	None	CHN09-804	Construct bus bays	2014	Planned		Local	373,600	373,600	373,600	Q4, 2014	120	0.0	131	3	0	0	M	0	
3100	Western Canal Crossing Improvement at UPRR	None	CHN16-402	Construct multiuse path	2016	Planned		CMAQ Local	355,275 21,475	376,750	376,750	Q4, 2016	310	0.0	800		0	0	M	0	

El Mirage

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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16064 ACI-ELM-30-03-A	El Mirage Rd: Cactus Road to Grand Avenue	ALCP	ELM16-102RWZ	Acquisition of right-of-way for roadway widening	2016	Planned		RARF Local	1,191,419 510,608	1,702,026	19,361,308	Q2, 2019	120	1.5	131	4	4	4	M	0	
		ALCP	ELM17-102RWZ	Acquisition of right-of-way for roadway widening	2017	Planned		RARF Local	1,191,419 510,608	1,702,026											
		ALCP	ELM18-102CZ	Construct roadway widening	2018	Planned		RARF Local	5,023,686 2,153,008	7,176,695											
		ALCP	ELM19-102CZ	Construct roadway widening	2019	Planned		RARF Local	6,146,393 2,634,168	8,780,561											
10959 ACI-ELM-20-03-C	El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Avenue to Grand	ALCP	ELM12-101DZ	Design roadway widening	2012	Completed		RARF Local	894,006 383,146	1,277,152	3,598,288	Q2, 2013	120	0.0	131	4	0	0	M	0	
		ALCP	ELM12-101D2Z	Design roadway widening	2013	Underway		RARF Local	894,006 383,146	1,277,152											
		ALCP	ELM14-101DZ	Design roadway widening	2014	Underway		Local	1,043,984	1,043,984											
1652 ACI-ELM-20-03-F	El Mirage Rd: Peoria Avenue to Cactus Road	ALCP	ELM13-103RWZ	Acquisition of right-of-way for roadway widening	2014	Planned		RARF Local	2,176,103 932,615	3,108,718	10,874,579	Q2, 2016	120	1.0	131	4	2	4	M	0	
		ALCP	ELM14-103CZ	Construct roadway widening	2015	Planned		RARF Local	1,718,051 736,308	2,454,359											
		ALCP	ELM15-103CZ	Construct roadway widening	2016	Planned		RARF Local	3,718,051 1,593,450	5,311,502											
24809 ACI-ELM-20-03-E	Thunderbird Rd: El Mirage Road to Grand Avenue	ALCP	ELM13-102RWZ	Acquisition of right-of-way for roadway widening	2014	Planned		RARF Local	352,073 150,888	502,961	4,023,686	Q2, 2016	120	0.5	131	4	4	4	M	0	
		ALCP	ELM14-102C2Z	Construct roadway widening	2014	Planned		RARF Local	1,964,508 841,931	2,806,439											
		ALCP	ELM14-102CZ	Construct roadway widening	2015	Planned		RARF Local	500,000 214,286	714,286											
22485	Various Arterial Traffic Signals within City of El Mirage	None	ELM13-101	Design ITS project for various arterial traffic signals within El Mirage limits	2014	Deferred		Local	62,550	62,550	547,850	Q4, 2016	130	13.0	131	3	0	0	M	0	
		None	ELM14-101 SZ103 01C	Construct arterial traffic signal enhancements	2015	Planned		CMAQ Local	383,495 101,805	485,300											
40467	Various Locations - Citywide	None	ELM09-801	Pre-Engineering/Design and mill & replace existing road	2012	Underway		ARRA-MAG	633,600	633,600	1,071,372	Q4, 2014	140	0.0	900	2	0	0	M	0	
		None	ELM12-102	Street Name Sign Upgrade to Clearview font- Phase 1	2012	Committed		HSIP-MAG	146,488	146,488											
		None	ELM14-103 SH548 01C HSIP-CM-ELM-0(208)T	Street Name Sign Upgrade to Clearview font- Phase 3	2013	Underway		HSIP-MAG	133,798	133,798											
		None	ELM13-103	Street Name Sign Upgrade to Clearview font- Phase 2	2014	Planned		HSIP-MAG	157,486	157,486											

Florence

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15971	Adamsville Rd: Central to Centennial Park Ave	None	FLO15-401	Construct Roadway Widening	2015	Planned		Local	800,000	800,000	800,000	Q4, 2015	120	1.0	131		2	4	P	0	1200
30090	Adamsville Rd: SH 79B to Central	None	FLO14-403	Construct Roadway Widening	2014	Planned		Local	2,000,000	2,000,000	2,000,000	Q2, 2015	120	0.3	131		2	4	P	0	1200
7790	Attaway: Hunt Hwy to Felix	None	FLO16-402	Design New Roadway	2016	Planned		Local	330,000	330,000	1,450,000	Q4, 2017	120	1.0	131		0	4	P	0	1200
		None	FLO17-401	Construct New Roadway	2017	Planned		Local	1,120,000	1,120,000											
45248	Attaway: Palmer to Hunt Hwy	None	FLO15-403	Construct Roadway Widening	2015	Planned		Local	1,120,000	1,120,000	1,120,000	Q4, 2015	120	1.8	131		2	3	P	0	1200
20331	Florence Heights: SH 287 to SH 79	None	FLO14-401	Construct Roadway Widening	2014	Planned		Local	2,170,000	2,170,000	2,170,000	Q4, 2014	120	0.3	131		2	4	P	0	1200
48030	Florence Kelvin Hwy: SR 79 to Quail Run	None	FLO16-401	Construct Roadway Widening	2016	Planned		Private	1,714,000	1,714,000	1,714,000	Q4, 2016	120	1.0	131		2	4	P	0	1200
38271	Main Street: Ruggles St to Butte Ave	None	FLO14-402	Construct Roadway Improvements	2014	Planned		STP-TEA Local	500,000 30,223	530,223	530,223	Q2, 2015	120	0.3	131		2	2	P	0	1200
25730	SR 287 Florence-Coolidge Hwy and SR 79b Traffic Circle	None	FLO18-401	Construct Traffic Circle	2018	Planned		Local	2,000,000	2,000,000	2,000,000	Q4, 2018	120	0.3	131		2	2	P	0	1200
35489	Town of Florence (Various)	None	FLO14-404	Dust Mitigation on Unpaved Shoulders and Remediation	2014	Planned		Local	120,000	120,000	120,000	Q4, 2014	420	0.0	132		0	0	P	0	1200
48412	Town of Florence (Various)	None	FLO15-405	Dust Mitigation on Unpaved Shoulders and Remediation	2015	Planned		Local	450,000	450,000	450,000	Q4, 2016	420	0.0	132		0	0	P	0	1200
3430	Town of Florence (Various)	None	FLO16-403	Dust Mitigation on Unpaved Shoulders and Remediation	2016	Planned		Local	1,334,000	1,334,000	1,334,000	Q4, 2016	420	0.0	132		0	0	P	0	1200

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68	Fountain Hills Blvd, Segundo Dr to Pinto Dr	None	FTH12-102 SZ039 01C CM-FTH-0(208)S	Design work for Pave Dirt shoulder project	2013	Underway		Local	104,900	104,900	375,700	Q1, 2015	420	2.0	132	4	2	2	M	0	
		None	FTH14-102 SZ039 01C	Construct/Pave Dirt Shoulders	2014	Planned		CMAQ Local	255,364 15,436	270,800											
44892	Fountain Hills Blvd: Glenbrook Blvd to North Town Limit	None	FTH12-002	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	2014	Planned		Private	5,200,000	5,200,000	5,200,000	Q4, 2015	120	2.0	132	5	2	4	M	0	
39385	Shea Blvd. and Downtown Area.	None	FTH12-101	Design initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	2015	Planned		Local	106,000	106,000	1,318,023	Q4, 2016	130	0.0	132	4	4	4	M	0	
		None	FTH14-101	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	2015	Planned		CMAQ Local	922,616 289,407	1,212,023											
40763	Shea Blvd: 142nd St to Eagle Mountain Pkwy	None	FTH11-801	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section)	2015	Planned		CMAQ Local	273,000 117,000	390,000	390,000	Q4, 2016	320	1.0	131	3	6	6	M	0	
27512 ACI-SHA-10-03-C	Shea Blvd: Palisades Blvd. to Technology Dr	ALCP	FTH18-102DZ	Design roadway widening	2018	Planned		RARF Local	184,630 83,285	267,915	4,825,832	Q3, 2020	120	2.2	131	3	4	6	M	0	
		ALCP		Design roadway widening	2019	Planned		RARF Local	184,630 83,285	267,915											
		ALCP		Acquisition of right-of-way for roadway widening	2019	Planned		RARF Local	67,355 28,866	96,221											
		ALCP		Design roadway widening	2020	Planned		RARF Local	184,630 83,285	267,915											
		ALCP		Acquisition of right-of-way for roadway widening	2020	Planned		RARF Local	67,355 28,866	96,221											
		ALCP		Construct roadway widening	2020	Planned		RARF Local	1,265,991 542,567	1,808,558											
		ALCP		Construct roadway widening	2020	Planned		RARF Local	176,337 75,573	251,910											
		ALCP		Construct roadway widening	2021	Planned		RARF Local	691,851 1,077,327	1,769,178											

Fountain Hills

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29576 ACI-SHA-10-03-B	Shea Blvd: Technology Dr to Cereus Wash	ALCP	FTH09-907	Design roadway widening	2009	Completed		RARF Local	64,044 27,397	91,441	4,929,818	Q2, 2014	120	0.8	131	3	5	6	M	0	
		ALCP	FTH10-002DZ	Design roadway widening	2010	Completed		RARF Local	55,664 24,235	79,899											
		ALCP	FTH11-002DZ	Design roadway widening	2011	Completed		RARF Local	33,043 14,161	47,204											
		ALCP	FTH12-002DZ	Design roadway widening	2012	Completed		RARF Local	67,274 28,832	96,106											
		ALCP	FTH12-002DZ2	Design roadway widening	2012	Completed		RARF Local	27,664 11,856	39,520											
		ALCP	FTH14-101DZ	Design roadway widening	2014	Underway		RARF Local	52,874 22,661	75,535											
		ALCP	FTH12-02RWZ2	Acquisition of right-of-way for roadway widening	2014	Underway		RARF Local	10,730 4,599	15,328											
		ALCP	FTH14-101RWZ	Acquisition of right-of-way for roadway widening	2014	Underway		RARF Local	10,730 4,599	15,328											
		ALCP	FTH14-101CZ	Construct roadway widening	2014	Underway		RARF Local	709,111 303,905	1,013,016											
		ALCP	FTH14-101CZ2	Construct roadway widening	2014	Underway		RARF Local	500,000 214,286	714,286											
		ALCP	FTH14-101CZ3	Construct roadway widening	2014	Underway		RARF Local	1,593,996 1,148,158	2,742,154											

Gilbert

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8305 AII-ELT-30-03	Elliot Rd at Cooper Dr	ALCP	GLB15-108DZ	Design intersection improvement	2015	Planned		RARF Local	394,800 169,200	564,000	7,615,000	Q4, 2016	120	0.5	131	4	4	6	M	0	
		ALCP	GLB15-102RW2Z	Acquisition of right-of-way for intersection improvement	2015	Planned		RARF Local	560,000 240,000	800,000											
		ALCP	GLB16-108DZ	Design intersection improvement	2016	Planned		RARF Local	97,300 452,700	550,000											
		ALCP	GLB16-108RWZ	Acquisition of right-of-way for intersection improvement	2016	Planned		RARF Local	280,000 120,000	400,000											
		ALCP	GLB16-108CZ	Construct intersection improvement	2016	Planned		RARF Local	1,808,167 774,929	2,583,095											
		ALCP	GLB16-108CZ2	Construct intersection improvement	2016	Planned		RARF Local	297,200 1,289,705	1,586,905											
		ALCP	GLB17-108DZ2	Design intersection improvement	2017	Planned		Local	127,000	127,000											
		ALCP	GLB17-108CZ	Construct intersection improvement	2017	Planned		RARF Local	702,800 301,200	1,004,000											
26163 AII-ELT-40-03	Elliot Rd at Gilbert Rd	ALCP	GLB18-110DZ	Design intersection improvement	2018	Planned		STP-MAG Local	226,800 97,200	324,000	9,381,821	Q2, 2019	120	0.5	131	4	4	6	M	0	
		ALCP		Design intersection improvement	2019	Planned		STP-MAG Local	490,000 210,000	700,000											
		ALCP		Acquisition of right-of-way for intersection improvement	2019	Planned		STP-MAG Local	140,000 60,000	200,000											
		ALCP		Acquisition of right-of-way for intersection improvement	2019	Planned		STP-MAG Local	420,000 180,000	600,000											
		ALCP		Construct intersection improvement	2019	Planned		STP-MAG Local	680,698 291,728	972,426											
		ALCP		Construct intersection improvement	2019	Planned		STP-MAG Local	89,302 38,272	127,575											
		ALCP		Design intersection improvement	2020	Planned		STP-MAG Local	22,472 194,528	217,000											
		ALCP		Acquisition of right-of-way for intersection improvement	2020	Planned		STP-MAG Local	280,000 120,000	400,000											
		ALCP		Construct intersection improvement	2020	Planned		STP-MAG Local	1,425,900 611,100	2,037,000											
		ALCP		Construct intersection improvement	2020	Planned		STP-MAG Local	3,600,121 203,700	3,803,821											

Gilbert

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41917 AII-ELT-20-03	Elliot Rd at Higley Rd	ALCP	GLB17-111DZ	Design intersection improvement	2017	Planned		RARF Local	308,700 132,300	441,000	7,615,000	Q2, 2021	120	0.5	131	4	4	6	M	0	
		ALCP		Design intersection improvement	2019	Planned		RARF Local	210,000 90,000	300,000											
		ALCP		Acquisition of right-of-way for intersection improvement	2019	Planned		RARF Local	70,000 30,000	100,000											
		ALCP		Design intersection improvement	2020	Planned		RARF Local	350,000 150,000	500,000											
		ALCP		Acquisition of right-of-way for intersection improvement	2020	Planned		RARF Local	770,000 330,000	1,100,000											
		ALCP		Construct intersection improvement	2020	Planned		RARF Local	700,000 300,000	1,000,000											
		ALCP		Construct intersection improvement	2021	Planned		RARF Local	1,366,492 585,639	1,952,132											
		ALCP		Construct intersection improvement	2021	Planned		RARF Local	1,136,823 1,085,045	2,221,868											
39986 AII-ELT-50-03	Elliot Rd at Val Vista Dr	ALCP	GLB18-101DZ	Design intersection improvement	2018	Planned		RARF Local	108,640 391,360	500,000	7,615,000	Q2, 2020	120	0.5	131	4	4	6	M	0	
		ALCP	GLB18-101RWZ	Acquisition of right-of-way for intersection improvement	2018	Planned		RARF Local	410,477 289,523	700,000											
		ALCP		Design intersection improvement	2019	Planned		RARF Local	54,320 545,680	600,000											
		ALCP		Acquisition of right-of-way for intersection improvement	2019	Planned		RARF Local	350,000 150,000	500,000											
		ALCP		Construct intersection improvement	2019	Planned		RARF Local	1,398,718 601,282	2,000,000											
		ALCP		Construct intersection improvement	2019	Planned		RARF Local	1,398,718 601,282	2,000,000											
		ALCP		Design intersection improvement	2020	Planned		RARF Local	54,320 86,680	141,000											
		ALCP		Construct intersection improvement	2020	Planned		RARF Local	699,021 474,979	1,174,000											
20194	Germann Rd: Greenfield Rd to Higley Rd	None	GLB11-802	Add 2 lanes in each direction	2014	Planned		Local	3,500,000	3,500,000	3,500,000	Q4, 2014	120	1.0	131	4	2	6	M	0	

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34743 ACI-GER-20-03-B	Germann Rd: Val Vista Dr to Higley	ALCP	GLB13-103DZ	Design roadway widening	2013	Underway		RARF Local	317,450 824,550	1,142,000	23,394,016	Q3, 2014	120	2.0	131	3	2	6	M	0	
		ALCP	GLB14-103RWZ	Acquisition of right-of-way for roadway widening	2013	Underway		RARF Local	1,005,650 989,350	1,995,000											
		ALCP	GLB14-103DZ	Design roadway widening	2014	Underway		RARF Local	317,450 466,550	784,000											
		ALCP	GLB14-103RW2Z	Acquisition of right-of-way for roadway widening	2014	Underway		RARF Local	814,800 349,200	1,164,000											
		ALCP	GLB14-103C2Z	Construct roadway widening	2014	Planned		RARF Local	1,407,933 603,400	2,011,333											
		ALCP	GLB14-103C3Z	Construct roadway widening	2014	Planned		RARF Local	390,850 167,507	558,357											
		ALCP	GLB14-103CZ	Construct roadway widening	2014	Planned		RARF Local	2,407,067 1,031,600	3,438,667											
		ALCP	GLB15-103DZ	Design roadway widening	2015	Underway		RARF Local	244,300 104,700	349,000											
		ALCP	GLB15-103CZ	Construct roadway widening	2015	Planned		RARF Local	1,431,016 613,293	2,044,309											
		ALCP	GLB15-103CZ2	Construct roadway widening	2015	Planned		RARF Local	999,134 428,200	1,427,334											
		ALCP		Construct roadway widening	2021	Planned		RARF Local	3,128,356 0	3,128,356											
		ALCP	GBL14-103SAV	Project savings for roadway widening	2021	Planned		RARF Local	5,351,660 0	5,351,660											
38425	Gilbert Schools	None	GLB11-104 H8282 01C SRS-999-A(330)A	Crossings and sidewalk safety improvement	2014	Planned		SRTS	300,000	300,000	300,000	Q4, 2014	900	0.0	900	7	6	6	M	0	

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24369 AII-GUD-30-03	Guadalupe Rd at Cooper Rd	ALCP	GLB120-08D	Design intersection improvement	2012	Completed		RARF	356,936	356,936	10,212,768	Q4, 2014	120	0.5	131	3	4	6	M	0	
		ALCP	GLB120-08RW	Acquisition of right-of-way for intersection improvement	2012	Completed		RARF Local	19,933 8,543	28,475											
		ALCP	GLB120-08RW2	Acquire right of way for intersection improvement	2012	Completed		RARF Local	3,411 1,462	4,873											
		ALCP	GLB09-910	Construct intersection improvement	2012	Completed		RARF Local	8,050 3,450	11,500											
		ALCP	GLB12-107C2Z	Construct intersection improvement	2012	Completed		RARF Local	1,500,000 642,857	2,142,857											
		ALCP	GLB13-107DZ	Design intersection improvement	2013	Underway		RARF Local	187,983 80,564	268,547											
		ALCP	GLB13-107RWZ	Acquire right of way for intersection improvement	2013	Underway		Local	200,000	200,000											
		ALCP	GLB13-107CZ	Construct intersection improvement	2013	Underway		RARF Local	60,900 26,100	87,000											
		ALCP	GLB14-107DZ	Design intersection improvement	2014	Underway		RARF Local	397,162 784,291	1,181,453											
		ALCP	GLB14-107RWZ	Acquire right of way for intersection improvement	2014	Underway		RARF Local	696,589 298,538	995,127											
		ALCP	GLB14-107CZ	Construct intersection improvement	2014	Underway		RARF Local	1,956,746 2,979,254	4,936,000											
47974 AII-GUD-40-03	Guadalupe Rd at Gilbert Rd	ALCP	GLB13-109DZ	Design intersection improvement	2013	Underway		RARF Local	92,305 39,559	131,864	7,195,857	Q2, 2015	120	0.5	131	3	4	6	M	0	
		ALCP	GLB14-109DZ	Design intersection improvement	2014	Underway		RARF Local	399,695 171,298	570,994											
		ALCP	GLB14-109RWZ	Acquisition of right-of-way for intersection improvement	2014	Planned		RARF Local	840,000 360,000	1,200,000											
		ALCP	GLB15-109DZ	Design intersection improvement	2015	Underway		Local	119,000	119,000											
		ALCP	GLB14-109CZ	Construct intersection improvement	2015	Planned		RARF Local	1,221,409 1,859,591	3,081,000											
		ALCP	GLB15-109CZ	Construct intersection improvement	2015	Planned		RARF Local	1,221,409 871,591	2,093,000											
11653	Higley: Pecos to Germann	None	GLB08-710	Add 2 lanes in each direction	2015	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2015	120	1.0	131	4	3	3	M	0	
46844	Higley Rd: Warner Rd to Ray Rd	None	GLB05-108	Reconstruct roadway to add 2 through lanes in each direction	2014	Planned		Local	6,000,000	6,000,000	6,000,000	Q4, 2014	120	1.0	131	3	2	6	M	0	
11047	Lindsay Rd: Germann Rd to Queen Creek Rd	None	GLB09-719	Add 1 lane in each direction	2015	Planned		Private	4,000,000	4,000,000	4,000,000	Q4, 2015	120	1.0	131	4	2	4	M	0	

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36479	Northwest Gilbert Area	None	GLB16-401	Install fiber optic cable in new and existing conduit, upgrades traffic controllers and installs CCTV cameras	2016	Planned		CMAQ Local	549,599 33,301	582,900	582,900	Q4, 2016	130	0.0	900		0	0	M	0	
4421	Northwest Gilbert Area	None	GLB16-402	Install fiber optic cable in new and existing conduit, upgrades traffic controllers and CCTV cameras	2016	Planned		CMAQ Local	546,072 33,008	579,080	579,080	Q4, 2016	130	0.0	900		0	0	M	0	
35777	Ocotillo Rd: 148th St to Greenfield Rd	None	GLB12-808	Reconstruct roadway to add one lane in each direction	2018	Planned		Private	3,000,000	3,000,000	3,000,000	Q4, 2018	120	1.0	131	2	2	4	M	0	
7053	Pecos Rd.-Greenfield to Power Rd, Power Rd-Pecos to Queen Creek Rd, Germann Rd-Power to Sossaman Rd	None	GLB13-904	Install approx. 5 mi. of fiber optic cable and communications equip. to connection the Traffic Operations Centers in Gilbert and Queen Creek.	2015	Planned		CMAQ Local	137,690 57,000	194,690	194,690	Q4, 2016	130	5.0	131	3	6	6	M	0	
7608	Pecos Rd: Gilbert Rd to Lindsay Rd	None	GLB04-105	Reconstruct roadway to add 1 through lane in each direction	2018	Planned		Private	4,000,000	4,000,000	4,000,000	Q4, 2018	120	1.0	132	4	2	4	M	0	
16366	Ray Rd: Higley Rd to Recker Rd	None	GLB08-712	Add 2 lanes in each direction	2018	Planned		Private	3,000,000	3,000,000	3,000,000	Q4, 2018	120	1.0	131	3	2	6	M	0	
37704	Ray Rd: Recker Rd to Power Rd	None	GLB05-111	Reconstruct roadway to add 2 through lanes in each direction	2018	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2018	120	1.0	131	2	2	6	M	0	
4129	Recker Rd: Elliot Rd to Warner Rd	None	GLB02-808	Reconstruct roadway to add 1 through lane in each direction	2018	Planned		Private	4,000,000	4,000,000	4,000,000	Q4, 2018	120	0.0	132	4	2	4	M	0	
13512	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	None	GLB14-102 SZ074 01C CM-GIL-0(212)S	Install fiber optic communication lines in existing conduits and add new CCTV cameras, traffic signal video detection, and controllers	2014	Planned		CMAQ Local	292,582 68,000	360,582	360,582	Q4, 2015	130	3.0	131	4	6	6	M	0	
6525	Town of Gilbert	None	GLB12-809	Design and construct bicycle crossings	2014	Planned		CMAQ Local	490,000 210,000	700,000	700,000	Q4, 2014	310	0.0	131	4	4	4	M	0	
10614	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	None	GLB11-101	Design bicycle crossing impovements	2014	Planned		Local	75,000	75,000	75,000	Q4, 2015	310	0.0	131	4	4	4	M	0	
15833	Consolidated/Ray, Eastern/Williams Field, Powerline/McQueen, Powerline/Val Vista, Powerline/Greenfield,	None	QNC14-402	Gilbert Bicycle Crossing Safety and Improvement Demonstration	2014	Planned		Local	255,000	255,000	838,000	Q4, 2015	310	0.0	131	3	6	6	M	0	
		None	GLB13-902	Gilbert Bicycle Crossing Safety and improvement demonstration Phase II Project	2014	Planned		CMAQ	583,000	583,000											

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10335	Eastern Canal at Baseline Rd, SRP Powerline at Guadalupe Rd, SRP Powerline and Elliot Road	None	GLB13-907D SL730 02D TEA-GIL-0(211)F	Design Pedestrian and Bicycle Mid-Block Crossings	2014	Planned		STP-TEA Local	198,030 11,970	210,000	795,334	Q4, 2016	320	0.0	900	4	0	0	M	0	
		None	GLB13-907C SL730 01C TEA-GIL-0(211)F	Construct Pedestrian and Bicycle Mid-Block Crossings	2015	Planned		STP-TEA Local	551,970 33,364	585,334											
14165	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	None	GLB09-724	Add 2 lanes in each direction	2014	Planned		Local	2,000,000	2,000,000	2,000,000	Q4, 2015	120	1.0	131	4	3	3	M	0	
45276	Various Locations - Town Wide	None	GLB13-105	Pedestrian Countdown Signal Heads- Phase 1	2013	Underway		HSIP-MAG	40,528	40,528	77,208	Q4, 2015	140	0.0	900	4	0	0	M	0	
		None	GLB14-104 SH545 01C HSIP-GIL-0(209)A	Pedestrian Countdown Signal Heads- Phase 2	2015	Planned		HSIP-MAG	36,680	36,680											
35992	Warner Rd: Claiborne Rd to Higley Rd	None	GLB05-113	Reconstruct roadway to add 2 through lanes in each direction	2014	Planned		Private	1,500,000	1,500,000	1,500,000	Q4, 2014	120	1.0	131	2	2	6	M	0	
14677	Warner Rd: Higley Rd to Recker Rd	None	GLB08-714	Add 2 lanes in each direction	2015	Planned		Private	3,000,000	3,000,000	3,000,000	Q4, 2015	120	1.0	131	3	2	6	M	0	
49603	Warner Rd: Recker Rd to Power Rd	None	GLB03-910	Reconstruct roadway to add 2 through lanes in each direction	2018	Planned		Private	5,000,000	5,000,000	5,000,000	Q4, 2018	120	1.0	131	3	2	6	M	0	

Glendale

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38460	55th Avenue Widening for Bike Lanes and Sidewalk	None	GLN16-403	Widen roadway to add sidewalk, curb and gutter and bicycle lanes	2016	Planned		CMAQ Local	159,266 19,627	178,893	178,893	Q4, 2016	310	0.1	140		0	0	M	0	
23969	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	None	GLN12-101-X	Design to connect seven intersections	2012	Underway		Local	210,000	210,000	1,291,664	Q4, 2015	130	3.0	131	3	0	0	M	0	
		None	GLN14-101 SZ076 01C CM-GLN-0(241)T	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	2016	Deferred		CMAQ Local	904,164 177,500	1,081,664											
30493	Citywide	None	GLN16-402	Installation of count stations and travel time data collectors at key intersections and develop a database and GUI to manage, query, and present the data.	2016	Planned		CMAQ Local	555,470 33,576	589,046	589,046	Q4, 2016	130	0.0	900		0	0	M	0	
42997	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	None	GLN09-610R SS889 01C CM-GLN-0(230)A	Construct Pedestrian Improvements	2014	Planned		CMAQ Local	315,721 237,759	553,480	553,480	Q4, 2014	320	0.3	131	4	4	4	M	0	
36051	Grand Canal in west Glendale, from Loop 101 to New River	None	GLN08-802 SL619 01C TEA-GLN-0(203)A	Construct a 1.5-mile multi-use pathway	2014	Planned		STP-TEA Local	500,000 30,223	530,223	670,437	Q4, 2015	310	1.0	800	2	0	0	M	0	
		None	GLN08-802C2 SL619 01C TAP-GLN-0(203)A	Construct multi-use pathway	2014	Planned		TAP-MAG Local	132,222 7,992	140,214											
36644	Maryland Ave, 95th Ave to 99th Ave	None	GLN17-401	Install 4-lane control signal bridges with overhead signsfor dynamic assignment of lanes along Maryland Ave between 95th and 99th aves. Install dynamic message signs for both east and westbound traff	2017	Planned		CMAQ Local	1,222,193 73,876	1,296,069	1,296,069	Q4, 2017	130	0.0	900		0	0	M	0	
15088	Maryland Avenue: 67th-69th & 79th-83rd Avenues	None	GLN11-704 SL671 01C TEA-GLN-0(220)A	Spot Improvements on Maryland Avenue for Bike Lanes	2014	Deferred		STP-TEA Local	369,276 22,321	391,597	391,597	Q4, 2014	120	0.0	140	5	0	0	M	0	
45033	Myrtle Avenue	None	GLN12-102D SF015 02D TAP-GLN-0(239)T	Design Sidewalk Improvements	2014	Planned		TAP-MAG Local	137,018 8,282	145,300	651,710	Q2, 2017	320	0.0	140	5	2	2	M	0	
		None	GLN12-102C SF015 01C SRS-GLN-0(239)T	Construct Sidewalk Improvements	2015	Planned		SRTS Local	400,000 106,410	506,410											

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16136	Thunderbird Paseo Neighborhood Connections to Shared Use Pathway	None	GLN16-404	Construct multiuse pathway access improvements, ,the addition of seating elements, drainage apron enhancements, and specialized, unique signage. At the Skunk Creek connections brick pavers with retai	2016	Planned		CMAQ Local	107,832 10,517	118,349	118,349	Q4, 2016	310	0.0	800		0	0	M	0	
26720	New River North Shared Use Pathway	None	GLN16-405	Construct multiuse path and cannal crossing	2016	Planned		CMAQ Local	330,850 39,998	370,848	370,848	Q4, 2016	310	0.3	800		0	0	M	0	
12553	Various Locations	None	GLN16-401	Installation of conduit, fiber optic cable, communications equipment and CCTV cameras at intersections	2016	Planned		CMAQ Local	904,728 54,687	959,415	959,415	Q4, 2016	130	0.0	900		0	0	M	0	

Goodyear

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1627	Citywide	None	GDY13-901 SZ069 01C/02D CM-GDY-0(206)T	Design and construction of fiber optic interconnect in existing conduit for traffic management through video surveillance and data collection	2014	Planned		CMAQ Local	700,000 42,000	742,000	742,000	Q4, 2015	130	15.0	131	7	0	0	M	0	
15005	Indian School Road - SR303 to Sarival	None	GDY17-401	Construct New Roadway	2017	Planned		Local	1,127,295	1,127,295	1,127,295	Q3, 2017	120	1.0	131	4	2	4	M	0	
46357	McDowell Rd: Citrus Rd to PebbleCreek Parkway, and Cotton Lane intersections with Van Buren Street, the I-10 eastbound front	None	GDY12-801 SS983 01C CM-GDY-0(205)T	Design and construct fiber-optic interconnection for traffic signals and video	2014	Planned		CMAQ Private	588,809 35,591	624,400	624,400	Q4, 2014	130	3.0	131	2	4	4	M	0	
15198	Sarival: Van Buren to Portland	None	GDY13-910	Street Improvement - Add second north bound lane and relocate power poles	2015	Planned		Local	1,200,000	1,200,000	1,200,000	Q4, 2015	120	1.0	131	4	3	4	M	0	
5582	SR303: McDowell Rd to Camelback	None	GDY15-461	Procure and install fiber and switch hardware	2015	Planned		CMAQ Local	219,876 13,291	233,167	233,167	Q4, 2015	130	3.0	115		0	0	M	0	
24850	Van Buren - 161st Avenue to Sarival	None	GDY09-901	Street Improvement - Add second west bound lane	2016	Planned		Local	480,000	480,000	480,000	Q4, 2016	120	1.0	131	4	3	4	M	0	
27007	Van Buren Street - Estrella Parkway to Cotton Lane	None	GDY12-101	Design project for traffic signal connection to three existing and one future traffic signal and install CCTV cameras	2014	Planned		Local	50,000	50,000	1,050,027	Q4, 2015	130	2.0	131	4	0	0	M	0	
		None	GDY14-101	Construct traffic signal connection to three existing and one future traffic signal and install CCTV cameras	2015	Planned		CMAQ Local	749,164 250,863	1,000,027											
7388	Van Buren: Estrella Parkway to 158th Avenue	None	GDY10-902	Street Improvement - Widen south side of Van Buren with second lane. Relocate RID facility	2016	Planned		Local	1,750,000	1,750,000	1,750,000	Q4, 2016	120	1.0	131	4	3	5	M	0	
17952	Various locations	None	GDY17-402	Purchase and install approximately 5,500 LF of 2-2" conduits, 5,500 3" conduit, 15,000 LF of 96 strand SMFO cable, 8 fiber optic splice enclosures, 7 field hardened Ethernet switches, 7 video codecs a	2017	Planned		CMAQ Local	820,001 49,566	869,567	869,567	Q4, 2017	130	0.0	900		0	0	M	0	

Litchfield Park

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23939	6' Sidewalk on Old Litchfield Road	None	LPK17-401	Construct sidewalk and related ADA upgrades with landscaping.	2017	Planned		CMAQ Local	213,911 30,430	244,341	244,341	Q4, 2017	310	0.5	132		0	0	M	0	
14219	Various Locations - Citywide	None	LPK12-100	Sign Inventory Management System and Sign Upgrades - Phase 1	2012	Completed		HSIP-MAG	105,000	105,000	205,000	Q4, 2015	140	0.0	900		0	0	M	0	
		None	LPK13-100 SH549 01C HSIP-LPK-0(203)A	Sign Inventory Management System and Sign Upgrades - Phase 2	2014	Planned		HSIP-MAG	55,000	55,000											
		None	LPK14-100 SH549 01C HSIP-LPK-0(203)A	Sign Inventory Management System and Sign Upgrades - Phase 3	2014	Planned		HSIP-MAG	45,000	45,000											

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
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23273	Regionwide	None	MAG11-708	Transportation planning and air quality studies and support	2011	Completed		STP-MAG Local	4,200,000 260,000	4,460,000	4,460,000		900	0.0	900		0	0	M	0	
35055	Regionwide	None	MAG11-705	Purchase PM-10 certified street sweepers	2011	Completed		CMAQ Local	900,000 54,401	954,401	954,401	Q4, 2014	420	0.0	900	4	0	0	M	0	
20556	Regionwide	None	MAG11-702	Travel reduction program	2011	Completed		CMAQ	135,000	135,000	135,000	Q4, 2015	420	0.0	900	4	0	0	M	0	
31336	Regionwide	None	MAG11-706	Regional rideshare and telework program	2011	Completed		CMAQ	274,565	274,565	274,565	Q4, 2014	420	0.0	900	4	0	0	M	0	
19975	Regionwide	None	MAG11-707	Trip reduction program	2011	Completed		CMAQ	217,500	217,500	217,500	Q4, 2014	420	0.0	900	4	0	0	M	0	
23273	Regionwide	None	MAG12-114	Transportation planning and air quality studies and support	2012	Completed		STP-MAG Local	4,500,000 272,004	4,772,004	4,772,004		900	0.0	900		0	0	M	0	
35055	Regionwide	None	MAG12-807	Purchase PM-10 certified street sweepers	2012	Completed		CMAQ	1,439,403	1,439,403	1,439,403	Q4, 2014	420	0.0	900	4	0	0	M	0	
20556	Regionwide	None	MAG12-804	Travel reduction program	2012	Completed		CMAQ	135,000	135,000	135,000	Q4, 2015	420	0.0	900	4	0	0	M	0	
31336	Regionwide	None	MAG12-808	Regional rideshare and telework program	2012	Completed		CMAQ	660,000	660,000	660,000	Q4, 2014	420	0.0	900	4	0	0	M	0	
19975	Regionwide	None	MAG12-810	Trip reduction program	2012	Completed		CMAQ	910,000	910,000	910,000	Q4, 2014	420	0.0	900	4	0	0	M	0	
23273	Regionwide	None	MAG13-101	Transportation planning and air quality studies and support	2013	Underway		STP-MAG Local	4,800,000 290,138	5,090,138	5,090,138		900	0.0	900		0	0	M	0	
35055	Regionwide	None	MAG13-807	Purchase PM-10 certified street sweepers	2013	Underway		CMAQ Local	900,000 54,401	954,401	954,401	Q4, 2014	420	0.0	900	4	0	0	M	0	
20556	Regionwide	None	MAG13-804	Travel reduction program	2013	Underway		CMAQ	135,000	135,000	135,000	Q4, 2015	420	0.0	900	4	0	0	M	0	
31336	Regionwide	None	MAG13-808	Regional rideshare and telework program	2013	Underway		CMAQ	660,000	660,000	660,000	Q4, 2014	420	0.0	900	4	0	0	M	0	
19975	Regionwide	None	MAG13-810	Trip reduction program	2013	Underway		CMAQ	982,652	982,652	982,652	Q4, 2014	420	0.0	900	4	0	0	M	0	
23273	Regionwide	None	MAG14-107	Transportation planning and air quality studies and support	2014	Planned		STP-MAG Local	5,100,000 308,271	5,408,271	5,408,271		900	0.0	900		0	0	M	0	
35055	Regionwide	None	MAG14-103	Purchase PM-10 certified street sweepers	2014	Planned		CMAQ Local	900,000 54,401	954,401	954,401	Q4, 2014	420	0.0	900	4	0	0	M	0	
31336	Regionwide	None	MAG14-104	Regional rideshare and telework program	2014	Planned		CMAQ	660,000	660,000	660,000	Q4, 2014	420	0.0	900	4	0	0	M	0	
20556	Regionwide	None	MAG14-105	Travel reduction program	2014	Planned		CMAQ	135,000	135,000	135,000	Q4, 2015	420	0.0	900	4	0	0	M	0	
19975	Regionwide	None	MAG14-106	Trip reduction program	2014	Planned		CMAQ	962,347	962,347	962,347	Q4, 2014	420	0.0	900	4	0	0	M	0	

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23273	Regionwide	None	MAG15-431	Purchase PM-10 Certified Street Sweepers	2015	Planned		CMAQ Local	1,530,297 92,499	1,622,796	10,140,429		900	0.0	900		0	0	M	0	
		None	MAG15-432	Regional Rideshare and Telework Program	2015	Planned		CMAQ	660,000	660,000											
		None	MAG15-433	Travel Reduction Program	2015	Planned		CMAQ	135,000	135,000											
		None	MAG15-434	Trip Reduction Program	2015	Planned		CMAQ	962,347	962,347											
		None	MAG16-435	Transportation planning and air quality studies and support	2016	Planned		STP-MAG Local	5,700,000 -5,700,000	0											
		None	MAG16-431	Purchase PM-10 Certified Street Sweepers	2016	Planned		CMAQ Local	1,530,297 92,499	1,622,796											
		None	MAG16-432	Regional Rideshare and Telework Program	2016	Planned		CMAQ	660,000	660,000											
		None	MAG16-433	Travel Reduction Program	2016	Planned		CMAQ	135,000	135,000											
		None	MAG16-434	Trip Reduction Program	2016	Planned		CMAQ	962,347	962,347											
		None	MAG17-435	Transportation planning and air quality studies and support	2017	Planned		STP-MAG Local	6,000,000 -6,000,000	0											
		None	MAG18-431	Purchase PM-10 Certified Street Sweepers	2017	Planned		CMAQ Local	1,530,297 92,499	1,622,796											
		None	MAG17-432	Regional Rideshare and Telework Program	2017	Planned		CMAQ	660,000	660,000											
		None	MAG17-433	Travel Reduction Program	2017	Planned		CMAQ	135,000	135,000											
		None	MAG17-434	Trip Reduction Program	2017	Planned		CMAQ	962,347	962,347											
		None	MAG18-435	Transportation planning and air quality studies and support	2018	Planned		STP-MAG Local	6,300,000 -6,300,000	0											
18870	Regionwide	None	MAG18-430	MAG Air Quality & Travel Demand Management Programs	2018	Planned		CMAQ	6,667,174	6,667,174	6,667,174	Q4, 2018	420	0.0	900		0	0	M	0	

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21487	Bolwin Road: Hartman Rd to Murphy Rd	None	MAR17-402	Design Roadway Paving	2017	Planned		Local	250,000	250,000	2,750,000	Q4, 2018	120	1.0	131		2	2	P	0	1200
		None	MAR18-401	Construct Roadway Paving	2018	Planned		Local	2,500,000	2,500,000											
11728	Garvey Avenue Extension to SR238	None	MAR15-404	Design New Roadway	2015	Planned		Local	337,500	337,500	2,587,500	Q4, 2016	120	0.8	131		0	2	P	0	1200
		None	MAR15-405	Construct New Roadway	2016	Planned		Local	2,250,000	2,250,000											
39426	Hartman Road: Honeycutt Rd to Bowlin Rd	None	MAR17-403	Design Roadway Improvements	2017	Planned		Local	250,000	250,000	2,750,000	Q4, 2018	120	1.0	131		2	3	P	0	1200
		None	MAR18-402	Construct Roadway Improvements	2018	Planned		Local	2,500,000	2,500,000											
24269	Honeycutt Road: Porter Rd to White and Parker Road	None	MAR14-401	Design New Roadway	2014	Planned		Local	450,000	450,000	3,000,000	Q4, 2015	120	1.0	131		2	4	P	0	1200
		None	MAR15-401	Construct New Roadway	2015	Planned		Local	2,550,000	2,550,000											
34028	John Wayne Parkway - SR347	None	MAR14-402	Construct Sidewalks	2014	Planned		STP-TEA Local	781,000 47,208	828,208	828,208	Q4, 2014	320	0.7	301		0	0	P	0	1200
1969	MCG Highway: Porter Road to White and Parker	None	MAR14-403	Design Roadway Widening	2014	Planned		Local	400,000	400,000	4,330,000	Q4, 2015	120	1.0	131		2	4	P	0	1200
		None	MAR14-404	Acquisition of right-of-way for roadway widening	2014	Planned		Local	382,000	382,000											
		None	MAR15-402	Construct Roadway Widening	2015	Planned		STP-MAG Local	540,000 3,008,000	3,548,000											
29668	MCG Highway: White and Parker to East City Limits	None	MAR15-406	Design Roadway Widening	2015	Planned		Local	2,232,750	2,232,750	14,885,000	Q4, 2017	120	1.0	131		2	4	P	0	1200
		None	MAR17-401	Construct Roadway Widening	2017	Planned		Local	12,652,250	12,652,250											
6329	SR 347 at SR 238	None	MAR14-405	Construct Sidewalks	2014	Planned		STP-TEA Local	343,000 20,733	363,733	363,733	Q4, 2015	320	0.7	301		0	0	P	0	1200
42208	SR347: Union Pacific Railroad Overpass	None	MAR17-404	Design Overpass	2017	Planned		Local	3,000,000	3,000,000	33,000,000	Q4, 2018	120	1.0	131		3	3	P	0	1200
		None	MAR18-403	Construct Overpass	2018	Planned		Local	30,000,000	30,000,000											
43786	White and Parker Rd: South of Honeycutt to Cowpath Rd	None	MAR14-406	Design Roadway Widening	2014	Planned		Local	500,000	500,000	2,500,000	Q4, 2015	120	1.0	131		2	4	P	0	1200
		None	MAR15-403	Construct Roadway Widening	2015	Planned		Local	2,000,000	2,000,000											

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20230	Avondale Blvd at MC 85: RR and Intersection modifications	None	MMA13-190	Design Rail Safety Improvements	2013	Underway		HSIP-RGC Local	100,000 90,455	190,455	2,237,455	Q2, 2015	140	0.1	131		4	4	M	0	
		None	MMA14-190	Acquisition of right-of-way for Rail Safety Improvemetns	2014	Planned		HSIP-RGC Local	62,000 38,000	100,000											
		None	MMA15-190	Construction for Rail Safety Improvements	2015	Planned		HSIP-RGC Local	946,075 1,000,925	1,947,000											
21955	Regionwide	None	MMA14-101 SZ065 01C CM-MMA-0(242)D	Upgrade the Regional Archive Data Center Equipment and Systems to enhance archiving capacity and the utility of real time traffic data.	2014	Planned		CMAQ Local	125,937 58,500	184,437	184,437	Q4, 2014	130	0.0	900	3	0	0	M	0	
28557	Bell Road	None	MMA15-431D	Design adaptive signal control	2013	Underway		CMAQ Local	300,000 18,134	318,134	2,773,134	Q4, 2015	130	7.0	131		0	0	M	0	
		None	MMA15-461 SZ087 01C CM-MMA-0(246)D	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	2015	Planned		CMAQ Local	2,315,065 139,935	2,455,000											
27564	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	None	MMA11-719	Construct new bridge and road across the Agua Fria River	2015	Planned		Local	25,000,000	25,000,000	25,000,000	Q4, 2017	120	1.0	140	7	0	4	M	0	
16453 ACI-DOB-10-03	Dobson Road Bridge over the Salt River	ALCP	MMA08-810	Pre-Design roadway widening	2009	Completed		Local	47,969	47,969	47,801,952	Q2, 2022	120	1.6	131	4	0	6	M	0	
		ALCP	MMA08-810PZ	Pre-Design roadway widening	2009	Completed		Local	643,983	643,983											
		ALCP		Design roadway widening	2019	Planned		Local	4,000,000	4,000,000											
		ALCP		Acquisition of right-of-way for roadway widening	2020	Planned		STP-MAG Local	2,800,000 1,200,000	4,000,000											
		ALCP		Construct roadway widening	2021	Planned		STP-MAG Local	12,886,199 5,613,801	18,500,000											
		ALCP		Construct roadway widening	2022	Planned		STP-MAG Local	2,946,203 17,663,797	20,610,000											

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28135 ACI-ELM-10-03-A	El Mirage Rd: Bell Rd to Deer Valley Drive	ALCP	MMA10-819RWZ5	Acquisition of right-of-way for roadway widening	2003	Completed		RARF Local	207,188 88,795	295,983	22,825,506	Q3, 2010	120	3.0	131	4	2	4	M	0	
		ALCP	MMA10-819RWZ4	Acquisition of right-of-way for roadway widening	2004	Completed		RARF Local	207,188 88,795	295,983											
		ALCP	MMA10-819RWZ3	Acquisition of right-of-way for roadway widening	2005	Completed		RARF Local	207,188 88,795	295,983											
		ALCP	MMA 300-07AD	Design roadway widening	2006	Completed		RARF Local	150,879 102,787	253,666											
		ALCP	MMA10-819RWZ2	Acquisition of right-of-way for roadway widening	2006	Completed		RARF Local	207,188 88,795	295,983											
		ALCP	MMA310-07AD	Design roadway widening	2007	Completed		RARF Local	150,879 102,787	253,666											
		ALCP	MMA10-819RWZ	Acquisition of right-of-way for roadway widening	2007	Completed		RARF Local	207,188 88,795	295,983											
		ALCP	MMA-08-931	Design roadway widening	2008	Completed		RARF Local	150,879 102,787	253,666											
		ALCP	MMA-09-932	Design roadway widening	2009	Completed		RARF Local	150,879 102,787	253,666											
		ALCP	MMA10-801	Construct roadway widening	2010	Completed		RARF Local	2,561,354 1,097,723	3,659,077											
		ALCP	MMA11-107C2Z	Construct roadway widening	2011	Completed		RARF Local	4,862,623 2,083,981	6,946,605											
		ALCP	MMA11-107CZ	Construct roadway widening	2011	Completed		RARF Local	4,862,623 4,862,623	9,725,246											
7162 ACI-ELM-20-03-A	El Mirage Rd: Bell Road to Picerne Drive	ALCP	MMA11-116DZ	Design roadway widening	2011	Completed		Local	83,827	83,827	7,012,820	Q4, 2014	120	0.5	131	4	4	10	M	0	
		ALCP	MMA11-116RWZ	Acquisition of right-of-way for roadway widening	2011	Completed		Local	838,268	838,268											
		ALCP	MMA12-116DZ	Design roadway widening	2012	Completed		Local	125,740	125,740											
		ALCP	MMA12-116RWZ	Acquisition of right-of-way for roadway widening	2012	Completed		Local	838,268	838,268											
		ALCP	MMA12-116D2Z	Design roadway widening	2013	Completed		Local	83,827	83,827											
		ALCP	MMA13-116RWZ	Acquisition of right-of-way for roadway widening	2013	Completed		Local	838,268	838,268											
		ALCP	MMA13-116CZ	Construct roadway widening	2013	Completed		Local	1,634,623	1,634,623											
		ALCP	MMA14-116CZ	Construct roadway widening	2014	Completed		Local	2,570,000	2,570,000											

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38335 ACI-ELM-20-03-D	El Mirage Rd: Northern Avenue to Peoria Avenue	ALCP	MMA13-114RWZ	Acquisition of right-of-way for roadway widening	2013	Underway		RARF Local	1,033,672 443,002	1,476,675	14,753,045	Q1, 2015	120	2.0	131	4	2	6	M	0	
		ALCP	MMA14-114RWZ	Acquisition of right-of-way for roadway widening	2013	Underway		RARF Local	471,008 201,861	672,869											
		ALCP	MMA13-114RW2Z	Acquisition of right-of-way for roadway widening	2014	Underway		RARF Local	1,033,672 443,002	1,476,675											
		ALCP	MMA14-114CZ	Construct roadway widening	2014	Planned		RARF Local	3,894,389 1,669,024	5,563,413											
		ALCP	MMA15-114CZ	Construct roadway widening	2015	Planned		RARF Local	3,894,389 1,669,024	5,563,413											
27876	Frank Llyod Wright Blvd & Loop 101	None	MMA14-104SCT	Construct/Install adaptive traffic control	2014	Planned		CMAQ Local	36,328 14,522	50,850	50,850	Q4, 2015	130	3.0	900	4	0	0	M	0	
269	Various Low Volume Roads	None	MMA11-114	Design work for Pave Dirt Roads	2013	Underway		CMAQ Local	282,900 17,100	300,000	1,585,000	Q1, 2015	420	4.0	900	7	2	2	M	0	
		None	MMA12-103	Right of way acquistion	2013	Committed		Local	100,000	100,000											
		None	MMA14-103 SZ066 01C CM-MMA-0(243)D	Construct/Pave Dirt Roads	2015	Planned		CMAQ Local	1,117,455 67,545	1,185,000											
18552 ACI-GIL-20-03	Gilbert Road Bridge over the Salt River	ALCP	MMA08-811	Pre-Design roadway widening	2009	Completed		Local	641,512	641,512	42,485,495	Q2, 2016	120	1.6	131	4	4	6	M	0	
		ALCP	MMA08-811PZ2	Pre-Design roadway widening	2009	Completed		Local	643,983	643,983											
		ALCP	MMA17-103DZ	Design roadway widening	2017	Planned		STP-MAG Local	2,800,000 1,200,000	4,000,000											
		ALCP		Construct roadway widening	2019	Planned		STP-MAG Local	2,800,000 1,200,000	4,000,000											
		ALCP		Construct roadway widening	2020	Planned		STP-MAG Local	8,404,747 24,795,253	33,200,000											
4586	MC 85 at 83rd Ave	None	MMA15-402	Construct roadway and drainage improvements at intersection	2015	Planned		Local	11,625,000	11,625,000	11,625,000	Q3, 2018	121	5.0	131	4	4	4	M	0	
1425	MC 85, 75th Ave to Litchfield Rd	None	MMA12-101	Design ITS traffic management capabilities along MC 85	2013	Underway		Local	242,000	242,000	1,662,000	Q4, 2015	130	5.0	131	4	0	0	M	0	
		None	MMA14-102 SZ021 01C CM-MMA-0(237)A	Construct/Install ITS traffic management capabilities along MC 85	2014	Planned		CMAQ Local	781,456 638,544	1,420,000											
25204	McDowell Rd: 76th St to Usery Pass Rd	None	MMA15-441C SZ090 01C CM-MMA-0(247)D	Construct bike lanes	2015	Planned		CMAQ Local	556,747 71,920	628,667	628,667	Q4, 2015	310	2.1	900		0	0	M	0	

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8868 ACI-MCK-40-03	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	ALCP	MMA08-813	Pre-Design roadway widening	2009	Completed		RARF Local	0 628,553	628,553	57,607,345	Q2, 2023	120	2.0	131	3	4	6	M	0	
		ALCP	MMA13-105PDZ	Pre-design for roadway widening	2013	Underway		STP-MAG Local	581,000 249,000	830,000											
		ALCP	MMA17-105DZ	Design roadway widening	2017	Planned		STP-MAG Local	262,974 112,703	375,677											
		ALCP	MMA17-105RWZ	Acquisition of right-of-way for roadway widening	2017	Planned		STP-MAG Local	400,091 171,468	571,558											
		ALCP	MMA18-105DZ	Design roadway widening	2018	Planned		STP-MAG Local	262,974 112,703	375,677											
		ALCP	MMA18-105RWZ	Acquisition of right-of-way for roadway widening	2018	Planned		STP-MAG Local	400,091 171,468	571,558											
		ALCP	MMA18-105CZ	Construct roadway widening	2018	Planned		Local	5,696,212	5,696,212											
		ALCP	MMA18-105CZ	REIMBURSEMENT:: Construct roadway widening	2018	Planned		STP-MAG Local	4,708,914 -4,708,914	0											
		ALCP		Construct roadway widening	2019	Planned		STP-MAG Local	2,000,000 5,363,607	7,363,607											
		ALCP		Project savings for roadway widening	2020	Planned		STP-MAG Local	14,567,434 6,243,186	20,810,620											
		ALCP		Project savings for roadway widening	2020	Planned		STP-MAG Local	6,830,089 2,927,181	9,757,270											
		ALCP		Project savings for roadway widening	2020	Planned		STP-MAG Local	4,000,000 1,714,286	5,714,286											
		ALCP		Project savings for roadway widening	2020	Planned		STP-MAG Local	3,438,629 1,473,698	4,912,327											
12163 ACI-MCK-30-03	McKellips Road Bridge over the Salt River	ALCP	MMA08-812	Pre-Design roadway widening	2009	Completed		Local	925,087	925,087	28,343,093	Q4, 2028	120	0.8	131	3	4	6	M	0	
		ALCP		Design roadway widening	2025	Planned		Local	459,142	459,142											
		ALCP		Design roadway widening	2026	Planned		Local	459,142	459,142											
		ALCP		Acquisition of right-of-way for roadway widening	2026	Planned		STP-MAG Local	1,339,896 574,241	1,914,136											
		ALCP		Acquisition of right-of-way for roadway widening	2027	Planned		STP-MAG Local	1,339,896 574,241	1,914,136											
		ALCP		Construct roadway widening	2027	Planned		STP-MAG Local	5,662,478 5,673,246	11,335,724											
		ALCP		Construct roadway widening	2028	Planned		STP-MAG Local	5,662,478 5,673,246	11,335,724											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
15820	New River Area	None	MMA15-434D	Design paving project	2013	Underway		CMAQ Local	220,000 13,298	233,298	2,433,298	Q4, 2016	420	4.4	900		4	4	M	0	
		None	MMA15-434C SZ085 01C CM-MMA-0(244)D	Pave seven various dirt roads (Phase 1)	2015	Planned		CMAQ Local	1,072,645 64,836	1,137,481											
		None	MMA15-434C2	Pave seven various dirt roads (Phase 2)	2016	Planned		CMAQ Local	1,001,955 60,564	1,062,519											
17909 ACI-NOR-10-03-F	Northern Parkway: Corridorwide ROW Protection	ALCP	MMA14-119RWZ	Acquisition of right-of-way for roadway widening	2014	Underway		Local	300,000	300,000	1,200,000	Q2, 2016	120	12.5	131	3	0	0	M	0	
		ALCP	MMA14-119RWZ	REIMBURSEMENT:: Acquisition of right-of-way for roadway widening	2014	Underway		STP-MAG Local	350,000 -350,000	0											
		ALCP	MMA15-119RWZ	Acquisition of right-of-way for roadway widening	2015	Underway		Local	800,000	800,000											
		ALCP	MMA15-119RWZ	REIMBURSEMENT:: Acquisition of right-of-way for roadway widening	2015	Underway		STP-MAG Local	350,000 -350,000	0											
		ALCP	MMA16-119RWZ	Acquisition of right-of-way for roadway widening	2016	Underway		Local	100,000	100,000											
		ALCP	MMA16-119RWZ	REIMBURSEMENT:: Acquisition of right-of-way for roadway widening	2016	Underway		STP-MAG Local	700,000 -700,000	0											
25274 ACI-NOR-20-03-H	Northern Parkway: Corridorwide ROW Protection	ALCP	MMA17-121RWZ	Acquisition of right-of-way for roadway widening	2017	Planned		Local	425,000	425,000	4,250,000	Q2, 2026	120	12.5	131	3	0	0	M	0	
		ALCP	MMA18-121RWZ	Acquisition of right-of-way for roadway widening	2018	Planned		Local	425,000	425,000											
		ALCP		Acquisition of right-of-way for roadway widening	2019	Planned		Local	425,000	425,000											
		ALCP		Acquisition of right-of-way for roadway widening	2020	Planned		Local	425,000	425,000											
		ALCP		Acquisition of right-of-way for roadway widening	2021	Planned		Local	425,000	425,000											
		ALCP		Acquisition of right-of-way for roadway widening	2022	Planned		Local	425,000	425,000											
		ALCP		Acquisition of right-of-way for roadway widening	2023	Planned		Local	425,000	425,000											
		ALCP		Acquisition of right-of-way for roadway widening	2024	Planned		Local	425,000	425,000											
		ALCP		Acquisition of right-of-way for roadway widening	2025	Planned		Local	425,000	425,000											
		ALCP		Acquisition of right-of-way for roadway widening	2026	Planned		Local	425,000	425,000											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
26961 ACI-NOR-10-03-E	Northern Parkway: Dysart Overpass	ALCP	MMA14-113D2Z	Design roadway widening and overpass	2015	Planned		Local	800,000	800,000	19,417,642	Q2, 2017	120	0.1	131	3	0	4	M	0	
		ALCP	MMA14-113D2Z	REIMBURSEMENT:: Design roadway widening and overpass	2015	Planned		STP-MAG Local	200,000 -200,000	0											
		ALCP	MMA16-113DZ	Design roadway widening and overpass	2016	Planned		Local	870,914	870,914											
		ALCP	MMA16-113DZ	REIMBURSEMENT:: Design roadway widening and overpass	2016	Planned		STP-MAG Local	2,449,399 -2,449,399	0											
		ALCP	MMA16-113CZ	Construct roadway widening and overpass	2016	Planned		Local	9,580,858	9,580,858											
		ALCP	MMA16-113CZ	REIMBURSEMENT:: Construct roadway widening and overpass	2016	Planned		STP-MAG Local	10,000,000 -10,000,000	0											
		ALCP	MMA16-113CZ2	Construct roadway widening and overpass	2016	Planned		Local	8,165,870	8,165,870											
		ALCP	MMA16-113CZ2	REIMBURSEMENT:: Construct roadway widening and overpass	2016	Planned		STP-MAG Local	10,707,494 -10,707,494	0											

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33360 ACI-NOR-10-03-B	Northern Parkway: Dysart to 111th	ALCP	MMA11-923	Design roadway widening	2012	Completed		STP-MAG Local	1,770,367 758,729	2,529,096	24,835,184	Q2, 2015	120	2.5	131	3	2	4	M	0	
		ALCP	MMA11-922	Acquisition of right-of-way for roadway widening	2012	Completed		STP-MAG Local	686,731 294,313	981,044											
		ALCP	MMA11-923D2	Design bridge construction and roadway widening	2013	Underway		STP-MAG Local	651,204 2,074,942	2,726,146											
		ALCP	MMA13-118RW3Z	Acquisition of right-of-way for roadway widening	2013	Underway		STP-MAG Local	1,995,077 515,507	2,510,584											
		ALCP	MMA13-118RWZ	Acquisition of right-of-way for roadway widening	2013	Underway		Local	170,706	170,706											
		ALCP	MMA13-118RWZ	REIMBURSEMENT:: Acquisition of right-of-way for roadway widening	2013	Underway		STP-MAG Local	1,412,066 -1,412,066	0											
		ALCP	MMA13-118RW2Z	Acquisition of right-of-way for roadway widening	2014	Underway		Local	233,752	233,752											
		ALCP	MMA13-118RW2Z	REIMBURSEMENT:: Acquisition of right-of-way for roadway widening	2014	Underway		STP-MAG Local	1,933,575 -1,933,575	0											
		ALCP	MMA14-113CX	Construct roadway widening	2014	Planned		Local	4,740,177	4,740,177											
		ALCP	MMA14-113CX	REIMBURSEMENT:: Construct roadway widening	2014	Planned		STP-MAG Local	5,530,207 -5,530,207	0											
		ALCP	MMA15-113C2X	Construct bridge and roadway widening	2015	Planned		Local	6,709,404	6,709,404											
		ALCP	MMA15-113C2X	REIMBURSEMENT:: Construct bridge and roadway widening	2015	Planned		STP-MAG Local	7,827,638 -7,827,638	0											
		ALCP	MMA15-113CX	Construct roadway widening	2015	Planned		Local	4,234,275	4,234,275											
		ALCP	MMA15-113CX	REIMBURSEMENT:: Construct roadway widening	2015	Planned		STP-MAG Local	4,939,987 -4,939,987	0											
948 ACI-NOR-20-03-A	Northern Parkway: El Mirage Alternative Access	ALCP	MMA18-120DZ	Design roadway widening	2018	Planned		Local	338,664	338,664	3,718,862	Q4, 2020	120	12.5	131	3	0	2	M	0	
		ALCP	MMA18-120DZ	REIMBURSEMENT:: Design roadway widening	2018	Planned		STP-MAG Local	174,176 -174,176	0											
		ALCP	MMA18-120RWZ	Acquisition of right-of-way for roadway widening	2018	Planned		Local	545,912	545,912											
		ALCP	MMA18-120RWZ	REIMBURSEMENT:: Acquisition of right-of-way for roadway widening	2018	Planned		STP-MAG Local	563,535 -563,535	0											
		ALCP		Construct roadway widening	2019	Planned		STP-MAG Local	2,177,198 657,088	2,834,286											

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13099 ACI-NOR-10-03-G	Northern Parkway: Interim Construction	ALCP	MMA18-122CZ	Construct interim roadway	2018	Planned		STP-MAG Local	13,081,161 2,893,892	15,975,053	23,630,246	Q2, 2021	120	0.0	131	3	0	0	M	0	
		ALCP		Construct interim roadway	2019	Planned		STP-MAG Local	2,078,747 891,253	2,970,000											
		ALCP		Construct interim roadway	2020	Planned		STP-MAG Local	2,719,635 1,165,165	3,884,800											
		ALCP		Construct interim roadway	2021	Planned		Local	800,393	800,393											
4620 ACI-NOR-10-03-D	Northern Parkway: Northern Avenue at Loop 101	ALCP	MMA14-112DZ	Design intersection improvement	2014	Planned		Local	948,624	948,624	8,849,137	Q2, 2016	120	0.5	131	3	4	6	M	0	
		ALCP	MMA14-112DZ	REIMBURSEMENT:: Design intersection improvement	2014	Planned		STP-MAG Local	800,660 -800,660	0											
		ALCP	MMA15-112DZ	Design roadway widening and overpasses	2015	Planned		Local	454,932	454,932											
		ALCP	MMA15-112DZ	REIMBURSEMENT:: Design roadway widening and overpasses	2015	Planned		STP-MAG Local	300,000 -300,000	0											
		ALCP	MMA14-112RWZ	Acquisition of right-of-way for roadway widening	2015	Planned		Local	2,005,404	2,005,404											
		ALCP	MMA14-112RWZ	REIMBURSEMENT:: Acquisition of right-of-way for roadway widening	2015	Planned		STP-MAG Local	2,339,638 -2,339,638	0											
		ALCP	MMA15-112CZ	Construct intersection improvement	2016	Planned		STP-MAG Local	2,008,124 860,625	2,868,749											
		ALCP	MMA15-112CZ2	Construct intersection improvement	2016	Planned		Local	2,571,428	2,571,428											
		ALCP	MMA15-112CZ2	REIMBURSEMENT:: Construct intersection improvement	2016	Planned		STP-MAG Local	3,000,000 -3,000,000	0											
43901 ACI-NOR-10-03-C	Northern Parkway: Reems and Litchfield Overpasses	ALCP	MMA12-117DZ	Design roadway widening	2012	Completed		STP-MAG Local	347,606 253,827	601,433	13,096,071	Q2, 2014	120	0.2	131	3	0	4	M	0	
		ALCP	MMA13-117C2Z	Construct roadway widening	2013	Underway		STP-MAG Local	540,000 32,641	572,641											
		ALCP	MMA13-117CZ	Construct roadway widening	2013	Underway		STP-MAG Local	1,460,000 824,502	2,284,502											
		ALCP	MMA14-117CZ	Construct roadway widening	2014	Underway		STP-MAG Local	4,865,952 4,771,543	9,637,495											

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8666 ACI-NOR-30-03-A	Northern Parkway: Sarival to Dysart	ALCP	MMA03-999	Pre-Design roadway widening	2003	Completed		Local	571,429	571,429	74,860,978	Q2, 2025	120	4.1	131	3	4	6	M	0	
		ALCP	MMA04-998	Pre-Design roadway widening	2004	Completed		Local	571,429	571,429											
		ALCP	MMA05-997	Pre-Design roadway widening	2005	Completed		Local	571,429	571,429											
		ALCP	MMA06-996	Pre-Design roadway widening	2006	Completed		Local	571,429	571,429											
		ALCP	MMA07-995	Pre-Design roadway widening	2007	Completed		Local	571,429	571,429											
		ALCP	MMA09-916	Pre-Design roadway widening	2009	Completed		Local	571,429	571,429											
		ALCP	MMA11-106PZ	Pre-Design roadway widening	2010	Completed		Local	1,473,026	1,473,026											
		ALCP	MMA11-929	Acquisition of right-of-way for roadway widening	2010	Completed		Local	796,000	796,000											
		ALCP	MMA11-106PZ2	Pre-Design roadway widening	2011	Completed		Local	571,429	571,429											
		ALCP	MMA10-009DZ	Design roadway widening	2011	Completed		STP-MAG Local	3,196,803 186,197	3,383,000											
		ALCP	MMA10-917	Acquisition of right-of-way for roadway widening	2011	Completed		STP-MAG Local	7,000,000 1,184,000	8,184,000											
		ALCP	MMA10-009CZ	Construct roadway widening	2011	Completed		STP-MAG Local	13,798,180 567,961	14,366,141											
		ALCP	MMA11-106CZ	Construct roadway widening	2012	Completed		STP-MAG Local	19,200,132 8,228,628	27,428,760											
		ALCP	MMA12-106CZ	Construct roadway widening	2012	Completed		STP-MAG Local	5,026,583 281,319	5,307,902											
		ALCP	MMA11-106CZ2	Construct roadway widening	2013	Completed		STP-MAG Local	9,396,272 525,874	9,922,146											
26886	McLellan from 103rd Street to Signal Butte Road and 104th Street from beginning of maintenance to McLellan Road	None	MMA16-401	Pave dirt road	2016	Planned		CMAQ Local	452,640 27,360	480,000	480,000	Q4, 2016	420	0.8	900	7	2	2	M	0	
8946	10th Street, Dove Valley Road to Paint Your Wagon Trail and Dove Valley Road, 12th Street to 14th Street	None	MMA17-403	Pave dirt road	2017	Planned		CMAQ Local	1,112,740 67,260	1,180,000	1,180,000	Q4, 2017	420	0.7	900	7	2	2	M	0	
7101	31st Avenue from Olney Avenue to McNeil Street, Olney Avenue from Beginning of Maintenance to 31st Avenue, 44th Avenue from E	None	MMA17-404	Pave dirt road	2017	Planned		CMAQ Local	792,120 47,880	840,000	840,000	Q4, 2017	420	0.7	900	7	2	2	M	0	

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20826	Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	None	MMA17-402	Connect traffic signals to the TMC through the RCN network, install 2 CCTV cameras along Riggs Road at S Dobson Road and S Alma School Road.	2017	Planned		CMAQ Local	734,295 44,385	778,680	778,680	Q4, 2017	130	0.0	900		0	0	M	0	
36818	Riggs Rd, Ellsworth Rd to Meridian Rd	None	MMA11-113 SS605 03D STP-QCR-0(001)A	Environmental Clearance (archaeology)	2011	Underway	10-May	STP-MAG Local	2,000,000 120,895	2,120,895	10,245,895	Q4, 2019	120	3.0	131	7	0	6	M	0	
		None	QNC13-903D	Widen roadway	2013	Underway		Local	500,000	500,000											
		None	QNC13-903RW	Acquire right of way for roadway widening	2017	Planned		Local	2,075,000	2,075,000											
		None	QNC13-903	Widen roadway	2018	Planned		Local	5,550,000	5,550,000											
38766	Riggs Rd, Hawes Rd to Ellsworth Rd	None	MMA14-401	Construct roadway widening	2014	Planned		Local	2,800,000	2,800,000	2,800,000	Q3, 2015	120	1.0	131	4	2	4	M	0	
30585	Riggs Rd, Power Rd to Hawes Rd	None	MMA15-401	Construct roadway widening	2015	Planned		Local	4,680,000	4,680,000	4,680,000	Q3, 2018	120	1.0	131	4	2	4	M	0	
28188	Rockaway Hills Drive, beginning of Maintenance to End of Maintenance	None	MMA15-436D	Design paving project	2013	Underway		CMAQ Local	37,500 2,267	39,767	289,767	Q4, 2015	420	0.7	199		2	2	M	0	
		None	MMA15-436C SZ086 01C CM-MMA-0(245)D	Pave dirt road	2015	Planned		CMAQ Local	235,750 14,250	250,000											
31246	Various	None	MMA17-401	Install pull boxes and fiber optic cable at mutiple sites. Project will include any required RADS software updates or integration needs.	2017	Planned		CMAQ Local	429,988 25,991	455,979	455,979	Q4, 2017	130	0.0	900		0	0	M	0	

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31126 ACI-BDW-10-03	Broadway Rd: Dobson Rd to Country Club Dr	ALCP	MES100-06P	Pre-Design roadway widening	2008	Completed		RARF Local	80,364 34,442	114,806	20,118,621	Q2, 2022	120	2.0	131	3	4	6	M	0	
		ALCP	MES100-06PZ2	Pre-Design roadway widening	2010	Completed		RARF Local	1,198 513	1,711											
		ALCP		Pre-Design roadway widening	2019	Planned		RARF Local	403,969 173,129	577,098											
		ALCP		Design roadway widening	2019	Planned		RARF Local	566,300 242,700	809,000											
		ALCP		Design roadway widening	2020	Planned		RARF Local	375,659 1,091,405	1,467,064											
		ALCP		Design roadway widening	2020	Planned		RARF Local	48,225 20,681	68,906											
		ALCP		Acquisition of right-of-way for roadway widening	2020	Planned		RARF Local	1,576,279 2,320,104	3,896,383											
		ALCP		Acquisition of right-of-way for roadway widening	2021	Planned		RARF Local	1,151,190 48,810	1,200,000											
		ALCP		Construct roadway widening	2021	Planned		RARF Local	1,156,554 7,612,508	8,769,062											
		ALCP		Construct roadway widening	2022	Planned		RARF	3,214,591	3,214,591											
26463	City of Mesa (Citywide)	None	MES15-461	Procure: Radio Communications Upgrade	2015	Planned		CMAQ Local	233,864 14,136	248,000	248,000	Q4, 2015	130	3.0	900		0	0	M	0	
21322	Citywide	None	MES16-402	Develop an electronic means of sharing CAD data with RADS, filters for integrating Mesa 9-1-1 CAD data in RADS and a user interface that Traffic Management Center operators can use to monitor incident	2016	Planned		CMAQ Local	56,580 3,420	60,000	60,000	Q4, 2016	130	0.0	900		0	0	M	0	
3936	Spine East Road (replacement for Crismon Road), Ray Rd to Warner Rd	None	MES13-124	Eastmark Pkw-South Phase: Ray Rd to 1/4 east of Ray, Construct half street (2 lanes)	2013	Underway		Private	3,028,890	3,028,890	5,028,890	Q4, 2017	120	1.0	131	7	0	2	M	0	
		None	MES17-402	Eastmark Pkw-North Phase: 1/4 east of Ray to Warner, Construct half street (2 lanes)	2017	Planned		Private	2,000,000	2,000,000											
30478	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	None	MES08-801	Widen roadway to add 2 through lanes in each direction and a center turn lane	2018	Planned		Private	2,800,000	2,800,000	2,800,000	Q4, 2018	120	0.3	131	4	2	6	M	0	

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24488	Elliot Rd: Signal Butte Rd to Mountain Rd	None	MES08-802	Widen roadway to add 1 through lane in each direction and a center turn lane	2016	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2016	120	0.5	131	4	4	6	M	0	
11952	Ellsworth Rd at Pecos Rd	None	MES08-803	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	2017	Planned		Private	3,200,000	3,200,000	3,200,000	Q4, 2018	120	0.3	131	2	2	6	M	0	
36561	Ellsworth Rd: McKellips Rd to McLellan Rd	None	MES08-804	Widen roadway to add 1 through lane in each direction and a center turn lane	2017	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2017	120	0.5	131	4	2	4	M	0	
39879	Fiesta Pathway (1/4 Mile south of Southern Ave): Extension to the Tempe Canal	None	MES12-814 SZ057 01C CM-MES-0(225)D	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	Planned	14-Sep	CMAQ Local	998,870 428,087	1,426,957	1,426,957	Q2, 2015	320	1.0	900	7	6	6	M	0	
27208 ACI-MCK-20-03-B	McKellips Rd at Greenfield Rd	ALCP	MES133-11D	Pre-Design intersection improvement	2007	Completed		RARF Local	39,666 17,625	57,291	3,453,498	Q2, 2021	120	0.5	131	3	4	4	M	0	
		ALCP		Pre-Design intersection improvement	2019	Planned		CMAQ Local	40,237 75,837	116,074											
		ALCP		Design intersection improvement	2020	Planned		CMAQ Local	167,989 75,837	243,826											
		ALCP		Acquisition of right-of-way for intersection improvement	2021	Planned		CMAQ Local	45,150 275,837	320,987											
		ALCP		Construct intersection improvement	2021	Planned		CMAQ Local	2,376,659 338,661	2,715,320											
2456 ACI-MCK-20-03-C	McKellips Rd at Higley Rd	ALCP	MES134-11D	Pre-Design intersection improvement	2007	Completed		RARF Local	39,667 18,144	57,811	9,214,564	Q2, 2022	120	0.5	131	3	4	6	M	0	
		ALCP		Pre-Design intersection improvement	2019	Planned		CMAQ Local	40,708 75,256	115,964											
		ALCP		Design intersection improvement	2020	Planned		CMAQ Local	529,550 226,950	756,500											
		ALCP		Acquisition of right-of-way for intersection improvement	2020	Planned		CMAQ Local	763,115 327,049	1,090,164											
		ALCP		Construct intersection improvement	2021	Planned		CMAQ Local	2,485,543 1,065,233	3,550,776											
		ALCP		Construct intersection improvement	2022	Planned		CMAQ Local	2,491,143 1,152,206	3,643,349											

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44642 ACI-MCK-20-03-A	McKellips Rd at Lindsay Rd	ALCP	MES131-08DZ	Pre-Design intersection improvement	2007	Completed		RARF Local	42,512 18,219	60,731	9,750,578	Q2, 2026	120	0.5	131	3	4	6	M	0	
		ALCP		Pre-Design intersection improvement	2025	Planned		RARF Local	43,255 79,269	122,523											
		ALCP		Design intersection improvement	2026	Planned		STP-MAG Local	165,977 432,923	598,900											
		ALCP		Acquisition of right-of-way for intersection improvement	2026	Planned		STP-MAG Local	795,684 341,528	1,137,212											
		ALCP		Construct intersection improvement	2026	Planned		STP-MAG Local	5,132,212 2,698,999	7,831,211											
24534	McKellips Rd: Hawes Rd to Ellsworth Rd	None	MES08-806	McKellips: Hawes to 88th St: Widen roadway to add 1 through lane in each direction and a center turn lane	2012	Committed		Private	1,000,000	1,000,000	2,200,000	Q4, 2017	120	1.0	131	4	2	4	M	0	
		None	MES17-401	McKellips: 88th St to Ellsworth: Widen roadway to add 1 through lane in each direction and a center turn lane	2017	Planned		Private	1,200,000	1,200,000											
13167 ACI-MES-10-03-B	Mesa Dr at Broadway Rd	ALCP	MES09-911	Pre-Design intersection improvement	2010	Completed		RARF Local	55,513 23,791	79,304	20,536,334	Q2, 2018	120	1.0	131	3	4	6	M	0	
		ALCP	MES14-127DZ	Design intersection improvement	2013	Underway		RARF Local	326,846 140,077	466,923											
		ALCP	MES15-127DZFIXME	Design intersection improvement	2014	Underway		RARF Local	326,846 140,077	466,923											
		ALCP	MES15-127RWZ	Acquisition of right-of-way for intersection improvement	2014	Planned		RARF Local	927,133 397,342	1,324,475											
		ALCP	MES16-127RWZ	Acquisition of right-of-way for intersection improvement	2016	Planned		RARF Local	927,133 397,342	1,324,475											
		ALCP	MES17-127CZ	Construct intersection improvement	2017	Planned		RARF Local	5,708,597 2,446,542	8,155,139											
		ALCP	MES18-127CZ	Construct intersection improvement	2018	Planned		Local	8,719,095	8,719,095											

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19918 ACI-MES-10-03-A	Mesa Dr: US-60 (Superstition Fwy) to Southern	ALCP	MES150-07P	Pre-Design roadway widening	2008	Completed		RARF Local	43,929 18,827	62,756	21,542,924	Q3, 2013	120	1.0	131	3	4	6	M	0	
		ALCP	MES150-07PZ2	Pre-Design roadway widening	2009	Completed		RARF Local	14,508 6,218	20,726											
		ALCP	MES150-09RW	Acquisition of right-of-way for roadway widening	2009	Completed		RARF Local	2,057 882	2,939											
		ALCP	MES150-08D	Design roadway widening	2010	Completed		RARF Local	192,410 82,462	274,872											
		ALCP	MES10-012RWZ	Acquisition of right-of-way for roadway widening	2010	Completed		RARF Local	3,730 1,598	5,328											
		ALCP	MES11-125DZ	Design roadway widening	2011	Completed		RARF Local	612,343 262,433	874,776											
		ALCP	MES11-125RWZ	Acquisition of right-of-way for roadway widening	2011	Completed		RARF Local	217,288 93,124	310,412											
		ALCP	MES12-125DZ	Design roadway widening	2012	Completed		RARF Local	356,193 152,654	508,847											
		ALCP	MES12-125RWZ	Acquisition of right-of-way for roadway widening	2012	Completed		RARF Local	950,156 407,210	1,357,366											
		ALCP	MES12-125RWZ2	Acquisition of right-of-way for roadway widening	2012	Completed		RARF Local	294,324 126,139	420,463											
		ALCP	MES150-10C	Construct roadway widening	2012	Completed		RARF Local	1,092,981 468,421	1,561,402											
		ALCP	MES14-125CZ	Construct roadway widening	2013	Underway		RARF Local	3,073,712 1,317,305	4,391,017											
		ALCP	MES14-125CZ2	Construct roadway widening	2013	Underway		RARF Local	4,230,563 1,813,098	6,043,661											
		ALCP	MES150-10CZ2	Construct roadway widening	2013	Underway		RARF Local	3,878,680 1,662,291	5,540,971											
		ALCP	MES14-125CZ3	Construct roadway widening	2014	Underway		RARF Local	117,171 50,216	167,387											

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150	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	None	MES11-111 H8280 01C SRS-999-A(325)A	Design: park pathway (SRTS)	2012	Underway	14-Sep	SRTS	130,000	130,000	1,822,560	Q1, 2015	320	1.0	900	2	0	0	M	0	
		None	MES11-111D	Design paved shared use path	2013	Underway		SRTS	76,705	76,705											
		None	MES11-111C H8280 01C SRS-999-A(325)A	Construct paved shared use path	2014	Planned		SRTS	93,295	93,295											
		None	MES11-111C2 H8280 01C TAP-999-A(325)A	Construct paved shared use path	2014	Planned		TAP-MAG Local	1,358,348 82,106	1,440,454											
		None	MES14-401 H8280 01C	Construct park pathway (TA-MAG)	2014	Planned	14-Sep	Local	82,106	82,106											
24453 ACI-PWR-20-03-A	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	ALCP	MES11-014DZ	Pre-Design/Design of roadway widening	2008	Completed		Local	191,564	191,564	12,359,693	Q2, 2023	120	3.5	131	3	4	6	M	0	
		ALCP	MES09-014DZ	Pre-Design/Design of roadway widening	2009	Completed		Local	191,564	191,564											
		ALCP	MES10-014DZ	Pre-Design/Design of roadway widening	2010	Completed		Local	191,564	191,564											
		ALCP		Design roadway widening	2021	Planned		RARF Local	834,095 357,469	1,191,564											
		ALCP		Acquisition of right-of-way for roadway widening	2021	Planned		RARF Local	845,647 362,420	1,208,067											
		ALCP		Acquisition of right-of-way for roadway widening	2022	Planned		RARF Local	688,706 295,160	983,866											
		ALCP		Construct roadway widening	2022	Planned		RARF Local	718,954 308,123	1,027,078											
		ALCP		Construct roadway widening	2022	Planned		RARF Local	3,113,243 1,334,247	4,447,490											
		ALCP		Construct roadway widening	2023	Planned		RARF Local	1,992,004 934,931	2,926,935											

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48790 ACI-PWR-10-03-B	Power Rd: Santan Fwy to Pecos Rd	ALCP	MES11-126DZ	Design roadway widening	2010	Completed		RARF Local	640,185 549,509	1,189,694	46,464,008	Q2, 2013	120	1.5	131	3	4	6	M	0	
		ALCP	MES12-126RZ2	Acquisition of right-of-way for roadway widening	2010	Completed		RARF Local	1,105,171 2,718,275	3,823,446											
		ALCP	MES12-126RZ	Design roadway widening	2011	Completed		RARF Local	640,185 549,509	1,189,694											
		ALCP	MES11-126RWZ	Acquisition of right-of-way for roadway widening	2011	Completed		RARF Local	1,105,171 2,718,275	3,823,446											
		ALCP	MES12-126CZ	Construct roadway widening	2012	Completed		RARF Local	4,700,000 2,014,286	6,714,286											
		ALCP	MES12-126CZ2	Construct roadway widening	2013	Underway		RARF Local	7,257,226 4,728,175	11,985,401											
		ALCP	MES13-126CZ	Construct roadway widening	2014	Underway		Local	17,738,042	17,738,042											
37705	Ray Road, Ellsworth Rd to Crismon Rd	None	MES12-128	Construct Southern half street (3 lanes)	2016	Planned		Private	9,764,123	9,764,123	9,764,123	Q4, 2016	120	1.0	131	7	0	3	M	0	
40596	Rio Salado Pathway Segment 3	None	MES15-441D SZ080 03D CM-MES-0(207)D	Design shared-use path project	2013	Underway		CMAQ Local	146,500 8,855	155,355	1,354,949	Q4, 2015	310	0.9	900		0	0	M	0	
		None	MES15-441C SZ080 01C CM-MES-0(227)T	Construct multi-use pathway	2015	Planned		CMAQ Local	999,999 199,595	1,199,594											
6518	Rio Salado Segment 4 (Wrigleyville West connection	None	MES14-141	Design shared-use path project	2014	Planned		Local	140,000	140,000	1,140,000	Q4, 2017	310	0.6	900		0	0	M	0	
		None	MES15-141	Construct shared-use path project	2015	Planned		Local	1,000,000	1,000,000											
47799	Signal Butte Rd: Elliot Rd to Ray Rd	None	MES08-808	Ph1: Construct full 1/2 street; west half of Signal Butte: Ray to Point 22 Blv (Warner); 1 mile	2013	Underway		Private	2,000,000	2,000,000	3,580,000	Q4, 2018	120	2.0	131	4	2	6	M	0	
		None	MES14-402	Ph3: Construct full 1/2 street; east half of Signal Butte: Ray to Via Toscano	2014	Planned		Private	250,000	250,000											
		None	MES18-401	Ph2: Construct full 1/2 street; west half of Signal Butte: Point 22 Blv (Warner) to Rueben; 2/3 mile	2018	Planned		Private	1,330,000	1,330,000											
28507	Signal Butte, Ray Rd to Galveston	None	MES13-126	Construction of the east half (3 lane) arterial road	2016	Planned		Private	2,199,309	2,199,309	2,199,309	Q4, 2016	120	0.0	131	7	0	3	M	0	

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46901 ACI-SOU-10-03-A	Southern Ave at Country Club Dr	ALCP	MES181-09D	Design intersection improvement	2007	Completed		Local	338,218	338,218	9,254,275	Q2, 2015	120	0.5	131	3	6	6	M	0	
		ALCP	MES181-015DZ	Design intersection improvement	2012	Completed		RARF Local	341,572 226,581	568,153											
		ALCP	MES181-10RW	Acquisition of right-of-way for intersection improvement	2012	Completed		RARF Local	204,750 87,750	292,500											
		ALCP	MES181-015DZ2	Design intersection improvement	2013	Underway		Local	378,501	378,501											
		ALCP	MES14-117CZ2	Construct intersection improvement	2013	Underway		HSIP Local	1,159,890 70,110	1,230,000											
		ALCP	MES181-10RW2	Acquisition of right-of-way for intersection improvement	2014	Planned		RARF Local	1,588,495 196,505	1,785,000											
		ALCP	MES15-117RZ	Construct intersection improvement	2015	Planned		RARF Local	160,357 0	160,357											
		ALCP	MES16-117CZ	Amend: New TIP listing based on updated project cost estimates and schedule.	2016	Planned		RARF Local	3,605,458 896,088	4,501,546											
8073 ACI-SOU-10-03-D	Southern Ave at Higley Rd	ALCP	MES17-120PDZ	Pre-Design/Design intersection improvement	2017	Planned		RARF Local	298,583 127,964	426,547	9,169,611	Q2, 2021	120	0.5	131	3	4	6	M	0	
		ALCP		Acquisition of right-of-way for intersection improvement	2020	Planned		RARF Local	920,276 394,404	1,314,680											
		ALCP		Construct intersection improvement	2020	Planned		RARF Local	1,168,261 500,683	1,668,944											
		ALCP		Construct intersection improvement	2020	Planned		RARF Local	3,068,130 1,503,112	4,571,241											
		ALCP		Construct intersection improvement	2021	Planned		RARF Local	831,739 356,460	1,188,199											
36089 ACI-SOU-10-03-C	Southern Ave at Lindsay Rd	ALCP	MES18-119RWZ	Acquisition of right-of-way for intersection improvement	2018	Planned		RARF Local	696,938 298,688	995,625	6,188,933	Q2, 2019	120	0.5	131	3	4	6	M	0	
		ALCP		Design intersection improvement	2019	Planned		RARF Local	345,916 148,249	494,166											
		ALCP		Construct intersection improvement	2019	Planned		RARF Local	1,764,272 871,613	2,635,885											
		ALCP		Construct intersection improvement	2019	Planned		RARF Local	1,444,281 618,977	2,063,258											

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651 ACI-SOU-10-03-B	Southern Ave at Stapley Dr	ALCP	MES183-09D	Pre-Design intersection improvement	2007	Completed		RARF Local	119,000 53,913	172,913	30,288,008	Q2, 2017	120	0.5	131	3	4	6	M	0	
		ALCP	MES183-09DZ	Design intersection improvement	2009	Completed		RARF Local	49,330 21,142	70,472											
		ALCP	MES10-016DZ2	Design intersection improvement	2010	Completed		RARF Local	10,520 4,509	15,029											
		ALCP	MES11-016DZ3	Design intersection improvement	2011	Completed		RARF Local	34,076 14,604	48,679											
		ALCP	MES12-016DZ	Design intersection improvement	2011	Completed		RARF Local	301,277 129,119	430,396											
		ALCP	MES12-016DZ2	Design intersection improvement	2012	Completed		RARF Local	23,764 10,184	33,948											
		ALCP	MES13-016DZ	Design intersection improvement	2013	Underway		RARF Local	15,797 6,770	22,567											
		ALCP	MES14-118DZ	Design intersection improvement	2014	Underway		RARF Local	365,271 156,545	521,816											
		ALCP	MES14-118RWZ	Acuisition of right-of-way for intersection improvement	2014	Underway		RARF Local	2,214,856 949,225	3,164,081											
		ALCP	MES15-118RWZ	Acquisition of right-of-way for intersection improvement	2015	Underway		RARF Local	1,460,144 949,225	2,409,368											
		ALCP	MES15-118CZ	Construct intersection improvement	2015	Planned		HSIP Local	6,315,471 381,741	6,697,212											
		ALCP	MES15-118SAV	Project savings for arterial intersection improvement	2015	Underway		RARF Local	5,473,850 2,345,936	7,819,786											
		ALCP	MES16-118CZ	Construct intersection improvement	2016	Planned		RARF Local	518,041 222,018	740,059											
		ALCP	MES16-118SAV	Project Savings for intersection improvement	2016	Underway		RARF Local	1,228,445 637,839	1,866,284											
		ALCP	MES17-118CZ	Construct intersection improvement	2017	Planned		RARF Local	267,219 6,008,178	6,275,397											
5339	Southern Ave, Dobson Rd to Alma School Rd	None	MES14-403	Narrow roadway from 6 lanes to 4 lanes and construct new, wider sidewalks and install new landscaping behind the new curbs.	2014	Planned		Local	9,750,000	9,750,000	9,750,000	Q4, 2014	120	1.0	131	4	6	4	M	0	

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49255 AII-STA-10-03	Stapley Dr at University Dr	ALCP	MES16-121DZ	Design intersection improvement	2016	Planned		RARF Local	498,499 213,642	712,141	21,532,179	Q4, 2019	120	0.5	131	3	4	6	M	0	
		ALCP	MES18-121RWZ	Acquisition of right-of-way for intersection improvement	2016	Planned		RARF Local	826,655 354,281	1,180,936											
		ALCP	MES17-121DZ	Design intersection improvement	2017	Planned		Local	195,090	195,090											
		ALCP	MES17-121RWZ	Acquisition of right-of-way for intersection improvement	2017	Planned		RARF Local	826,655 354,281	1,180,936											
		ALCP	MES17-121CZ	Construct intersection improvement	2017	Planned		RARF Local	2,816,580 1,207,106	4,023,686											
		ALCP	MES18-121RWZ2	Acquisition of right-of-way for intersection improvement	2018	Planned		Local	1,213,910	1,213,910											
		ALCP	MES18-121CZ	Construct intersection improvement	2018	Planned		RARF Local	2,816,580 1,207,106	4,023,686											
		ALCP		Construct intersection improvement	2019	Planned		Local	9,001,794	9,001,794											
10040 ACI-VAL-10-03-A	Val Vista Dr: Baseline Rd to Southern Ave	ALCP	MES18-122DZ	Design roadway widening	2018	Planned		RARF Local	538,168 414,943	953,111	15,103,838	Q2, 2020	120	1.0	131	3	4	6	M	0	
		ALCP	MES18-122RWZ	Acquisition of right-of-way for roadway widening	2018	Planned		RARF Local	1,074,324 460,425	1,534,749											
		ALCP		Acquisition of right-of-way for roadway widening	2019	Planned		RARF Local	1,074,324 460,425	1,534,749											
		ALCP		Construct roadway widening	2019	Planned		RARF Local	2,000,000 857,143	2,857,143											
		ALCP		Construct roadway widening	2019	Planned		RARF Local	3,633,161 1,557,069	5,190,229											
		ALCP		Construct roadway widening	2020	Planned		Local	3,033,857	3,033,857											
29502	Various Locations	None	MES16-401	Install 91 ARID Bluetooth devices in traffic signal cabinets.	2016	Planned		CMAQ Local	655,385 39,615	695,000	695,000	Q4, 2016	130	0.0	900		0	0	M	0	
26749	Various Locations - Citywide	None	MES12-100 SH550 01C HSIP-MES-0(221)D	FY 12 HSIP- Pedestrian Countdown Signal Heads- Phase 1-3	2014	Planned	12-Jul	HSIP-MAG	79,448	79,448	79,448	Q4, 2014	140	0.0	900	3	0	0	M	0	

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25225	67th Ave at Peoria Ave	None	PEO09-712	Widen intersection	2018	Planned		Local	1,200,000	1,200,000	1,200,000	Q4, 2018	120	0.1	131	4	4	6	M	0	
30442	67th Ave: Happy Valley Rd to approximately 1.76 miles south	None	PEO12-104	Design Pave Unpaved Shoulder project	2014	Planned		Local	34,159	34,159	34,159	Q4, 2014	420	1.0	900	4	0	0	M	0	
43859	75th Ave, 2,500 ft north of Greenway to Paradise Ln; Paradise Ln, 75th Ave to 77th Ave	None	PEO16-401	Establish communication between the TMC and two traffic signals near the Peoria Sports Complex.	2016	Planned		CMAQ Local	206,772 12,499	219,271	219,271	Q4, 2016	130	0.0	900		0	0	M	0	
1615	83rd Ave: Lone Cactus and continuing north to Jomax Rd	None	QNC14-401 SZ062 01C CM-PEO-0(218)T	Design conduit, pull boxes, fiber, and CCTV cameras	2014	Planned		Local	145,500	145,500	1,145,500	Q4, 2015	130	0.0	131	7	2	2	M	0	
		None	PEO13-901 SZ062 01C CM-PE0-0(218)S	Install conduit, pull boxes, fiber, and CCTV cameras	2014	Planned		CMAQ Local	700,000 300,000	1,000,000											
30822	83rd Ave; Happy Valle Rd to Jomax Rd	None	PEO13-104	Construct roadway	2016	Planned		Private	5,000,000	5,000,000	5,000,000	Q4, 2016	120	1.0	131	7	2	4	M	0	
16056 ACI-BRD-10-03-C	83rd Avenue: Butler Rd to Mountain View	ALCP	PEO10-003DZ	Design roadway widening	2011	Completed		RARF Local	291,854 125,382	417,235	6,733,907	Q3, 2012	120	1.0	131	4	2	4	M	0	
		ALCP	PEO12-103DZ	Design roadway widening	2012	Completed		RARF Local	291,854 125,382	417,235											
		ALCP	PEO11-103CZ	Construct roadway widening	2012	Completed		RARF Local	0 181,096	181,096											
		ALCP	PEO12-103C2Z	Construct roadway widening	2013	Completed		RARF Local	2,593,358 1,729,257	4,322,615											
		ALCP	PEO12-103CZ	Construct roadway widening	2013	Completed		RARF Local	977,008 418,718	1,395,726											
16307	91st Ave, Butler Dr to Mtn View Rd	None	PEO12-109	Design roadway widening	2012	Underway		Local	558,268	558,268	5,345,860	Q1, 2015	120	1.0	131	4	2	4	M	0	
		None	PEO13-105	Acquire right-of-way for roadway widening	2013	Committed		Local	703,260	703,260											
		None	PEO15-103	Construct roadway widening	2014	Planned		Local	4,084,332	4,084,332											
33697	City of Peoria, DCSB Building, TMC 9875 N. 85th Avenue	None	PEO17-401	Upgrade legacy electronic equipment to continue operation of Peoria's Traffic Mangement Center.	2017	Planned		CMAQ Local	482,345 29,156	511,501	511,501	Q4, 2017	130	0.0	900		0	0	M	0	
11148	Deer Valley Rd; 91st Ave to Lake Pleasant Pkwy	None	PEO12-108	Construct roadway	2016	Planned		Private	5,000,000	5,000,000	5,000,000	Q4, 2016	120	1.0	131	4	2	5	M	0	

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26578	Intersection of Cactus Rd and 75th Avenue	None	PEO12-110 SH535 03D HSIP-PEO-0(215)A	Design intersection improvement.	2013	Committed		HSIP-AZ Local	647,465 212,235	859,700	7,605,129	Q4, 2016	140	0.1	131	4	4	4	M	0	
		None	PEO14-102 SH535 01R HSIP-PEO-0(215)A	Acquisition of right-of-way for intersection improvement.	2014	Planned		HSIP-AZ Local	997,248 260,000	1,257,248											
		None	PEO15-104 SH535 01C HSIP-PEO-0(215)A	Relocate utilties, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at	2015	Planned		HSIP-AZ Local	3,888,181 1,600,000	5,488,181											
36197	Lake Pleasant Parkway: L303 to SR74	None	PEO12-103	Design Pave Unpaved Shoulder project	2013	Committed		Local	41,919	41,919	468,200	Q4, 2014	420	1.0	900	2	2	2	M	0	
		None	PEO13-102	Pave Unpaved Shoulders	2015	Deferred		CMAQ Local	401,983 24,298	426,281											
35820 ACI-LKP-10-03-C	Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	ALCP	PEO11-199RWZ	Acquire right-of-way for roadway widening	2012	Planned		RARF Local	0 0	0	47,500,000	Q2, 2030	120	1.8	131	4	2	4	M	0	
		ALCP		Design roadway widening	2027	Planned		Local	3,500,000	3,500,000											
		ALCP		Acquire right-of-way for roadway widening	2028	Planned		Local	500,000	500,000											
		ALCP		Construct roadway widening	2029	Planned		Local	43,500,000	43,500,000											

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28009 ACI-LKP-10-03-A	Lake Pleasant Pkwy: Dynamite Blvd to CAP	ALCP	PEO10-807	Pre-Design roadway widening	2010	Completed		RARF Local	735,311 315,133	1,050,445	35,599,365	Q2, 2014	120	2.5	131	4	2	4	M	0	
		ALCP	PEO10-101DZ	Design roadway widening	2011	Completed		RARF Local	628,802 269,487	898,289											
		ALCP	PEO10-101RWZ	Acquisition of right-of-way for roadway widening	2011	Completed		RARF Local	1,034,772 443,474	1,478,246											
		ALCP	PEO11-101RWZ	Acquisition of right-of-way for roadway widening	2011	Completed		Local	279,326	279,326											
		ALCP	PEO12-101DZ	Design roadway widening	2012	Completed		RARF Local	628,802 269,487	898,289											
		ALCP	PEO13-101DZ	Design roadway widening	2012	Completed		RARF Local	651,760 1,523,772	2,175,532											
		ALCP	PEO12-101RWZ	Acquisition of right-of-way for roadway widening	2012	Completed		RARF Local	2,851,221 1,221,951	4,073,172											
		ALCP	PEO14-101C2Z	Construct roadway widening	2014	Planned		RARF Local	3,527,482 1,511,778	5,039,259											
		ALCP	PEO14-101CZ	Construct roadway widening	2014	Planned		RARF Local	4,990,604 2,138,830	7,129,435											
		ALCP	PEO14-101SAV	Project savings for roadway widening	2014	Planned		RARF	1,463,123	1,463,123											
		ALCP	PEO15-101SAV	Project savings for roadway widening	2015	Planned		RARF	11,114,250	11,114,250											
34964	New River Pathway, Northern Ave and Olive Ave	None	PEO13-903 SS 985 03D TEA-PEO-0(214)A	Design of Olive to Northern multi-use path with extension to connect to Glendale path at Northern	2012	Underway		STP-TEA Local	250,000 15,111	265,111	1,649,999	Q4, 2014	310	1.1	900	2	4	4	M	0	
		None	PEO13-902 SS985 01C CM-PEO-0(214)A	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	2014	Planned		CMAQ Local	700,000 42,311	742,311											
		None	PEO13-902c2 SS985 01C TEA-PEO-0(214)A	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	2014	Deferred		STP-TEA Local	250,000 192,577	442,577											
		None	PEO13-903C2 SS985 01C TAP-PEO-0(214)A	Construct multi-use path	2014	Planned		TAP-MAG Local	188,600 11,400	200,000											

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44015	Peoria Ave and 75th Ave	None	PEO12-111 SH536 03D HSIP-PEO-0(216)A	Design intersection improvement.	2013	Committed		HSIP-AZ Local	775,600 74,400	850,000	9,294,157	Q4, 2016	121	0.1	131	4	4	4	M	0	
		None	PEO14-103 SH536 01R HSIP-PEO-0(216)A	Acquisition of right-of-way for intersection improvement.	2014	Planned		HSIP-AZ Local	458,712 40,000	498,712											
		None	PEO15-105 SH536 01C HSIP-PEO-0(216)A	Relocate utilties, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at	2015	Planned		HSIP-AZ Local	6,545,445 1,400,000	7,945,445											
32632	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	None	PEO13-101 SZ063 03D CM-PE0-0(219)S	Design ITS upgrade project to the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2013	Committed		CMAQ Local	56,580 3,420	60,000	919,616	Q1, 2014	130	15.0	131	3	0	0	M	0	
		None	PEO14-101 SZ063 01C CM-PE0-0(219)S	Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	Planned		CMAQ Local	645,831 213,785	859,616											
7203	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	None	PEO10-803	Construct new 4 lane roadway with median	2015	Planned		Private	12,000,000	12,000,000	12,000,000	Q4, 2016	120	2.0	131	7	0	4	M	0	
9772	Vistancia; Westland to CAP	None	PEO12-107	Construct roadway	2014	Planned		Private	3,000,000	3,000,000	3,000,000	Q1, 2015	120	1.0	131	7	0	3	M	0	
13715	Westland; Vistancia to Sunrise Point	None	PEO12-106	Construct roadway	2016	Planned		Private	4,000,000	4,000,000	4,000,000	Q4, 2016	120	1.0	131	7	0	2	M	0	

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1168	10' Detached Shared Use Pathway 107th Ave*	None	PHX17-418	Construct pedestrian and bicycle improvements	2017	Planned		CMAQ Local	900,000 2,498,216	3,398,216	3,398,216	Q4, 2017	310	1.0	131		0	0	M	0	
16466	12' Shared Use Pathway Rio Salado Pathway - 40th Street to SR143	None	PHX16-418	construct multiuse path and underpasses	2016	Planned		CMAQ Local	2,058,310 124,415	2,182,725	2,182,725	Q4, 2016	310	1.1	800		0	0	M	0	
44024	27th Ave: Lower Buckeye - Buckeye	None	PHX15-402	Design	2015	Planned		Local	500,000	500,000	8,500,000	Q4, 2018	120	1.0	131	4	2	4	M	0	
		None	PHX16-407	Right of Way	2016	Planned		Local	1,400,000	1,400,000											
		None	PHX17-409	Construction	2017	Planned		Local	6,600,000	6,600,000											
35844	27th Ave: Pima Fwy - Deer Valley	None	PHX16-409	Design Roadway	2016	Planned		Local	500,000	500,000	4,800,000	Q4, 2019	120	1.0	131	4	4	4	M	0	
		None	PHX17-411	Right-Of-Way Acquisition	2017	Planned		Local	1,000,000	1,000,000											
		None	PHX18-409	Construct Roadway	2018	Planned		Local	3,300,000	3,300,000											
14497	32nd St: Southern Ave to Broadway Rd	None	PHX07-703	Design roadway to 64ft section, adding 2 through lanes	2012	Underway		Local	140,000	140,000	4,677,500	Q4, 2016	120	1.0	131	4	2	4	M	0	
		None	PHX07-704	Acquire right of way for reconstruction of roadway to 64ft section	2013	Underway		Local	937,500	937,500											
		None	PHX10-629	Reconstruct roadway to 64ft section, adding 2 through lanes	2015	Planned		Local	3,600,000	3,600,000											
33062	32nd Street Bike Lanes: SR51 to Reach 11	None	PHX16-414	Add new bicycle paths via pavement and stripping improvements	2016	Planned		CMAQ Local	445,568 26,932	472,500	472,500	Q4, 2016	310	7.0	131		0	0	M	0	
29906	35th Ave: Dobbins Rd - Baseline Rd	None	PHX15-189	Design	2015	Planned		Local	500,000	500,000	6,800,000	Q4, 2017	120	1.0	131	4	2	4	M	0	
		None	PHX16-405	Right of Way	2016	Planned		Local	1,500,000	1,500,000											
		None	PHX17-405	Construction	2017	Planned		Local	4,800,000	4,800,000											
8184	35th Ave: Olney Dr - Dobbins	None	PHX13-184	Pre-Design Roadway Widening	2015	Planned		Local	35,000	35,000	3,285,000	Q4, 2018	120	0.5	131	7	2	4	M	0	
		None	PHX16-401	Design Roadway Widening	2016	Planned		Local	500,000	500,000											
		None	PHX17-402	Right of Way acquisition	2017	Planned		Local	750,000	750,000											
		None	PHX18-402	Construction	2018	Planned		Local	2,000,000	2,000,000											
10762	3rd St: McDowell to Indian School	None	PHX17-414	Design	2017	Planned		Local	771,000	771,000	1,771,000	Q4, 2019	120	2.0	131	4	4	4	M	0	
		None	PHX18-412	Right of Way	2018	Planned		Local	1,000,000	1,000,000											
15600	56th St: Deer Valley - Pinnacle Peak	None	PHX13-186	Design	2013	Underway		Local	450,000	450,000	5,750,000	Q4, 2016	120	1.0	131	7	2	4	M	0	
		None	PHX14-187	Right-of-Way	2014	Planned		Local	500,000	500,000											
		None	PHX15-188	Construction	2015	Planned		Local	4,800,000	4,800,000											
41302	64th St: Deer Valley to Mayo Blvd	None	PHX13-190	Construct new roadway	2014	Planned		Local	8,000,000	8,000,000	8,000,000	Q1, 2010	120	1.0	131		0	6	M	0	
40752	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	None	PHX14-405	Design 2013	2014	Planned		Local	50,000	50,000	50,000	Q4, 2016	120	1.0	131	7	0	6	M	0	

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16774	64th St: Utopia - Loop 101	None	PHX07-705	Acquire right of way and construct new 6 lane roadway to 64ft section	2014	Planned		Local	3,000,000	3,000,000	10,050,000	Q4, 2019	120	0.0	131	7	0	6	M	0	
		None	PHX14-190	Design	2017	Planned		Local	500,000	500,000											
		None	PHX15-191	Right-of-Way	2018	Planned		Local	3,000,000	3,000,000											
		None		Construction	2019	Planned		Local	3,550,000	3,550,000											
4606	75th Ave: Broadway - Lower Buckeye	None	PHX12-923	Construction	2015	Planned		Local	550,000	550,000	550,000	Q4, 2016	120	1.0	131	4	4	4	M	0	
30567	75th Ave: Lower Buckeye Rd to Buckeye Rd	None	PHX09-724	Design reconstruction of roadway to 74ft section	2013	Underway		Local	325,000	325,000	3,675,000	Q4, 2015	120	1.0	131	4	4	4	M	0	
		None	PHX10-732	Acquire right of way for reconstruction of roadway to 74ft section	2013	Committed		Local	250,000	250,000											
		None	PHX11-736	Reconstruct roadway to 74ft section	2015	Planned		Local	3,100,000	3,100,000											
9233	7th Ave: Southern Ave to the Salt River	None	PHX10-729	Design and (ROW- Complete)	2013	Underway		Local	1,699,543	1,699,543	7,219,543	Q4, 2016	120	1.0	131	4	4	4	M	0	
		None	SUR14-401	Utilities	2014	Planned		Local	150,000	150,000											
		None	SUR15-401	Utilities	2015	Planned		Local	370,000	370,000											
		None	PHX16-402	Construct roadway	2016	Planned		Local	5,000,000	5,000,000											
18412	83rd Ave: Lower Buckeye - Buckeye	None	PHX12-924	Design roadway	2015	Planned		Local	500,000	500,000	4,400,000	Q4, 2018	120	1.0	131	4	2	4	M	0	
		None	PHX16-403	Accquire right-of-way	2016	Planned		Local	1,400,000	1,400,000											
		None	PHX17-403	Construct roadway	2017	Planned		Local	2,500,000	2,500,000											
38110	91st Ave: Indian School Rd to Camelback Rd	None	PHX08-716	Design reconstruction of roadway to 74ft section, adding 1 through lane in each direction	2016	Planned		Local	640,000	640,000	5,140,000	Q4, 2018	120	1.0	131	4	4	4	M	0	
		None	PHX10-733	Acquire right of way for reconstruction of roadway to 74ft section, adding 1 through lane in each direction	2017	Planned		Local	500,000	500,000											
		None	PHX09-620	Reconstruct roadway to 74ft section, adding 1 through lane in each direction	2018	Planned		Local	4,000,000	4,000,000											

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10072 ACI-RIO-10-03	Avendia Rio Salado: 51st Avenue to 7th Street	ALCP	PHX10-101DZ	Design roadway widening	2010	Underway		HPP	0	0	66,460,879	Q3, 2015	120	6.0	131	4	0	6	M	0	
		ALCP	PHX12-101RWZ	Acquisition of right-of-way for roadway widening	2012	Completed		STP-MAG Local	23,188,621 10,755,345	33,943,966											
		ALCP	PHX13-101DZ	Design roadway widening	2013	Underway		STP-MAG Local	1,000,000 428,571	1,428,571											
		ALCP	PHX13-101CZ	Construct roadway widening	2013	Underway		STP-MAG Local	6,168,197 2,123,645	8,291,842											
		ALCP	PHX14-101CZ	Construct roadway widening	2014	Underway		STP-MAG Local	8,418,197 1,393,513	9,811,710											
		ALCP	PHX15-101CZ	Construct roadway widening	2015	Underway		STP-MAG Local	5,918,197 7,066,593	12,984,790											
19232	Baseline Rd: 59th - 51st Ave	None	PHX11-844	Design roadway widening from 4 lanes to 6	2012	Underway		Local	566,000	566,000	4,476,000	Q4, 2016	120	1.0	131	4	4	6	M	0	
		None	PHX12-926	Right-of-Way	2013	Committed		Local	1,210,000	1,210,000											
		None	PHX15-138	Construct roadway widening from 4 lanes to 6	2015	Planned		Local	2,700,000	2,700,000											
6424 ACI-BMT-10-03	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	ALCP	PHX07-102PZ	Pre-Design roadway widening	2007	Completed		Local	40,728	40,728	32,772,274	Q3, 2014	120	2.0	131	4	0	6	M	0	
		ALCP	PHX100-06D1	Design roadway widening	2011	Completed		STP-MAG Local	1,299,690 557,010	1,856,700											
		ALCP	PHX100-60D2	Design roadway widening	2013	Underway		STP-MAG Local	578,935 248,115	827,050											
		ALCP	PHX100-12C	Construct roadway widening	2013	Underway		Local	546,158	546,158											
		ALCP	PHX14-102DZ	Design roadway widening	2014	Underway		STP-MAG Local	709,000 303,857	1,012,857											
		ALCP	PHX100-07RW	Acquisition of right-of-way for roadway widening	2014	Underway		STP-MAG Local	2,452,030 1,050,870	3,502,900											
		ALCP	PHX13-102CZ	Construct roadway widening	2014	Underway		STP-MAG Local	14,990,117 6,424,336	21,414,453											
		ALCP	PHX15-102CZ	Construct roadway widening	2015	Underway		STP-MAG Local	2,500,000 1,071,429	3,571,429											
35348	Buckeye Rd: 7th St to 16th St	None	PHX14-406	Design	2014	Planned		Local	850,000	850,000	12,600,000	Q4, 2017	120	1.0	131	4	4	6	M	0	
		None	PHX15-404	Right of Way	2015	Planned		Local	2,000,000	2,000,000											
		None	PHX16-412	Construction	2016	Planned		Local	9,750,000	9,750,000											
3290	Buckeye Rd: Central Ave to 7th St	None	PHX15-403	Roadway Improvement	2015	Planned		Local	750,000	750,000	7,450,000	Q4, 2018	120	1.0	131	4	4	4	M	0	
		None	PHX16-408	Right-of-way Acquisition	2016	Planned		Local	1,500,000	1,500,000											
		None	PHX17-410	Roadway Improvement	2017	Planned		Local	5,200,000	5,200,000											
508	Camelback Rd: 44th St - 56th St	None	PHX16-410	Design	2016	Planned		Local	650,000	650,000	6,650,000	Q4, 2019	120	1.0	131	4	4	4	M	0	
		None	PHX17-412	Right of Way	2017	Planned		Local	2,000,000	2,000,000											
		None	PHX18-410	Construction	2018	Planned		Local	4,000,000	4,000,000											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
10267	Cave Creek Rd: Union Hills - Pima Fwy	None	PHX16-411	Design	2016	Planned		Local	350,000	350,000	4,850,000	Q4, 2019	120	1.0	131	4	4	6	M	0	
		None	PHX17-413	Right of Way	2017	Planned		Local	1,500,000	1,500,000											
		None	PHX18-411	Construction	2018	Planned		Local	3,000,000	3,000,000											
35323	City of Phoenix (Various)	None	PHX15-463D SZ100 03D CM-PHX-0(286)T	Design CCTV PTZ traffic monitoring cameras	2013	Underway		CMAQ Local	73,000 4,413	77,413	853,792	Q4, 2015	130	59.0	900		0	0	M	0	
		None	PHX15-463 SZ100 01C CM-PHX-0(286)T	Procure, install, and provision traffic monitoring cameras	2015	Planned		CMAQ Local	730,891 45,488	776,379											
32493	City Wide	None	PHX11-151	Implement Streets Enterprise GIS Project	2011	Completed		Local	69,000	69,000	469,000	Q4, 2015	130	0.0	900	7	0	0	M	0	
		None	PHX12-152	Implement Streets Enterprise GIS Project	2012	Underway		Local	100,000	100,000											
		None	PHX13-153	Implement Streets Enterprise GIS Project	2013	Underway		Local	100,000	100,000											
		None	PHX14-154	Implement Streets Enterprise GIS Project	2014	Planned		Local	100,000	100,000											
		None	PHX15-155	Implement Streets Enterprise GIS Project	2015	Planned		Local	100,000	100,000											
4579	Dove Valley Rd: I-17 Freeway to North Valley Pkwy	None	PHX13-188	Construct Roadway and Bridge	2016	Planned		Local	6,200,000	6,200,000	16,800,000	Q4, 2018	120	0.3	131	7	0	6	M	0	
		None	PHX17-401	Construct Roadway and Bridge	2017	Planned		Local	4,400,000	4,400,000											
		None	PHX18-401	Construct Roadway and Bridge	2018	Planned		Local	6,200,000	6,200,000											
21157	Downtown Phoenix	None	PHX17-416	The existing DTMS software and hardware will be upgraded/expanded to provide additional flexibility for controlling ingress and egress to the special events. 2 new DMSs will be added for inbound and	2017	Planned		CMAQ Local	566,507 34,243	600,750	600,750	Q4, 2017	130	0.0	900		0	0	M	0	

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41934	Dunlap: 31st - 43rd Ave and at 35th Ave	None	PHX12-113D	Design project: Install additional street lights on south side of Dunlap, and add a second left-turn lane for north and southbound approaches on 35th	2012	Underway		HSIP-AZ Local	112,519 6,801	119,320	759,923	Q4, 2015	120	1.0	131	4	6	6	M	0	
		None	PHX12-113RW	Acquire Right of Way/Easement	2013	Committed		HSIP-AZ Local	41,492 2,508	44,000											
		None	PHX12-113C SH530 01C HSIP-PHX-0(273)A	Install additional street lights on south side of Dunlap, and add a second left-turn lane for north and southbound approaches on 35th Ave at Dunlap	2014	Planned		HSIP-AZ Local	562,597 34,006	596,603											
28895	Dust Control	None	PHX11-173	Construction	2011	Completed		Local	800,000	800,000	6,975,996	Q4, 2018	420	0.0	900	7	0	0	M	0	
		None	PHX12-174	Construction	2012	Underway		Local	1,375,996	1,375,996											
		None	PHX13-175	Construction	2013	Underway		Local	800,000	800,000											
		None	PHX14-176	Construction	2014	Planned		Local	800,000	800,000											
		None	PHX15-177	Construction	2015	Planned		Local	800,000	800,000											
		None	PHX16-404	Construction	2016	Planned		Local	800,000	800,000											
		None	PHX17-404	Construction	2017	Planned		Local	800,000	800,000											
		None	PHX18-404	Construction	2018	Planned		Local	800,000	800,000											
22109	Fiber Optic Backbone Expansion Phase B	None	PHX13-101 SZ098 03D CM-PHX-0(284)D	Design the fiber optic backbone expansion Phase B	2013	Underway		CMAQ Local	94,300 5,700	100,000	1,078,143	Q4, 2015	130	0.0	131	3	0	0	M	0	
		None	PHX14-103 SZ098 01C CM-PHX-0(284)D	To extend Phase B Fiber Optic Backbone, To provide Traffic Signal interconnect to the City of Phoenix TMC	2014	Planned		CMAQ Local	754,700 223,443	978,143											
24475	Greenway Pkwy at Cave Creek Wash Bridge	None	PHX14-401	Right of Way	2014	Planned		Local	669,000	669,000	6,449,000	Q4, 2015	120	0.1	131	3	2	2	M	0	
		None	PHX14-194	Construct Bridge Replacement	2014	Planned		Local	5,780,000	5,780,000											
24374 ACI-HPV-20-03-B	Happy Valley Rd: 35th Ave to 43rd Ave	ALCP	PHX400-07AD	Pre-Design roadway widening	2008	Completed		RARF Local	0 440,291	440,291	12,140,750	Q3, 2024	120	1.0	131	4	3	6	M	0	
		ALCP		Design roadway widening	2021	Planned		RARF Local	400,683 171,721	572,404											
		ALCP		Acquisition of right-of-way for roadway widening	2022	Planned		RARF Local	1,448,767 620,901	2,069,668											
		ALCP		Construct roadway widening	2023	Planned		RARF Local	3,382,993 5,675,394	9,058,387											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
25306 ACI-HPV-20-03-C	Happy Valley Rd: 43rd Ave to 55th Ave	ALCP	PHX09-104PZ	Pre-Design roadway widening	2009	Completed		Local	35,455	35,455	11,194,518	Q2, 2030	120	1.5	131	4	6	6	M	0	
		ALCP	PHX17-104DZ	Design roadway widening	2017	Planned		Local	630,000	630,000											
		ALCP	PHX18-104RWZ	Acquisition of right-of-way for roadway widening	2018	Planned		Local	1,000,000	1,000,000											
		ALCP		Design roadway widening	2027	Planned		RARF Local	457,345 668,281	1,125,626											
		ALCP		Acquisition of right-of-way for roadway widening	2028	Planned		RARF Local	213,919 284,591	498,511											
		ALCP		Construct roadway widening	2029	Planned		RARF Local	1,999,687 1,952,776	3,952,463											
		ALCP		Construct roadway widening	2030	Planned		RARF Local	1,999,687 1,952,776	3,952,463											
31541 ACI-HPV-20-03-D	Happy Valley Rd: 55th Ave to 67th Ave	ALCP	PHX18-104DZ	Design roadway widening	2017	Planned		Local	630,000	630,000	10,644,769	Q2, 2030	120	1.5	131	4	3	6	M	0	
		ALCP	PHX18-104RWZ2	Acquisition of right-of-way for roadway widening	2018	Planned		Local	1,000,000	1,000,000											
		ALCP		Design roadway widening	2027	Planned		RARF Local	457,345 640,330	1,097,676											
		ALCP		Acquisition of right-of-way for roadway widening	2028	Planned		Local	447,215	447,215											
		ALCP		Construct roadway widening	2029	Planned		RARF Local	1,426,424 2,308,516	3,734,940											
		ALCP		Construct roadway widening	2030	Planned		RARF Local	1,426,424 2,308,516	3,734,940											
49611 ACI-HPV-20-03-A	Happy Valley: I-17 to 35th Avenue	ALCP		Design roadway widening	2003	Completed		RARF Local	78,362 33,584	111,945	7,744,409	Q1, 2008	120	1.0	131	4	3	6	M	0	
		ALCP	PHX03-205A	Design roadway widening	2003	Completed		RARF Local	587,159 251,640	838,799											
		ALCP	PHX03-205B	Acquisition of right-of-way for roadway widening	2004	Completed		RARF Local	10,538 4,516	15,054											
		ALCP	PHX03-205C	Construct roadway widening	2005	Completed		RARF Local	4,745,028 2,033,584	6,778,611											
40961	Hatcher Rd Streetscape: Central Ave to 3rd Street	None	PHX12-859	Construct 8-ft sidewalk, 3-ft shoulder and landscaping	2012	Committed		CMAQ Local	840,000 300,000	1,140,000	1,229,900	Q4, 2013	320	0.3	140	5	2	4	M	0	
		None	PHX12-859C2	Construct 8-ft sidewalk, 3-ft shoulder and landscaping	2014	Planned		CMAQ Local	84,776 5,124	89,900											

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31449	Indian School Road: Grand Canal to 16th Street	None	PHX12-101	Design a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	2012	Completed		Local	211,559	211,559	2,519,981	Q4, 2015	310	0.3	131	3	6	6	M	0	
		None	PHX14-403	2013 ROW	2014	Planned		Local	100,000	100,000											
		None	PHX14-101	Construct a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	2015	Deferred		CMAQ Local	873,422 1,335,000	2,208,422											
41711	Jorgensen Elementary School - 1701 W Roeser Rd	None	PHX12-106 SF017 01C SRS-PHX-0(278)T	Design Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	2013	Committed		SRTS	80,000	80,000	331,000	Q4, 2014	140	0.3	140	7	2	2	M	0	
		None	PHX12-106C	ConstructSidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	2014	Planned		SRTS	251,000	251,000											
16206	Left Turn Arrows	None	PHX11-168	Construction	2011	Completed		Local	120,000	120,000	473,550	Q4, 2015	120	0.0	131	3	0	0	M	0	
		None	PHX12-169	Construction	2012	Underway		Local	120,000	120,000											
		None	PHX13-170	Construction	2013	Underway		Local	77,850	77,850											
		None	PHX14-171	Construction	2014	Planned		Local	77,850	77,850											
		None	PHX15-172	Construction	2015	Planned		Local	77,850	77,850											
47854	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	None	PHX13-901D	Nevitt park Bicycle & Pedestrian Bridge Crossing: ROW Phase	2014	Planned		CMAQ Local	188,600 46,400	235,000	759,575	Q4, 2015	310	0.1	131	4	4	4	M	0	
		None	PHX13-901RW	Nevitt park Bicycle & Pedestrian Bridge Crossing: ROW Phase	2015	Planned		CMAQ Local	26,826 19,249	46,075											
		None	PHX13-901	Nevitt park Bicycle & Pedestrian Bridge Crossing: Construction Phase	2015	Planned		CMAQ Local	300,395 178,105	478,500											
13530	North Valley Pkwy: Lone Mountain Rd (Sonoran Blvd) - N of Dixileta Rd	None	PHX09-824	Design New 6 lane roadway	2016	Planned		Local	600,000	600,000	23,400,000	Q4, 2018	120	1.0	131	7	4	6	M	0	
		None	PHX11-848	Acquire right of way for new 6 lane roadway	2017	Planned		Local	6,800,000	6,800,000											
		None	PHX18-403	Construct roadway	2018	Planned		Local	16,000,000	16,000,000											
41713	Various Locations: Quarter Section 25-26, Quarter Section 25-28, Quarter Section 25-29, Quarter Section 25-30, Quarter Sectio	None	PHX16-417	Pave dirt alleys	2016	Planned		CMAQ Local	1,253,410 75,763	1,329,173	1,329,173	Q4, 2016	420	29.2	900	7	2	2	M	0	

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33532	Various Locations: Quarter Section 27-19, Quarter Section 27-20, Quarter Section 27-25, Quarter Section 28-19, Quarter Sectio	None	PHX17-417	Pave dirt alleys	2017	Planned		CMAQ Local	1,289,909 77,969	1,367,878	1,367,878	Q4, 2017	420	29.1	900	7	2	2	M	0	
46850	Phoenix (Various)	None	PHX15-461D SZ099 03D CM-PHX-0(285)T	Design dynamic message sign installation	2013	Underway		CMAQ Local	108,000 6,528	114,528	1,021,009	Q4, 2015	130	22.0	131		0	0	M	0	
		None	PHX15-461 SZ099 01C CM-PHX-0(285)T	Procure and install Dynamic Message Signs - 7th Ave, Camelback Road, McDowell Road	2015	Planned		CMAQ Local	854,811 51,670	906,481											
13182	Phoenix Citywide Alleys	None	PHX15-431D SZ101 03D CM-PHX-0(287)D	Design paving project	2013	Underway		CMAQ Local	50,000 3,022	53,022	1,525,684	Q4, 2015	420	29.2	900		0	0	M	0	
		None	PHX15-431C SZ101 01C CM-PHX-0(287)D	Dust-Proof Unstabilized Alleys	2015	Planned		CMAQ Local	1,232,662 240,000	1,472,662											
39685	Pinnacle Peak Rd: 43rd Ave to 35th Ave	None	PHX14-404	Right of Way	2014	Planned		Local	100,000	100,000	4,300,000	Q4, 2016	120	1.0	131	4	4	4	M	0	
		None	PHX11-849	Reconstruct roadway to 74ft section	2014	Planned		Local	4,200,000	4,200,000											
33349	Regional Bike Share	None	PHX15-446C	Implementation of Regional Bike Share	2015	Planned		CMAQ Local	1,414,500 85,500	1,500,000	1,500,000	Q4, 2015	310	18.0	900		0	0	M	0	
48525	Rio Salado 12' Shared Use Pathway, 32nd Street to 40th Street	None	PHX16-415	Construct multiuse path and outlooks	2016	Planned		CMAQ Local	1,122,642 67,858	1,190,500	1,190,500	Q4, 2016	310	1.1	800		0	0	M	0	
15376	Roosevelt Street	None	PHX15-441D SZ102 03D	Design sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements	2013	Underway		CMAQ Local	99,000 5,984	104,984	900,594	Q4, 2015	310	0.3	900		0	0	M	0	
		None	PHX15-441C SZ102 01C	Construct bike and pedestrian improvements.	2015	Planned		CMAQ Local	750,260 45,350	795,610											
10903	Shea blvd: 32nd St to SR51	None	PHX16-413	Construct multiuse path	2016	Planned		CMAQ Local	364,941 22,059	387,000	387,000	Q4, 2016	310	0.1	131		0	0	M	0	

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2103 ACI-SON-10-03	Sonoran Blvd: 15th Avenue to Cave Creek	ALCP	PHX08-103PZ	Pre-Design roadway widening	2008	Completed		RARF Local	0 0	0	58,649,528	Q2, 2013	120	8.0	131	4	0	2	M	0	
		ALCP	PHX09-103RWZ	Acquisition of right-of-way for roadway widening	2009	Completed		Local	3,999,314	3,999,314											
		ALCP	PHX10-103DZ	Design roadway widening	2011	Completed		RARF Local	4,234,623 1,814,839	6,049,462											
		ALCP	PHX09-103RWZ2	Acquisition of right-of-way for roadway widening	2011	Completed		RARF Local	7,590,164 3,252,928	10,843,092											
		ALCP	PHX11-103CZ	Construct roadway widening	2011	Completed		RARF Local	6,383,518 10,796,071	17,179,589											
		ALCP	PHX12-103CZ	Construct roadway widening	2012	Completed		RARF Local	5,170,102 2,215,758	7,385,859											
		ALCP	PHX13-103CZ	Construct roadway widening	2013	Completed		RARF Local	9,193,788 3,998,424	13,192,212											
30420	Sonoran Boulevard	None	PHX17-420	Acquisition of right-of-way for roadway widening	2017	Planned		Local	1,800,000	1,800,000	1,800,000	Q2, 2017	120	8.0	132	4	2	2	M	0	1200
42811	Sonoran Desert Drive	None	PHX11-192	Design	2011	Completed		Local	140,000	140,000	790,000	Q4, 2017	120	0.0	140	7	0	2	M	0	
		None	PHX12-193	Construct Roadway	2016	Planned		Local	650,000	650,000											
250	Various Alleys	None	PHX12-111	Design work for Pave Dirt Alley project	2012	Underway		Local	60,000	60,000	1,693,934	Q4, 2015	420	30.0	900	7	0	0	M	0	
		None	PHX14-104	Construct/Pave Dirt Alleys	2014	Planned		CMAQ Local	1,033,934 600,000	1,633,934											
33107	Various Locations	None	PHX11-109	Pontis / Virtis Software for bridge inspections	2011	Completed		Bridge Local	87,746 5,304	93,050	93,050	Q4, 2018	150	0.0	900	1	0	0	M	0	
33174	Various Locations	None	PHX11-110	Equipment Rental for bridge inspections	2011	Completed		Bridge Local	64,595 3,905	68,500	68,500	Q4, 2018	150	0.0	900	1	0	0	M	0	
46784	Various locations	None	PHX11-852	Bridge rehabilitation	2011	Underway		Local	358,000	358,000	358,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
46556	Various locations	None	PHX11-855	Bridge inspection program	2011	Underway		Local	250,000	250,000	250,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
11439	Various locations	None	PHX11-856	Bridge systems maintenance	2011	Completed		Local	69,000	69,000	69,000	Q4, 2016	120	0.0	900	2	0	0	M	0	
33107	Various Locations	None	PHX12-104	Pontis / Virtis Software for bridge inspections	2012	Completed		Bridge Local	87,663 5,299	92,962	92,962	Q4, 2018	150	0.0	900	1	0	0	M	0	
33174	Various Locations	None	PHX12-105	Equipment Rental for bridge inspections	2012	Completed		Bridge Local	182,471 11,030	193,501	193,501	Q4, 2018	150	0.0	900	1	0	0	M	0	
46784	Various locations	None	PHX12-863	Bridge rehabilitation	2012	Completed		Local	358,000	358,000	358,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
11439	Various locations	None	PHX12-865	Bridge Systems Maintenance	2012	Completed		Local	17,000	17,000	17,000	Q4, 2016	120	0.0	900	2	0	0	M	0	

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
46556	Various locations	None	PHX12-866	Bridge inspection program	2012	Completed		Local	250,000	250,000	250,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
33107	Various Locations	None	PHX13-106 SB452 01C BR-PHX-0(281)T	Pontis / Virtis Software for bridge inspections	2013	Underway		STP-BR Local	88,072 5,324	93,396	93,396	Q4, 2018	150	0.0	900	1	0	0	M	0	
33174	Various Locations	None	PHX13-107 SB453 01C BR-PHX-0(282)T	Equipment Rental for bridge inspections	2013	Underway		STP-BR Local	182,471 11,030	193,501	193,501	Q4, 2018	150	0.0	900	1	0	0	M	0	
46556	Various locations	None	PHX13-933 SB454 01C BR-PHX-0(283)T	Bridge Inspection Program	2013	Underway		STP-BR Local	377,200 22,800	400,000	400,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
11439	Various locations	None	PHX13-935	Bridge Systems Maintenance	2013	Underway		Local	17,000	17,000	17,000	Q4, 2016	120	0.0	900	2	0	0	M	0	
33107	Various Locations	None	PHX14-109	Pontis / Virtis Software for bridge inspections	2014	Planned		Local	100,870	100,870	100,870	Q4, 2018	150	0.0	900	1	0	0	M	0	
46784	Various locations	None	PHX14-143	Bridge rehabilitation	2014	Planned		Local	358,000	358,000	358,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
11439	Various locations	None	PHX14-145	Bridge systems maintenance	2014	Planned		Local	17,000	17,000	17,000	Q4, 2016	120	0.0	900	2	0	0	M	0	
33107	Various Locations	None	PHX15-107	Pontis / Virtis Software for bridge inspections	2015	Planned		Local	102,184	102,184	102,184	Q4, 2018	150	0.0	900	1	0	0	M	0	
33174	Various Locations	None	PHX15-108	Equipment Rental for bridge inspections	2015	Planned		Local	69,877	69,877	69,877	Q4, 2018	150	0.0	900	1	0	0	M	0	
46556	Various locations	None	PHX15-142	Bridge inspection program	2015	Planned		Local	500,000	500,000	500,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
46784	Various locations	None	PHX15-144	Bridge rehabilitation	2015	Planned		Local	208,000	208,000	208,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
11439	Various locations	None	PHX15-146	Bridge systems maintenance	2015	Planned		Local	17,000	17,000	17,000	Q4, 2016	120	0.0	900	2	0	0	M	0	
33174	Various Locations	None	PHX14-110	Equipment Rental for bridge inspections	2016	Planned		Local	11,029	11,029	11,029	Q4, 2018	150	0.0	900	1	0	0	M	0	
33107	Various Locations	None	PHX16-406	Pontis / Virtis Software for bridge inspections	2016	Planned		Local	5,299	5,299	5,299	Q4, 2018	150	0.0	900	1	0	0	M	0	
46784	Various locations	None	PHX13-934	Bridge Rehabilitation	2016	Planned		Local	358,000	358,000	358,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
46556	Various locations	None	PHX14-141	Bridge inspection program	2016	Planned		Local	500,000	500,000	500,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
33107	Various Locations	None	PHX17-406	Pontis / Virtis Software for bridge inspections	2017	Planned		Local	5,299	5,299	5,299	Q4, 2018	150	0.0	900	1	0	0	M	0	

Phoenix

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
33174	Various Locations	None	PHX17-407	Equipment Rental for bridge inspections	2017	Planned		Local	11,030	11,030	11,030	Q4, 2018	150	0.0	900	1	0	0	M	0	
46556	Various locations	None	PHX17-408	Bridge inspection program	2017	Planned		Local	500,000	500,000	500,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
33107	Various Locations	None	PHX18-405	Pontis / Virtis Software for bridge inspections	2018	Planned		Local	5,299	5,299	5,299	Q4, 2018	150	0.0	900	1	0	0	M	0	
33174	Various Locations	None	PHX18-406	Equipment Rental for bridge inspections	2018	Planned		Local	11,030	11,030	11,030	Q4, 2018	150	0.0	900	1	0	0	M	0	
46556	Various locations	None	PHX18-407	Bridge inspection program	2018	Planned		Local	500,000	500,000	500,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
46784	Various locations	None	PHX18-408	Bridge rehabilitation	2018	Planned		Local	358,000	358,000	358,000	Q4, 2018	120	0.0	131	2	0	0	M	0	
8257	Yuma St: 28th - 27th Ave	None	PHX12-107 SF018 01C SRS-PHX-0(279)T	Design Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	2013	Committed		SRTS	88,000	88,000	398,800	Q4, 2014	140	0.3	140	7	2	2	M	0	
		None	PHX12-107C	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	2014	Planned		SRTS	310,800	310,800											

Pinal County

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28625	Cooper Rd: AZ Farms Rd to Judd Rd	None	PNL14-407	Pave roadway	2014	Planned		Local	200,000	200,000	200,000	Q4, 2014	420	2.0	132		2	2	P	0	1200
36149	Felix Rd: Judy's Rd to Robert's Rd	None	PNL14-408	Pave roadway	2014	Planned		Local	300,000	300,000	300,000	Q4, 2014	420	1.0	132		2	2	P	0	1200
1474	Germann Rd: Meridian Rd to Ironwood Rd	None	PNL14-401	Design Roadway Improvements	2013	Planned		Local	400,000	400,000	1,900,000	Q4, 2019	120	1.0	131		0	2	P	0	1200
		None	PNL18-401	Construct Roadway Improvements	2018	Planned		Local	1,500,000	1,500,000											
11233	Guadalupe Rd: Meridian Rd to Delaware Drive	None	PNL14-402	Design New Roadway	2014	Planned		Local	250,000	250,000	250,000	Q4, 2017	120	0.5	131		0	2	P	0	1200
20992	Guadalupe Rd: Meridian Rd to Delaware Drive	None	PNL15-401	Acquisition of right-of-way for new roadway	2015	Planned		Local	65,000	65,000	65,000	Q4, 2017	120	0.5	131		0	2	P	0	1200
11233	Guadalupe Rd: Meridian Rd to Delaware Drive	None	PNL16-401	Construct New Roadway	2016	Planned		Local	1,200,000	1,200,000	1,200,000	Q4, 2017	120	0.5	131		0	2	P	0	1200
38931	Hunt Hwy: Bella Vista Rd to Magma Rd	None	PNL14-404	Design Roadway Widening	2014	Planned		Local	470,000	470,000	10,470,000	Q4, 2019	120	2.5	131		2	4	P	0	1200
		None	PNL18-403	Construct Roadway Widening	2018	Planned		Local	10,000,000	10,000,000											
8451	Hunt Hwy: Empire Rd to Thompson Rd	None	PNL13-101	Design Roadway Widening	2013	Completed		HPP	484,381	484,381	7,925,881	Q4, 2014	120	1.0	131		2	4	P	0	1200
		None	PNL14-403	Construct Roadway Widening	2014	Planned		STP-MAG Local	5,091,500 2,350,000	7,441,500											
30750	Hunt Hwy: Thompson Rd to Gary Rd	None	PNL15-404	Construct Roadway Widening	2015	Planned		Local	1,500,000	1,500,000	1,500,000	Q4, 2017	120	1.0	131		2	4	P	0	1200
43291	Kings Ranch Rd: Almeda St to Agua Vista St (Phase II)	None	PNL14-492	Construct Pathway	2014	Planned		STP-TEA Local	457,068 27,628	484,696	484,696	Q4, 2014	320	0.4	301		0	0	P	0	1200
29172	McCartney Rd: I-10 to Evans Rd	None	PNL17-401	Design Roadway Improvements	2017	Planned		Local	350,000	350,000	3,350,000	Q4, 2020	120	3.0	131		2	4	P	0	1200
		None	PNL18-402	Construct Roadway Improvements	2018	Planned		Local	1,000,000	1,000,000											
		None	PNL19-401	Construct Roadway Improvements	2019	Planned		Local	1,000,000	1,000,000											
		None	PNL20-401	Construct Roadway Improvements	2020	Planned		Local	1,000,000	1,000,000											
48690	Pinal County (Various)	None	PNL14-406	Dust Mitigation	2014	Planned		Local	200,000	200,000	200,000	Q4, 2014	420	0.5	132		2	2	P	0	1200
26390	Pinal County (Various)	None	PNL16-402	Dust Mitigation	2016	Planned		Local	500,000	500,000	500,000	Q4, 2016	420	1.0	132		0	0	P	0	1200
39091	Pinal County (Various)	None	PNL17-402	Dust Mitigation	2017	Planned		Local	2,158,750	2,158,750	2,158,750	Q4, 2017	420	6.2	132		0	0	P	0	1200

Queen Creek

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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26782	Chandler Heights Rd: Ellsworth Rd to 204th St	None	QNC07-701	Widen roadway	2017	Planned		Private	500,000	500,000	500,000	Q4, 2018	120	1.0	131	4	2	4	M	0	
2381	Chandler Heights Rd: Sossaman Rd to Hawes Rd	None	QNC09-766	Widen roadway	2017	Planned		Local	5,000,000	5,000,000	5,000,000	Q4, 2017	120	1.0	131	4	2	4	M	0	
16385	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	None	QNC13-901D	Design bike/ped path	2012	Underway		CMAQ Local	115,000 36,980	151,980	786,980	Q4, 2015	320	1.0	131	4	0	0	M	0	
		None	QNC13-901C SZ042 01C CM-QCR-0(213)S	Queen Creek Wash and South Bank Paved Path	2014	Planned		CMAQ Local	525,000 110,000	635,000											
34984	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	None	QNC07-707	Widen roadway and add Bike Lane	2018	Planned		Local	500,000	500,000	500,000	Q4, 2019	120	1.0	131	4	2	3	M	0	
33375	Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd	None	QNC07-713	Widen roadway	2014	Planned		Private	2,800,000	2,800,000	2,800,000	Q4, 2015	120	1.0	131	4	2	4	M	0	
11683	Hawes Rd: Ocotillo Rd to Queen Creek Rd	None	QNC07-719	Widen roadway	2017	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2018	120	1.0	131	4	2	3	M	0	
11879	Hawes Rd: Rittenhouse Rd to 1000 ft south of Queen Creek Rd	None	QNC07-721	Widen roadway	2017	Planned		Private	500,000	500,000	500,000	Q4, 2017	120	1.0	131	4	2	3	M	0	
5669	Meridian Rd: 2035' South of Ocotillo to Riggs Rd	None	QNC18-401	Construct New Roadway	2018	Planned		Private	6,000,000	6,000,000	6,000,000		120	2.0	131		0	6	P	0	1200
11637	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	None	QNC12-102D SL714 02D TEA-QCR-0(209)A	Design a one mile 8' wide multi-use path	2012	Underway		STP-TEA Local	123,533 98,000	221,533	767,891	Q4, 2015	310	1.0	900	4	0	0	M	0	
		None	QNC12-100 SL714 01C TEA-QCR-0(209)A	Contruct a one mile 8' wide multi-use path	2014	Planned		STP-TEA Local	486,926 29,432	516,358											
		None	QNC15-401	operations	2015	Planned		Local	30,000	30,000											
13118	Ocotillo Rd: 209th Way to Ellsworth Loop Rd	None	QNC07-722	Widen roadway	2014	Planned		Private	4,500,000	4,500,000	4,500,000	Q4, 2015	120	1.0	131	4	2	4	M	0	
12063	Ocotillo Rd: Hawes Rd to Sossaman Rd	None	QNC09-769	Widen roadway	2018	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2018	120	1.0	131	4	2	4	M	0	
12627	Ocotillo Rd: Recker Rd to Power Rd	None	QNC08-750	New 4 lane road	2014	Planned		Private	6,000,000	6,000,000	6,000,000	Q4, 2015	120	1.0	131	7	0	4	M	0	
13433	Ocotillo Rd: Rittenhouse Rd to Crismon	None	QNC07-728	Widen roadway	2014	Planned		Local	3,000,000	3,000,000	3,000,000	Q4, 2015	120	1.0	131	4	2	4	M	0	
40311	Ocotillo Rd: Signal Butte Rd to Meridian Rd	None	QNC08-751	Widen roadway	2016	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2017	120	1.0	131	6	2	4	M	0	
21513	Power Rd: Riggs Rd to Cloud Rd	None	QNC09-773	Widen roadway, adding NB lane	2016	Planned		Private	2,500,000	2,500,000	2,500,000	Q4, 2017	120	1.0	131	4	2	5	M	0	

Queen Creek

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9151	Queen Creek Rd: 194th St to 196th St	None	QNC13-101	Widen roadway	2014	Planned		Private	3,000,000	3,000,000	3,000,000	Q1, 2015	120	1.0	131	4	3	4	M	0	
33662	Queen Creek Rd: Crismon Rd to 213th St	None	QNC07-735	Widen roadway	2017	Planned		Private	2,500,000	2,500,000	2,500,000	Q4, 2018	120	1.0	131	7	2	4	M	0	
46508	Rittenhouse Rd (re-aligned): Sossaman Rd to Hawes Rd	None	QNC09-774	Construct new roadway	2014	Planned		Local	4,500,000	4,500,000	4,500,000	Q4, 2015	120	1.0	131	5	2	4	M	0	
38642	Rittenhouse Rd at Sossaman Rd	None	QNC09-608	Improve railroad crossing/intersection	2016	Planned		Local	1,500,000	1,500,000	1,500,000	Q4, 2017	120	1.0	131	5	2	2	M	0	
12531	Rittenhouse Rd: Loop Rd N and Loop Rd S	None	QNC13-102	Intersection Improvements	2018	Planned		Local	600,000	600,000	600,000	Q1, 2019	120	1.0	131	4	2	4	M	0	
19362	Signal Butte Rd: Ocotillo Rd to Barnes Parkway	None	QNC09-779	Widen roadway, from 2 to 4 lanes	2018	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2019	120	1.0	131	7	2	4	M	0	

Salt River Pima-Maricopa Indian Community

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17622	8' Sidewalk Longmore Road Pedestrian Project	None	SRP16-401	Design and construct an 8-foot wide pedestrian sidewalk. The project will also include trees for shade and benches located at the school bus stops and other locations as needed.	2016	Planned		CMAQ Local	497,796 80,089	577,885	577,885	Q4, 2016	310	1.6	140		0	0	M	0	
23100	Pave Dirt Roads: Center St, Mesa Dr, McDonald Dr, and Alma School Rd	None	SRP12-801RW SS842 01R CM-SRI-0(201)A	ROW: Unpaved Road	2013	Underway		CMAQ Local	1,000,000 60,445	1,060,445	5,159,757	Q4, 2016	420	5.0	140	7	2	2	M	0	
		None	SRP12-801C	Construct:Pave Unpaved Road	2015	Planned		CMAQ Local	1,589,595 2,509,717	4,099,312											

Scottsdale

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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14796	Arizona Canal from Chaparral to Indian Bend Wash	None	SCT12-129	Design multi-use path	2012	Underway		CMAQ	600,000	600,000	4,111,700	Q4, 2015	310	2.0	800	3	0	0	M	0	
		None	SCT14-104 SZ030 01C CM-SCT-0(218)A	Design and Construct multi-use path	2014	Planned		CMAQ Local	1,600,000 1,911,700	3,511,700											
1144	Citywide	None	SCT13-902	Last mile connections from city Fiber Network	2014	Planned		CMAQ Local	350,000 350,000	700,000	700,000	Q4, 2015	130	0.0	900	7	0	0	M	0	
23443	Citywide	None	SCT16-401	Replace standard Signal Cabinets with Advanced Hybrid Cabinets at 60 major intersections	2016	Planned		CMAQ Local	678,960 41,040	720,000	720,000	Q4, 2016	130	0.0	900		0	0	M	0	
289	Citywide	None	SCT17-401	Replace standard Signal Cabinets with Advanced Hybrid Cabinets at 60 arterial/collector intersections	2017	Planned		CMAQ Local	678,960 41,040	720,000	720,000	Q4, 2017	130	0.0	900		0	0	M	0	
38462 ACI-SAT-10-03-H	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	ALCP	SCT11-123DZ	Design intersection improvement	2012	Completed		RARF Local	70,415 30,178	100,592	1,207,106	Q2, 2014	120	0.5	131	3	4	6	M	0	
		ALCP	SCT13-123RWZ	Acquisition of right-of-way for intersection improvement	2013	Completed		RARF Local	70,415 30,178	100,592											
		ALCP	SCT14-123CZ	Construct intersection improvement	2014	Underway		RARF Local	704,145 301,776	1,005,922											
34155 ACI-SAT-10-03-D	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	ALCP	SCT13-106DZ	Pre-Design/Design roadway widening	2013	Underway		RARF Local	704,145 301,776	1,005,921	11,065,137	Q4, 2016	120	0.8	131	2	0	2	M	0	
		ALCP	SCT14-106RWZ	Acquisition of right-of-way for roadway widening	2014	Planned		RARF Local	1,408,290 603,553	2,011,843											
		ALCP	SCT15-106CZ	Construct roadway widening	2015	Planned		RARF Local	5,633,161 2,414,212	8,047,373											
3449 ACI-SAT-10-03-A	Frank Lloyd Wright-Loop 101 Traffic Interchange	ALCP	CHN18-103DZ	Pre-Design/Design roadway widening	2018	Planned		RARF Local	1,408,290 603,553	2,011,843	8,047,373	Q2, 2019	120	0.4	131	3	6	6	M	0	
		ALCP	SCT19-108DZ	Construct roadway widening	2019	Planned		RARF Local	4,224,871 1,810,659	6,035,529											
39514	Hayden Rd/Thomas Rd	None	SCT12-102D	Design Intersection improvement	2013	Underway		HSIP-AZ Local	141,450 858,550	1,000,000	6,900,000	Q4, 2015	121	0.1	131	3	6	6	M	0	
		None	SCT14-110	ROW for intersection improvement	2014	Planned		Local	200,000	200,000											
		None	SCT12-102 SH531 01C HSIP-SCT-0(217)D	Construct Intersection improvement	2014	Planned		HSIP-AZ Local	1,240,631 4,459,369	5,700,000											
31241	Legacy from Hayden to Hualapai	None	SCT13-116	Construct new road	2014	Planned		Private	13,000,000	13,000,000	13,000,000	Q4, 2014	120	0.0	131	7	0	4	M	0	

Scottsdale

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12577 ACI-SAT-10-03-I	Loop 101 South Frontage Roads	ALCP	SCT13-124DZ	Design roadway widening	2013	Planned		RARF Local	352,073 150,888	502,961	4,360,167	Q2, 2014	120	0.8	131	2	0	4	M	0	
		ALCP	SCT14-124RWZ	Acquisition of right-of-way for roadway widening	2014	Planned		RARF Local	704,145 301,776	1,005,922											
		ALCP	SCT14-124C2Z	Construct roadway widening	2014	Planned		RARF Local	997,950 427,692	1,425,642											
		ALCP	SCT14-124CZ	Construct roadway widening	2014	Planned		RARF Local	997,950 427,693	1,425,643											
29198 ACI-MLR-10-03	Miller Rd at Loop 101 Underpass	ALCP	SCT18-126DZ	Design roadway widening	2018	Planned		RARF Local	1,400,352 600,240	2,000,592	20,006,931	Q2, 2020	120	1.3	131	4	0	6	M	0	
		ALCP		Acquisition of right-of-way for roadway widening	2019	Planned		RARF Local	3,435,359 1,472,356	4,907,715											
		ALCP		Construct roadway widening	2020	Planned		STP-MAG Local	9,169,036 3,929,587	13,098,623											
12038	Miller Road from Loop 101 to 76th St	None	SCT13-117	Construct new road	2014	Planned		Private	15,000,000	15,000,000	15,000,000	Q4, 2014	120	0.4	131	7	0	4	M	0	
37995	Miller Road from Princess to Loop 101	None	SCT13-118	Construct new road	2014	Planned		Private	15,000,000	15,000,000	15,000,000	Q4, 2014	120	0.6	131	7	0	4	M	0	
28410 ACI-SAT-10-03-C	Northsight Blvd: Hayden to Frank Lloyd Wright	ALCP	SCT13-105DZ	Pre-Design/Design roadway widening	2011	Completed		RARF Local	384,517 164,784	549,301	13,204,279	Q4, 2013	120	0.4	131	4	2	4	M	0	
		ALCP	SCT13-105D2Z	Pre-Design/Design roadway widening	2012	Completed		RARF Local	286,103 122,616	408,719											
		ALCP	SCT14-105RWZ	Acquisition of right-of-way for roadway widening	2012	Completed		RARF Local	14,175 6,075	20,250											
		ALCP	SCT13-105DZ3	Pre-Design/Design roadway widening	2013	Underway		RARF Local	209,514 89,792	299,305											
		ALCP	SCT14-105RWZ2	Acquisition of right-of-way for roadway widening	2013	Underway		RARF Local	423,596 181,541	605,137											
		ALCP	SCT15-105CZ	Construct roadway widening	2013	Underway		RARF Local	428,525 183,653	612,178											
		ALCP	SCT14-105RWZ3	Acquisition of right-of-way for roadway widening	2014	Underway		RARF Local	1,973,311 845,705	2,819,016											
		ALCP	SCT13-105CZ	Construct roadway widening	2014	Underway		RARF Local	2,776,475 1,189,918	3,966,393											
		ALCP	SCT13-105SAVZ	Project Savings for roadway widening	2015	Underway		RARF Local	2,746,786 1,177,194	3,923,980											
6515 ACI-PMA-30-03-D	Pima Rd: Chaparral Rd to Thomas Rd	ALCP	SCT13-114DZ	Design roadway widening	2017	Planned		RARF Local	500,729 382,189	882,918	11,040,560	Q2, 2018	120	2.0	131	3	2	4	M	0	
		ALCP	SCT13-114CZ	Construct roadway widening	2018	Planned		RARF Local	5,825,463 4,332,179	10,157,642											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
4292 ACI-PMA-30-03-C	Pima Rd: Krail to Chaparral Rd	ALCP	SCT11-112DZ	Design roadway widening	2015	Planned		RARF Local	756,203 568,174	1,324,377	16,550,621	Q2, 2016	120	1.8	131	3	2	4	M	0	
		ALCP	SCT11-112CZ	Construct roadway widening	2016	Planned		RARF Local	2,000,000 1,285,714	3,285,714											
		ALCP	SCT16-112CZ	Construct roadway widening	2016	Planned		RARF Local	6,706,551 5,233,979	11,940,530											
30028 ACI-PMA-30-03-E	Pima Rd: Thomas Rd to McDowell Rd	ALCP	SCT11-111DZ	Design roadway widening	2014	Planned		RARF Local	490,510 210,219	700,728	8,760,792	Q1, 2015	120	1.0	131	3	2	4	M	0	
		ALCP	SCT12-111DZ	Design roadway widening	2014	Planned		RARF Local	48,188 20,652	68,840											
		ALCP	SCT11-111CZ	Construct roadway widening	2015	Planned		RARF Local	5,589,769 2,401,454	7,991,224											
4095 ACI-PMA-30-03-A	Pima Rd: Via Linda to Via De Ventura	ALCP	SCT12-113DZ	Design roadway widening	2014	Planned		RARF Local	102,190 85,839	188,029	2,354,447	Q2, 2015	120	1.3	131	3	2	4	M	0	
		ALCP	SCT13-113CZ	Construct roadway widening	2015	Planned		RARF Local	1,236,494 929,925	2,166,419											
22239 ACI-PMA-10-03-D	Pima Rd: Dynamite Blvd to Stagecoach Pass	ALCP	SCT16-128DZ	Design roadway widening	2016	Planned		RARF Local	5,390,303 2,310,130	7,700,433	55,270,436	Q2, 2020	120	5.0	131	3	2	4	M	0	
		ALCP	SCT16-128RWZ	Acquisition of right-of-way for roadway widening	2016	Planned		RARF Local	2,975,047 1,844,218	4,819,265											
		ALCP	SCT16-128CZ	Construct roadway widening	2016	Planned		RARF Local	4,425,338 1,896,574	6,321,912											
		ALCP	SCT17-128RWZ	Acquisition of right-of-way for roadway widening	2017	Planned		RARF Local	2,975,047 1,844,218	4,819,265											
		ALCP	SCT17-128CZ	Construct roadway widening	2017	Planned		RARF Local	4,425,338 1,896,574	6,321,912											
		ALCP	SCT18-128CZ	Construct roadway widening	2018	Planned		RARF Local	1,425,339 610,860	2,036,199											
		ALCP		Construct roadway widening	2019	Planned		RARF Local	6,638,008 2,844,861	9,482,869											
		ALCP		Construct roadway widening	2020	Planned		RARF Local	9,638,008 4,130,575	13,768,582											

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25440 ACI-PMA-20-03	Pima Rd: Happy Valley Rd to Dynamite Blvd	ALCP	SCT16-127DZ	Design roadway widening	2016	Planned		RARF Local	2,144,518 919,079	3,063,597	33,924,540	Q2, 2018	120	2.0	131	3	4	4	M	0	
		ALCP	SCT17-127RWZ	Acquisition of right-of-way for roadway widening	2017	Planned		RARF Local	2,367,230 1,014,528	3,381,758											
		ALCP	SCT18-127CZ	Construct roadway widening	2018	Planned		RARF Local	8,426,573 3,611,388	12,037,961											
		ALCP	SCT18-127CZ2	Construct roadway widening	2018	Planned		RARF Local	10,808,858 4,632,367	15,441,225											
36968 ACI-PMA-10-03-C	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	ALCP	SCT15-125DZ	Design roadway widening	2015	Planned		RARF Local	1,345,499 576,642	1,922,140	22,843,571	Q2, 2018	120	1.0	131	3	4	6	M	0	
		ALCP	SCT16-125RWZ	Acquisition of right-of-way for roadway widening	2016	Planned		RARF Local	1,190,019 510,008	1,700,027											
		ALCP	SCT17-125CZ	Construct roadway widening	2017	Planned		RARF Local	3,200,000 1,371,429	4,571,429											
		ALCP	SCT17-125CZ2	Construct roadway widening	2017	Planned		RARF Local	7,054,983 3,023,564	10,078,546											
		ALCP	SCT18-125CZ	Construct roadway widening	2018	Planned		RARF Local	3,200,000 1,371,429	4,571,429											
7209 ACI-SAT-10-03-G	Raintree Drive: Loop 101 to Hayden	ALCP	SCT14-118DZ	Pre-Design/Design roadway widening	2014	Planned		RARF Local	704,145 301,776	1,005,922	16,423,317	Q2, 2016	120	1.0	131	4	4	6	M	0	
		ALCP	SCT15-118RWZ	Acquisition of right-of-way for roadway widening	2015	Planned		RARF Local	3,520,874 1,508,733	5,029,608											
		ALCP	SCT16-118CZ	Construct roadway widening	2016	Planned		RARF Local	4,041,451 2,060,622	6,102,073											
		ALCP	SCT16-118CZ2	Construct roadway widening	2016	Planned		RARF Local	3,000,000 1,285,714	4,285,714											
29852 ACI-SAT-10-03-F	Raintree Extension: Hayden to Redfield	ALCP	SCT13-122DZ	Design roadway widening	2013	Underway		RARF Local	1,056,218 452,665	1,508,882	19,318,120	Q2, 2015	120	0.3	131	4	0	4	M	0	
		ALCP	SCT13-122RWZ	Acquisition of right-of-way for roadway widening	2014	Planned		RARF Local	176,036 75,444	251,480											
		ALCP	SCT14-122RW2Z	Acquisition of right-of-way for roadway widening	2014	Planned		RARF Local	900,000 385,714	1,285,714											
		ALCP	SCT14-122RW3Z	Acquisition of right-of-way for roadway widening	2014	Planned		RARF Local	2,620,725 1,123,168	3,743,894											
		ALCP	SCT14-122RWZ	Acquisition of right-of-way for roadway widening	2014	Planned		RARF Local	319,964 137,127	457,091											
		ALCP	SCT13-122CZ	Construct roadway widening	2014	Planned		RARF Local	2,224,871 953,516	3,178,387											
		ALCP	SCT14-122CZ	Construct roadway widening	2014	Planned		RARF Local	6,224,871 2,667,801	8,892,671											

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16204 ACI-SAT-10-03-B	Raintree-Loop 101 Traffic Interchange	ALCP	SCT16-104DZ	Pre-Design/Design roadway widening	2016	Planned		RARF Local	704,145 301,776	1,005,922	4,023,686	Q2, 2017	120	0.4	131	2	4	4	M	0	
		ALCP	SCT17-104CZ	Construct roadway widening	2017	Planned		RARF Local	2,112,435 905,329	3,017,765											
21671 ACI-SAT-10-03-E	Redfield Rd: Scottsdale Rd to Hayden	ALCP	SCT14-107DZ	Design roadway widening	2013	Underway		RARF Local	352,073 150,888	502,961	5,532,569	Q4, 2015	120	1.2	131	4	2	4	M	0	
		ALCP	SCT15-107CZ	Construct roadway widening	2014	Planned		RARF Local	3,520,725 1,508,882	5,029,608											
36826	Scottsdale (Various)	None	SCT15-463 SZ096 01C CM-SCT-0(224)D	Highway advisory radio deployment	2015	Planned		CMAQ Local	380,040 38,000	418,040	418,040		130	####	900		0	0	M	0	
49302 ACI-SAT-10-03-K	Scottsdale Airpark Area	ALCP	SCT15-116DZ	Design Concept Report: Scottsdale Airpark	2013	Underway		RARF Local	222,430 95,327	317,757	1,005,715	Q2, 2013	900	0.0	900	4	0	0	M	0	
		ALCP	SCT16-116DZ	Design Concept Report: Scottsdale Airpark	2014	Underway		RARF Local	481,570 206,388	687,958											
39752 ACI-SCT-20-03-A	Scottsdale Rd: Jomax Rd to Dixileta Dr	ALCP	SCT18-129DZ	Design roadway widening	2018	Planned		RARF Local	1,094,536 2,428,119	3,522,655	18,081,051	Q2, 2019	120	2.0	131	3	4	4	M	0	
		ALCP	SCT18-129RWZ	Acquisition of right-of-way for roadway widening	2018	Planned		RARF Local	1,978,317 3,400,054	5,378,371											
		ALCP		Construct roadway widening	2019	Planned		RARF Local	3,213,009 1,377,004	4,590,013											
		ALCP		Construct roadway widening	2019	Planned		RARF Local	3,213,009 1,377,004	4,590,013											
18658 ACI-SCT-10-03-B	Scottsdale Rd: Pinnacle Peak to Jomax Rd	ALCP	SCT17-109DZ	Design roadway widening	2017	Planned		RARF Local	1,799,927 2,695,541	4,495,468	38,032,438	Q2, 2019	120	2.0	131	3	4	6	M	0	
		ALCP	SCT18-109RWZ	Acquisition of right-of-way for roadway widening	2018	Planned		Local	3,400,054	3,400,054											
		ALCP		Construct roadway widening	2019	Planned		Local	30,136,917	30,136,917											

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20203 ACI-SCT-10-03-A	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	ALCP	SCT210-08AP	Pre-Design roadway widening	2009	Completed		RARF Local	693,962 297,412	991,375	26,760,962	Q2, 2013	120	2.0	131	3	4	6	M	0	
		ALCP	SCT10-014PDZ	Pre-Design roadway widening	2010	Completed		RARF Local	63,355 42,412	105,767											
		ALCP	SCT11-014DZ	Design roadway widening	2011	Completed		RARF Local	500,000 269,495	769,495											
		ALCP	SCT12-119DZ	Design roadway widening	2012	Underway		RARF Local	0 0	0											
		ALCP	SCT210-10ARW	Acquisition of right-of-way for roadway widening	2012	Completed		RARF Local	1,021,896 1,823,330	2,845,226											
		ALCP	SCT210-10AC	Construct roadway widening	2013	Underway		RARF Local	2,223,609 952,975	3,176,584											
		ALCP	SCT12-014C2RZ	Construct roadway widening	2014	Underway		RARF Local	4,814,225 2,063,239	6,877,465											
		ALCP	SCT12-014C3RZ	Construct roadway widening	2014	Underway		RARF Local	2,814,225 1,206,097	4,020,322											
		ALCP	SCT12-014CZ	Construct roadway widening	2014	Underway		RARF Local	5,582,310 2,392,419	7,974,729											
9886	Shared Use Pathway Shea Tunnel Access / 124th St	None	SCT16-402	Construct nonmotorized access improvements to the existing Shea Tunnel, multiuse path and wash crossings	2016	Planned		CMAQ Local	1,253,032 75,740	1,328,772	1,328,772	Q4, 2016	310	1.0	131		0	0	M	0	
49846	Shared Use Pathway WestWorld/Indian Bend	None	SCT17-402	Construct sidewalk, multiuse path and enhanced street crossings	2017	Planned		CMAQ Local	4,223,645 255,300	4,478,945	4,478,945	Q4, 2017	310	4.7	800		0	0	M	0	
35990 ACI-SHA-20-03-E	Shea at 120/124th Streets	ALCP	SCT09-931	Design intersection improvement	2010	Completed		RARF Local	52,903 22,673	75,575	205,644	Q4, 2012	120	0.4	131	3	6	6	M	0	
		ALCP	SCT08-929	Acquisition of right-of-way for intersection improvement	2010	Completed		RARF Local	0 0	0											
		ALCP	SCT11-114RWZ	Acquisition of right-of-way for intersection improvement	2011	Completed		RARF Local	0 0	0											
		ALCP	SCT08-930	Construct intersection improvement	2011	Completed		RARF Local	130,068 0	130,068											
24722 ACI-SHA-20-03-D	Shea at Via Linda (Phase 2)	ALCP	SCT16-132DZ	Design intersection improvement	2016	Planned		RARF Local	73,765 31,614	105,379	2,979,994	Q2, 2017	120	0.3	131	3	6	6	M	0	
		ALCP	SCT17-132RWZ	Acquisition of right-of-way for intersection improvement	2017	Planned		RARF Local	73,744 31,635	105,379											
		ALCP	SCT17-132CZ	Construct intersection improvement	2017	Planned		RARF Local	1,938,465 830,771	2,769,236											

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15226 ACI-SHA-20-03-H	Shea Blvd - 96th St to 144th St ITS Improvements	ALCP	SCT08-936	Design ITS improvement	2014	Planned		RARF Local	442,592 189,682	632,275	3,372,131	Q2, 2014	120	6.3	131	3	6	6	M	0	
		ALCP	SCT09-937	Acquisition of right-of-way for ITS improvement	2014	Planned		RARF Local	442,592 189,682	632,275											
		ALCP	SCT10-938	Construct ITS improvement	2014	Planned		RARF Local	1,475,308 632,274	2,107,582											
485 ACI-SHA-20-03-J	Shea Blvd at 110th Street	ALCP	SCT16-130DZ	Design intersection improvement	2016	Planned		RARF Local	44,259 18,969	63,227	379,364	Q4, 2018	120	0.3	131	3	6	6	M	0	
		ALCP	SCT17-130RWZ	Acquisition of right-of-way for intersection improvement	2017	Planned		RARF Local	88,518 37,936	126,454											
		ALCP	SCT17-130CZ	Construct intersection improvement	2017	Planned		RARF Local	132,779 56,905	189,683											
47813 ACI-SHA-20-03-K	Shea Blvd at 114th Street	ALCP	SCT18-135DZ	Acquisition of right-of-way for intersection improvement	2018	Planned		RARF Local	44,259 18,969	63,227	379,366	Q2, 2019	120	0.3	131	3	6	6	M	0	
		ALCP	SCT18-135RWZ	Design intersection improvement	2018	Planned		RARF Local	88,519 37,937	126,456											
		ALCP		Construct intersection improvement	2019	Planned		RARF Local	132,779 56,905	189,683											
37746 ACI-SHA-20-03-M	Shea Blvd at 115th Street	ALCP	SCT18-134DZ	Design intersection improvement	2018	Planned		RARF Local	15,807 6,849	22,657	158,596	Q2, 2019	120	0.3	131	3	6	6	M	0	
		ALCP		Acquisition of right-of-way for intersection improvement	2019	Planned		RARF Local	31,614 13,699	45,313											
		ALCP		Construct intersection improvement	2019	Planned		RARF Local	63,227 27,399	90,626											
22240 ACI-SHA-20-03-N	Shea Blvd at 125th Street	ALCP	SCT11-120DZ	Design intersection improvement	2015	Planned		RARF Local	44,009 18,861	62,870	1,257,402	Q2, 2015	120	0.3	131	3	6	6	M	0	
		ALCP	SCT12-120DZ	Design intersection improvement	2015	Planned		RARF Local	44,009 18,861	62,870											
		ALCP	SCT12-120RWZ	Acquisition of right-of-way for intersection improvement	2015	Planned		RARF Local	44,009 18,861	62,870											
		ALCP	SCT13-120RWZ	Acquisition of right-of-way for intersection improvement	2015	Planned		RARF Local	44,009 18,861	62,870											
		ALCP	SCT12-120CZ	Construct intersection improvement	2015	Planned		RARF Local	704,145 301,776	1,005,922											

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6875 ACI-SHA-20-03-O	Shea Blvd at 135th Street	ALCP	SCT18-131DZ	Design intersection improvement	2018	Planned		RARF Local	15,807 6,849	22,657	158,596	Q2, 2019	120	0.3	131	3	6	6	M	0	
		ALCP		Acquisition of right-of-way for intersection improvement	2019	Planned		RARF Local	31,614 13,699	45,313											
		ALCP		Construct intersection improvement	2019	Planned		RARF Local	63,227 27,399	90,626											
21352 ACI-SHA-20-03-P	Shea Blvd at 136th Street	ALCP	SCT12-121DZ	Design intersection improvement	2013	Completed		RARF Local	221,303 94,844	316,147	537,438	Q2, 2014	120	0.3	131	3	6	6	M	0	
		ALCP	SCT12-121RWZ	Acquisition of right-of-way for intersection improvement	2013	Completed		RARF Local	7,373 3,160	10,533											
		ALCP	SCT13-121CZ	Construct intersection improvement	2014	Planned		RARF Local	147,530 63,227	210,758											
15172 ACI-SHA-20-03-L	Shea Blvd at Frank Lloyd Wright Blvd	ALCP	SCT08-954	Design intersection improvement	2010	Completed		RARF Local	73,765 31,614	105,379	948,414	Q2, 2017	120	0.3	131	3	6	6	M	0	
		ALCP	SCT11-115RWZ	Acquisition of right-of-way for intersection improvement	2011	Completed		RARF Local	73,765 31,614	105,379											
		ALCP	SCT15-115DZ	Design intersection improvement	2015	Planned		RARF Local	73,765 31,614	105,379											
		ALCP	SCT11-115RW2Z	Acquisition of right-of-way for intersection improvement	2016	Planned		RARF Local	73,765 31,614	105,379											
		ALCP	SCT16-115CZ	Construct intersection improvement	2016	Planned		RARF Local	184,414 79,035	263,449											
		ALCP	SCT12-115CZ	Construct intersection improvement	2017	Planned		RARF Local	184,414 79,035	263,449											
27034 ACI-SHA-20-03-I	Shea Blvd at Loop 101	ALCP	SCT16-133DZ	Design intersection improvement	2016	Planned		RARF Local	405,709 173,875	579,585	5,268,955	Q2, 2018	120	1.0	131	3	6	6	M	0	
		ALCP	SCT17-133RWZ	Acquisition of right-of-way for intersection improvement	2017	Planned		RARF Local	331,944 142,262	474,206											
		ALCP	SCT18-133CZ	Construct intersection improvement	2018	Planned		RARF Local	2,950,615 1,264,549	4,215,164											
38130	Thomas Road: 73rd St to Indian Bend Wash	None	SCT14-106T	Construct: Streetscape project to enhance sidewalks, add new bike lanes, turn lanes and lighting	2014	Planned		Local	4,613,900	4,613,900	4,613,900	Q2, 2016	320	0.6	131		5	5	M	0	
12309	Union Hills from Scottsdale to Hayden	None	SCT13-115	Construct new road	2014	Planned		Private	18,000,000	18,000,000	18,000,000	Q4, 2014	120	1.0	131	4	0	4	M	0	

Scottsdale

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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252	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th S	None	SCT14-103	Construct/Pave Dirt Roads	2014	Planned		CMAQ Local	1,267,904 76,639	1,344,543	1,344,543	Q1, 2014	420	3.0	900	7	2	2	M	0	

Surprise

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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11089	160th Lane between Bell Road and south 1/4 mile	None	SUR11-117	Construct new 4 lanes with curb, gutter, sidewalk, raised median, and turn lanes	2014	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2014	120	0.0	140	7	0	4	M	0	
26513	187th Ave: between Happy Valley Rd and Frontier Dr alignment	None	SUR13-106	Construct new 2 lanes with curb, gutter, and sidewalks	2014	Planned		Private	2,250,000	2,250,000	2,250,000	Q1, 2015	120	0.0	131	5	0	2	M	0	
48720	227th Ave: between Pinnacle Peal Rd and Happy Valley Rd	None	SUR13-105	Construct new 2 lanes with curb, gutter, and sidewalks	2014	Planned		Private	2,750,000	2,750,000	2,750,000	Q1, 2015	120	1.0	131	4	0	2	M	0	
29007	5' Sidewalk Reems Rd	None	SUR17-402	Construct sidewalk	2017	Planned		CMAQ Local	198,900 12,025	210,925	210,925	Q4, 2017	310	1.0	131		0	0	M	0	
28371	Bell Rd: 141st Ave to Loop 303	None	SUR12-817	Construct sidewalks	2014	Planned		CMAQ Local	892,500 382,500	1,275,000	1,275,000	Q4, 2014	320	3.0	131	3	6	6	M	0	
18674	Bell Rd: US-60 (Grand Ave) to 114th Ave	None	SUR11-714R	Acquire right of way for multi-use path	2011	Completed		CMAQ	500,000	500,000	1,325,000	Q4, 2015	320	2.0	131	3	6	6	M	0	
		None	SUR11-714C SS854 01C CM-SUR-0(210)A	Design, acquire right of way and construct a multi-use path	2014	Deferred		CMAQ Local	777,975 47,025	825,000											
40343	Bell Road between Eastham and L303	None	SUR11-105	Construct 2 right turn lanes and curb and gutter on south side of Bell Road	2014	Planned		Private	500,000	500,000	500,000	Q4, 2014	120	0.5	131	1	6	6	M	0	
40747	Cactus Rd between Cotton Ln & 175th	None	SUR14-403	Construct 2 new lanes both directions w/median c&g.	2014	Planned		Local	1,000,000	1,000,000	1,000,000	Q3, 2014	120	0.0	132	4	0	4	M	0	
35770	Cactus Road between Citrus Rd and Perryville Rd	None	SUR12-101	Construct new 2 lanes with curb, gutter, and sidewalks	2014	Planned		Private	2,000,000	2,000,000	2,000,000	Q1, 2015	120	1.0	131	7	0	2	M	0	
14718	Cactus Road: 143rd Ave to Bullard Ave.	None	SUR13-107	Widening of existing 2 lane roadway to new 4 lanes with new pavement, sidewalk, curb and gutter, streetlights and landscaping	2014	Planned		Private	1,900,000	1,900,000	1,900,000	Q4, 2014	120	0.0	131	4	2	4	M	0	
41430	Greenway Road between Cotton Lane and 1/4 mile west	None	SUR11-108	Construct new Eastbound 1 lane with right turn lane and sidewalk	2014	Planned		Private	250,000	250,000	250,000	Q4, 2014	120	0.3	131	4	3	4	M	0	
9209	Greenway Road Between Litchfield Road and Bullard Avenue	None	SUR11-101	Construct new arterial roadway, sidewalk, curb and gutter, and median.	2014	Planned		Local	2,700,000	2,700,000	2,700,000	Q4, 2014	120	1.0	131	4	2	4	M	0	
1731	Greenway Road From Cotton Lane East 1/4 miles	None	SUR11-112	Construct new 2 lanes with 2 right turn lanes, median, curb, gutter, and sidewalk	2014	Planned		Private	500,000	500,000	500,000	Q4, 2014	120	0.3	131	4	2	4	M	0	

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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25884	Happy Valley Rd - between 185th Ave and 183rd Ave	None	SUR13-102	Construct new 2 lanes with curb, gutter, and sidewalks	2014	Planned		Private	2,250,000	2,250,000	2,250,000	Q1, 2015	120	0.0	131	7	0	4	M	0	
18675	Happy Valley Rd: between the CAP Canal and 224th Ave alignment	None	SUR13-103	Construct new 2 lanes with curb, gutter, and sidewalks	2014	Planned		Private	2,250,000	2,250,000	2,250,000	Q1, 2015	120	0.0	131	7	0	2	M	0	
42704	Jomax Rd - 147th Ave to El Granada Blvd	None	SUR14-402	Construct 2 lanes both directions with median c& g.	2014	Planned		Local	1,600,000	1,600,000	1,600,000	Q4, 2014	130	1.0	131	4	2	2	M	0	
33043	Litchfield Road between Sweetwater and Cactus	None	SUR11-119	Construct new 2 northbound and 2 southbound lanes on arterial roadway	2014	Planned		Local	2,189,000	2,189,000	2,189,000	Q4, 2014	120	0.5	131	4	2	4	M	0	
20393	Litchfield Road between Waddell Road and Sweetwater Avenue	None	SUR11-106	Construct new 2 south bound lanes on arterial roadway	2014	Planned		Private	1,315,000	1,315,000	1,315,000	Q4, 2014	120	0.5	131	4	2	4	M	0	
2933	Loop 303: Peoria Ave to Mountain View Blvd; Loop 303 & Waddell Rd to Cotton Ln.	None	SUR13-901 SZ038 01C CM-SUR-0(217)A	Construct fiber optic interconnect to connect TI traffic signals, CCTV cameras, dynamic message signs, and connection to ITS fiber backbone	2014	Planned		CMAQ Local	1,014,987 61,351	1,076,338	1,076,338	Q4, 2014	130	4.0	131	4	2	2	M	0	
48195	Jomax Road from 147th Avenue to East City Limit (133rd Avenue)	None	SUR16-401	Pave dirt road	2016	Planned		CMAQ Local	707,250 42,750	750,000	750,000	Q4, 2016	420	1.5	900	7	2	2	M	0	
48287	Peoria Avenue between Perryville Road and East 1/4 mile	None	SUR11-116	Construct new 2 westbound lanes with curb, gutter, sidewalk, raised median, and 1 turn lane	2014	Planned		Private	500,000	500,000	500,000	Q4, 2015	120	0.0	131	1	2	4	M	0	
12427	Perryville Rd between Cactus Rd. and 1/4 mile north of Peoria Ave	None	SUR11-104	Construct new 2 lanes with curb, gutter, and sidewalks	2014	Planned		Private	2,000,000	2,000,000	2,000,000	Q4, 2014	120	0.8	131	7	2	4	M	0	
19664	Pinnacle Peak Rd: between 235th Ave and 227th Ave	None	SUR13-104	Construct new 2 lanes with curb, gutter, and sidewalks	2014	Planned		Private	2,750,000	2,750,000	2,750,000	Q1, 2015	120	1.0	131	7	0	2	M	0	
11068	Reems Rd, Peoria Ave between Waddell Rd; Reems Rd north of Waddell Rd; Litchfield Rd south of Waddell Rd	None	SUR17-401	Install a fiber optic backbone on Reems Rd from Peoria Ave to Waddell Ave and install dynamic message signs at two locations.	2017	Planned		CMAQ Local	804,851 123,649	928,500	928,500	Q4, 2017	130	0.0	900		0	0	M	0	
4016	Reems Road between Cactus Road and Peoria Ave	None	SUR11-114	Sidewalk only on west side of Reems Rd	2014	Planned		Local	200,000	200,000	200,000	Q4, 2014	120	1.0	131	7	4	4	M	0	

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27303	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	None	SUR13-101 SZ054 01C CM-SUR-0(218)T	Pave Unpaved Shoulders	2013	Underway		CMAQ Local	581,180 35,130	616,310	776,310	Q4, 2014	420	0.5	900	7	2	2	M	0	
		None	SUR11-121	Design Pave Unpaved Shoulder project	2014	Planned		Local	160,000	160,000											
17741	Waddell Road between Litchfield and 1/4 mile west	None	SUR11-107	Construct new 3 lanes on south side of Waddell	2014	Planned		Private	1,000,000	1,000,000	1,000,000	Q4, 2014	120	0.0	131	4	3	6	M	0	

Tempe

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23138	10' Shared Use Path on 8th Street	None	TMP17-403	Construct connection for Multi use path	2017	Planned		CMAQ Local	1,379,021 83,355	1,462,376	1,462,376	Q4, 2017	310	1.2	140		0	0	M	0	
28348	Citywide	None	TMP14-131	Arterial, Collector, Residential Asset Preservation	2014	Planned		Local	5,528,128	5,528,128	24,925,744	Q4, 2018	430	0.0	131	7	0	0	M	0	
		None	TMP15-401	Arterial, Collector, Residential Asset Preservation	2015	Planned		Local	4,205,977	4,205,977											
		None	TMP16-401	Arterial, Collector, Residential Asset Preservation	2016	Planned		Local	4,605,877	4,605,877											
		None	TMP17-401	Arterial, Collector, Residential Asset Preservation	2017	Planned		Local	5,045,767	5,045,767											
		None	TMP18-401	Arterial, Collector, Residential Asset Preservation	2018	Planned		Local	5,539,995	5,539,995											
9367	Broadway Rd: Rural Rd to Mill Ave	None	TMP10-620 SS734 01C CM-TMP-0(210)X	Acquire right-of-way and Construction pedestrian and Bicycle facility improvements	2014	Planned	14-Oct	CMAQ Local	3,857,670 1,285,890	5,143,560	5,143,560	Q4, 2014	320	1.0	131	3	5	5	M	0	
39643	City of Tempe (Various)	None	TMP15-461D SZ083 03D CM-TMP-0(234)D	Design fiber optic interconnection	2013	Underway		CMAQ Local	36,000 2,176	38,176	343,321	Q4, 2015	130	90.0	900		0	0	M	0	
		None	TMP15-461 SZ083 01C CM-TMP-0(234)D	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop 101	2015	Planned		CMAQ Local	287,751 17,394	305,145											
45332	Citywide	None	TMP11-106	Arterial Street Reconstruction and Improvements	2011	Completed		Local	561,643	561,643	561,643	Q4, 2015	430	0.0	131	1	0	0	M	0	
11401	Citywide	None	TMP11-107	Street Microsurfacing	2011	Completed		Local	367,150	367,150	367,150	Q4, 2015	430	0.0	131	2	0	0	M	0	
45332	Citywide	None	TMP12-113	Arterial Street Reconstruction and Improvements	2012	Underway		Local	668,125	668,125	1,336,250	Q4, 2015	430	0.0	131	1	0	0	M	0	
		None	TMP12-114	Arterial Street Reconstruction and Improvements	2012	Underway		Local	668,125	668,125											
11401	Citywide	None	TMP12-115	Street Microsurfacing	2012	Underway		Local	367,150	367,150	367,150	Q4, 2015	430	0.0	131	2	0	0	M	0	
45332	Citywide	None	TMP13-123	Arterial Street Reconstruction and Improvements	2013	Underway		Local	1,069,000	1,069,000	2,138,000	Q4, 2015	430	0.0	131	1	0	0	M	0	
		None	TMP13-124	Arterial Street Reconstruction and Improvements	2013	Underway		Local	1,069,000	1,069,000											
11401	Citywide	None	TMP13-125	Street Microsurfacing	2013	Underway		Local	524,500	524,500	524,500	Q4, 2015	430	0.0	131	2	0	0	M	0	
45332	Citywide	None	TMP14-134	Arterial Street Reconstruction and Improvements	2014	Planned		Local	1,175,900	1,175,900	1,175,900	Q4, 2015	430	0.0	131	1	0	0	M	0	

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11401	Citywide	None	TMP14-135	Street Microsurfacing	2014	Planned		Local	524,500	524,500	524,500	Q4, 2015	430	0.0	131	2	0	0	M	0	
45332	Citywide	None	TMP15-142	Arterial Street Reconstruction and Improvements	2015	Planned		Local	668,125	668,125	668,125	Q4, 2015	430	0.0	131	1	0	0	M	0	
11401	Citywide	None	TMP15-143	Street Microsurfacing	2015	Planned		Local	367,150	367,150	367,150	Q4, 2015	430	0.0	131	2	0	0	M	0	
35758	Corridors of Elliot/Guadalupe/ Warner	None	TMP14-401	Design for conduit and fiber connection	2014	Planned		Local	60,000	60,000	607,619	Q4, 2015	130	11.0	900	3	0	0	M	0	
		None	TMP14-102	Construct/Install fiber optic communication to the signals and install wireless radios with CCTVs monitors	2015	Planned		CMAQ Local	383,333 164,286	547,619											
16158	Rural Road to Kiwanis Park	None	TMP11-109	Design multiuse path	2011	Underway		Local	200,000	200,000	1,701,400	Q4, 2015	310	1.0	140	3	2	2	M	0	
		None	TMP14-101 SZ094 01C CM-TMP-0(235)D	Construct multiuse path	2014	Planned	15-Oct	CMAQ Local	1,323,000 178,400	1,501,400											
2946	Citywide	None	TMP14-133	Neighborhood Traffic Calming	2014	Planned		Local	128,210	128,210	128,210	Q4, 2015	120	0.0	900	4	0	0	M	0	
31425	Citywide	None	TMP11-108	Installation of Pedestrian ITS Devices	2011	Completed		Local	25,000	25,000	125,000	Q4, 2015	130	0.0	131	5	0	0	M	0	
		None	TMP12-116	Installation of Pedestrian ITS Devices	2012	Completed		Local	25,000	25,000											
		None	TMP13-127	Installation of Pedestrian ITS Devices	2014	Planned		Local	25,000	25,000											
		None	TMP14-136	Installation of Pedestrian ITS Devices	2014	Planned		Local	25,000	25,000											
		None	TMP15-144	Installation of Pedestrian ITS Devices	2015	Planned		Local	25,000	25,000											
18045	Rural Rd within Tempe Boundaries	None	TMP16-403	Install conduit and fiber in the Rural Road corridor from US 60 north to City Limit	2016	Planned		CMAQ Local	983,626 59,455	1,043,081	1,043,081	Q4, 2016	130	0.0	900		0	0	M	0	
35984	Rural Rd within Tempe boundaries	None	TMP17-402	Install conduit and fiber in the Rural Rd corridor from US 60 south to City Limit. Devices to be installed include pull boxes, splice closures, patch panels, fiber optic jumper cables, and ethernet	2017	Planned		CMAQ Local	887,390 53,638	941,028	941,028	Q4, 2017	130	0.0	900		0	0	M	0	
7962	Rural Road: Rio Salado Parkway to Southern Ave.	None	TMP14-130	Asphalt Mill and Overlay	2014	Planned		Local	1,050,000	1,050,000	1,050,000	Q4, 2014	120	2.0	131	3	6	6	M	0	

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6402	Shared Use Path Priest Drive Underpass	None	TMP16-404	Construct connection for Multi use path	2016	Planned		CMAQ Local	1,165,396 70,443	1,235,839	1,235,839	Q4, 2016	310	0.1	131		0	0	M	0	
18365	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	None	TMP12-104D H8474 01D TAP-202-A(203)A	Design multi-use path	2013	Underway		TAP-MAG Local	196,749 11,893	208,642	3,416,642	Q4, 2014	310	0.0	110	4	0	0	M	0	
		None	TMP12-104 H8474 01C TEA-202-A(203)A	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	2014	Deferred	14-Oct	STP-TEA Local	943,000 65,172	1,008,172											
		None	TMP12-104C2 H8474 01C TAP-202-A(203)A	Construct multi-use path	2014	Planned		TAP-MAG Local	2,074,438 125,390	2,199,828											
30409	Various Locations	None	TMP11-102	Asphalt Mill and Overlay	2011	Completed		Local	1,754,665	1,754,665	1,754,665	Q4, 2015	430	0.0	131	7	0	0	M	0	
39097	Various locations	None	TMP11-103	Minor Streets and Alleys Improvements and Dust Control	2011	Completed		Local	29,543	29,543	29,543	Q1, 2016	420	0.0	900	7	0	0	M	0	
36470	Various locations	None	TMP12-117	Install new/upgrade modular traffic signals	2012	Completed		Local	180,000	180,000	180,000	Q4, 2015	120	0.0	131	3	0	0	M	0	
30409	Various Locations	None	TMP12-109	Asphalt Mill and Overlay	2012	Underway		Local	1,775,300	1,775,300	1,775,300	Q4, 2015	430	0.0	131	7	0	0	M	0	
39097	Various locations	None	TMP12-110	Minor Streets and Alleys Improvements and Dust Control	2012	Completed		Local	29,543	29,543	29,543	Q1, 2016	420	0.0	900	7	0	0	M	0	
36470	Various locations	None	TMP13-128	Install new/upgrade modular traffic signals	2013	Underway		Local	600,000	600,000	600,000	Q4, 2015	120	0.0	131	3	0	0	M	0	
30409	Various Locations	None	TMP13-120	Asphalt Mill and Overlay	2013	Underway		Local	1,431,885	1,431,885	1,431,885	Q4, 2015	430	0.0	131	7	0	0	M	0	
39097	Various locations	None	TMP13-121	Minor Streets and Alleys Improvements and Dust Control	2013	Underway		Local	33,974	33,974	33,974	Q1, 2016	420	0.0	900	7	0	0	M	0	
36470	Various locations	None	TMP14-137	Install new/upgrade modular traffic signals	2014	Planned		Local	180,000	180,000	180,000	Q4, 2015	120	0.0	131	3	0	0	M	0	
39097	Various locations	None	TMP14-132	Minor Streets and Alleys Improvements and Dust Control	2014	Planned		Local	33,974	33,974	33,974	Q1, 2016	420	0.0	900	7	0	0	M	0	
36470	Various locations	None	TMP15-145	Install new/upgrade modular traffic signals	2015	Planned		Local	180,000	180,000	180,000	Q4, 2015	120	0.0	131	3	0	0	M	0	
30409	Various Locations	None	TMP15-139	Asphalt Mill and Overlay	2015	Planned		Local	1,438,710	1,438,710	1,438,710	Q4, 2015	430	0.0	131	7	0	0	M	0	
39097	Various locations	None	TMP15-140	Minor Streets and Alleys Improvements and Dust Control	2015	Planned		Local	33,974	33,974	33,974	Q1, 2016	420	0.0	900	7	0	0	M	0	

Wickenburg

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Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
40083	US93 Bypass at Hassayampa River	None	WKN10-801C2	Construct pedestrian and byclce bridge	2013	Underway		TAP-MAG Local	99,421 6,010	105,431	648,107	Q4, 2013	900	0.0	131	4	0	0	M	0	
		None	WKN10-801 SL690 01C TEA-WBG-0(201)A	Construct Wickenburg Pedestrian and Bicycle Bridge	2014	Deferred		STP-TEA Local	483,279 59,397	542,676											

Youngtown

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
29762	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	None	YTN12-101 SS940 03D CM-YTN-0(201)A	Multiuse Path and Peoria Ave straightening to accomodate multiuse path: design	2013	Underway		CMAQ Local	70,725 4,275	75,000	575,000	Q4, 2015	310	5.0	140	3	2	2	M	0	
		None	YTN13-101	Multiuse Path and Peoria Ave straightening to accomodate multiuse path: ROW acquistion.	2014	Planned		Local	50,000	50,000											
		None	YTN14-101 SS940 01C CM-YTN-0(201)A	Multiuse Path and Peoria Ave straightening to accomodate multiuse path: Construction phase	2014	Planned		CMAQ Local	292,800 157,200	450,000											

IX. TRANSIT PROJECT LISTINGS

Scope

The following listing includes transit projects programmed for FY 2014 – 2018 in the planning area of the Maricopa Association of Governments. Transit projects include: bus, rail, dial-a-ride and other related projects. Per federal statute and regulation, all transit projects funded from federal transportation sources and all regionally significant projects in air quality nonattainment areas are included in the TIP.

Highway Listing Organization

This listing is organized into four sections as follows:

- Data Dictionary – a field-by-field of description of information provided in a listing.
- Completed/Underway Projects - a listing of projects that appeared in the previous TIP and that were either completed or are fully underway as of the printing of this document. Projects in this listing are organized by location and sponsoring agency.
- Abandoned Projects - a listing of projects that appeared in the previous TIP, but that have been abandoned. Projects in this listing are organized by location and sponsoring agency.
- Current Projects – a listing of projects that have work programmed for the FY 2014 – 2018 period. Projects in this section are organized by sponsoring agency and location.

Project Information

A project is defined as a group of related work activities at a single location necessary to produce an end product. To insure that projects are adequately described, individual work activities for projects are detailed by year programmed and include work activities that occur prior to 2014 or after 2018. For example, if design for a project began in 2012 and construction is scheduled for 2015, both the design and construction work phases are listed.

Listing information for projects includes, but is not limited to the following information:

- Project Location
- Length of project in miles
- Number of through Lanes on the affected facility prior to completion of the project
- Number of through Lanes on the affected facility after the completion of the project
- Total cost of the project
- The federal functional classification of the affected facility

Work Phase Information

As previously noted work information is grouped by project. Project information includes the following:

- A description of the work to be performed
- Year the work is programmed
- The status of the work
- Funding amounts by funding source
- The total cost of the work activity

Funding Information

All amounts reported in the TIP are in year-of-expenditure dollars. During data collection for the TIP, project sponsors were required to report whether the project was in year-of-expenditure. If the project was not in year-of-expenditure dollars enough information was collected to allow a conversion.

DATA DICTIONARY

Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information							
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes			
																		Before	After		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

1. **Sponsoring Agency** - The project sponsor. In the Current Projects section the name of the sponsoring agency appears at the top of the page.

2. **Project Identification Numbers** - Unique identifiers for the project.

MAG ID - a unique identification number - This number will not be used if a common ID between the STIP and TIP can be established.

STIP ID - a unique identification number used in the STIP.

3. Project Location - A description of the project location

4. Life Cycle Program - Identifies if project is in an RTP identified 20 year life-cycle program.

ALCP = Arterial Life-Cycle Program

FLCP = Freeway Life-Cycle Program

TLCP = Transit Life-Cycle Program

None = The project is not part of a life-cycle program

5. **Work Identification Numbers** - A unique identifier for the work phase.

TIP ID - a unique MAG identification number for the work phase

ADOT TRACS - a unique ADOT identification number for the work phase.

Federal Aid ID - a unique identification number for the authorization/the FTA grant number.

6. Work Descriptions - A description of the work to be performed.
Text Description - Work description.

FTA ALI Number - This is the FTA activity breakdown code for the work

7. **Program Year-** the fiscal year the work phase is programmed to obligate

Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information							
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes			
																		Before	After		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

8. **Status Code -** A description of the work phase status

9. **Date Funding Committed-** the month and year the work phase obligated.

10. **Funding Sources -** Funding source associated with the work phase (Please see List of Funding Source Labels for more details).

11. **Amount-** Amount of funding source associated with the work phase.

12. **Work Phase Total-** Work phase funding total.

13. **Project Total-** Total funding for the project.

14. **Est. Date Project to be in use** - the quarter and the year the project is active. In the case of new roadways this is date the roadway will be open to traffic.

15. **Project Type Code** - A code indicating the type of project programmed.

110 Freeway	130 ITS	220 Transit Rail	420 Air Quality
111 Freeway Interchange	140 Safety	310 Bicycle	430 Maintenance
120 Street	150 Bridge	320 Pedestrian	900 Other
121 Street Intersection	210 Transit Bus	410 Telecomms	

16. **Project Length -** The length of the facility to the nearest 10th of a mile after the improvement is completed.

Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information							
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes			
																		Before	After		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

17. **Facility Type -** A code indicating the type of facility impacted by the project.

110 Freeway	150 Local/Residential Road	232 Transit Center
111 HOV	199 Other Roadway	301 Pedestrian/Overpass/Underpass
112 CD Roads	211 Light Rail	800 Canal/Waterway
113 Metered	212 Commuter Rail	900 Other
114 Unmetered Ramp	220 Bus only facility	
115 Frontage Rd	231 Park-and-Ride	

18. **Fed Func Class** - Actual or proposed federal functional classification of the facility on which the improvement is located

1 Principal Arterial - Interstate	4 Minor Arterial	7 Local
2 Principal Arterial - Other Freeway or Expressway	5 Major Collector	
3 Principal Arterial - Other	6 Minor Collector	

19. **Lanes Before -** The number of through lanes before the completion of the project

20. **Lanes After -** The number of through lanes after the completion of the project

21. **Air Quality Area -** A code indicating the air quality nonattainment area of the project.

M Maricopa County

P Pinal County

22. **Congestion Mgmt Process Reference Code -** A reference to information on how the CMP was used to select the project

Abandoned Projects

Abandoned Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Phoenix	1021	Central Avenue	TLCP	PHX13-104T	Purchase bus: articulated - 3 expand (Central Ave Express) (11.13.06)	2013	Deleted		5307 PTF	1,927,965 394,884	2,322,849	5,387,943		210	0.0	900		0	0	M	0	
			TLCP	PHX13-105T	Purchase bus: standard - 3 expand (Central Ave Express) (11.13.01)	2013	Deleted		5307 PTF	1,390,179 1,674,915	3,065,094											
Phoenix	6699	Regionwide	TLCP	PHX13-103T	Purchase bus: standard - 6 expand (McDowell, McKellips) (11.13.01)	2013	Deleted		5307 PTF	2,780,359 569,471	3,349,830	3,349,830		210	0.0	900		0	0	M	0	
Valley Metro Rail	40657	Tempe	TLCP	VMR13-402T	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS - FY2010 CMAQ Flex Funds (13.71.01)	2013	Deleted		CMAQ-Flex PTF	2,660,800 665,200	3,326,000	3,326,000	Q4, 2013	220	0.0	900	3	0	0	M	0	
Valley Metro/RPTA	27250	Regionwide	TLCP	VMT12-817T	Purchase bus: < 30 foot - 3 replace (SCAT) (11.12.04)	2012	Deleted		5307 PTF	217,073 54,268	271,341	271,341		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	8454	Regionwide	TLCP	VMT13-102T	Design/construct regional dial-a-ride call center (11.43.01)	2013	Deleted		Local	1,700,000	1,700,000	1,700,000	Q4, 2013	210	0.0	900	2	0	0	M	0	
Valley Metro/RPTA	13950	Regionwide	TLCP	VMT10-663T	Purchase bus: standard - 2 expand (Baseline) (11.13.01)	2013	Deleted		5307 PTF	926,786 189,824	1,116,610	1,116,610		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	27250	Regionwide	TLCP	VMT13-903T	Purchase bus: < 30 foot - 3 replace (SCAT) (11.12.04)	2013	Deleted		5307 PTF	223,586 55,897	279,483	279,483		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	37256	Regionwide	TLCP	VMT13-906TA	Purchase bus: standard - 7 replace (11.12.01)	2013	Deleted		5307 PTF	3,126,508 781,627	3,908,135	4,466,440		210	0.0	900		0	0	M	0	
			TLCP	VMT13-906TB	Purchase bus: standard - 1 replace (11.12.01)	2013	Deleted		STP-Flex PTF	526,482 31,823	558,305											

Completed/Underway Projects

Underway/Completed Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Avondale	1098	Avondale - Circulator Route 'ZOOM'	None	AVN12-102T AZ-90-X109-00	Operating:Operating Assistance (30.09.01)	2012	Underway		5307-AVN UZA Local	83,613 83,613	167,226	203,235	Q4, 2014	210	0.0	900		0	0	M	0	
			None	AVN13-103T	Transit Security Regonwide	2013	Planned		5307-AVN UZA Local	28,807 7,202	36,009											
Avondale	25366	Regionwide	None	AVN11-101T AZ-90-X109-00	Operating:Operating Assistance (30.09.01)	2011	Underway		5307-AVN UZA Local	1,002,118 1,002,118	2,004,236	4,004,794	Q4, 2015	210	0.0	900		0	0	M	0	
			None	AVN12-101T AZ-90-X114-00	Operating:Operating Assistance (30.09.01)	2012	Underway		5307-AVN UZA Local	1,000,279 1,000,279	2,000,558											
Avondale	34735	Regionwide	None	AVN09-802T AZ-90-X103-00	Operating:Operating Assistance - FY2009 5307 - AVN UZA Funds (30.09.01)	2011	Underway		5307-AVN UZA Local	1,004,572 1,004,572	2,009,144	2,009,144	Q4, 2015	210	0.0	900		0	0	M	0	
Avondale	37585	Regionwide	None	AVN10-901T AZ-90-X103-00	Operating:Operating Assistance - FY2010 5307 - AVN UZA Funds (30.09.01)	2011	Underway		5307-AVN UZA Local	1,000,309 1,000,309	2,000,618	2,000,618	Q4, 2015	210	0.0	900		0	0	M	0	
Avondale	34735	Regionwide	None	VMT13-106T	Avondale Regionwide: Support ZOOM and TLCP routes.	2013	Planned		5307-AVN UZA Local	1,940,740 1,940,740	3,881,480	3,881,480	Q4, 2015	210	0.0	900		0	0	M	0	
Buckeye	45817	I-10/Jack Rabbit Trail	TLCP	BKY10-805T	Construct regional park-and-ride (I-10/Miller Rd) (11.33.04)	2011	Completed		PTF	2,898,201	2,898,201	2,898,201	Q4, 2011	210	0.0	231	4	0	0	M	0	
Chandler	36420	Arizona Ave/Germann	TLCP	CHN08-802T CM-AZ-95-X006-01	Constuct regional park-and-ride (Loop 202/Arizona Ave.) - CMAQ-Flex funds from FY2009 (11.33.04)	2011	Completed		CMAQ	1,086,000	1,086,000	1,086,000	Q4, 2011	210	0.0	231	3	0	0	M	0	
Glendale	19049	Regionwide	None	GLN10-813T AZ-57-X012-00	Operating:Operating Assistance - B.A.G. – I.T. Travel Training Program - FY2009 5317 Funds (30.09.01)	2011	Underway		5317 Local	100,560 100,560	201,120	201,120	Q4, 2011	210	0.0	900		0	0	M	0	
Glendale	27795	Glendale	TLCP	GLN09-607T AZ-90-X103-00	Purchase bus: < 30 foot - 2 replace (dial-a-ride), and 1 GUS cutaway - FY2010 5307 Funds (11.12.04)	2011	Completed		5307 PTF	205,610 51,403	257,013	257,013		210	0.0	900		0	0	M	0	
Glendale	128	Glendale	None	GLN11-104T AZ-57-X013-00	Operating Assistance: Supplemental Taxi Coupon Program (30.09.01)	2011	Completed		5317 Local	10,250 10,250	20,500	20,500	Q4, 2013	210	0.0	900		0	0	M	0	
Glendale	3949	Glendale	TLCP	GLN09-606T AZ-90-X103-00	Preventive Maintenance - FY2009 5307 Funds (11.12.40)	2011	Completed		5307 Local	117,752 29,438	147,190	147,190	Q4, 2011	210	0.0	900		0	0	M	0	

Underway/Completed Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Glendale	128	Glendale	TLCP	GLN10-608T AZ-90-X103-00	Preventive Maintenance - FY2010 5307 Funds (11.12.40)	2011	Completed		5307 Local	197,144 49,283	246,427	246,427	Q4, 2013	210	0.0	900		0	0	M	0	
Glendale	13	Glendale	TLCP	GLN12-102T AZ-37-X018-00	Operating Assistance: Rt 60 - Bethany Home Road - FY2012 JARC funding (30.09.01)	2012	Underway		5316	336,208	336,208	336,208	Q4, 2013	210	0.0	900		0	0	M	0	
Glendale	9277	Regionwide	None	GLN10-814T AZ-57-X012-00	Operating:Operating Assistance - Glendale Urban Shuttle 3 - FY2009 5317 Funds (30.09.01)	2011	Underway		5317 Local	159,532 159,532	319,064	319,064	Q4, 2011	210	0.0	900		0	0	M	0	
Glendale	2795	Glendale	None	GLN12-104T AZ-57-X016-00	Bus Stop Accessibility Enhancements - FY2012 New Freedom Funding (11.92.02)	2012	Underway		5317 Local	224,000 56,000	280,000	280,000	Q4, 2012	210	0.0	900		0	0	M	0	
Glendale	45923	Glendale	None	GLN12-103T AZ-57-X016-00	Operating Assistance: Taxi Voucher Program - FY2012 New Freedom Funding (30.09.01)	2012	Underway		5317 Local	62,500 62,500	125,000	125,000	Q4, 2012	210	0.0	900		0	0	M	0	
Glendale	19229	Glendale (City-Wide)	None	GLN10-807T	Operating Assistance	2013	Planned		ARRA-Transit	38,382	38,382	38,382		210	0.0	900		0	0	M	0	
Glendale	24598	59th Avenue - Route 59	None	GLN11-102T AZ-37-X014-00	Operating Assistance Route 59 (30.09.01)	2011	Underway		5316 Local	400,000 400,000	800,000	800,000	Q4, 2013	210	0.0	131		0	0	M	0	
Glendale	47397	Glendale Ave - Route 70	None	GLN11-103T AZ-37-X014-00	Operating Assistance Route #70 (30.09.01)	2011	Underway		5316 Local	170,000 170,000	340,000	340,000	Q4, 2012	210	0.0	131		0	0	M	0	
Glendale	27642	Regionwide	None	GLN10-812T AZ-57-X012-00	Operating:Operating Assistance - Taxi Voucher Program: Using $4,564 from FY2007 5317 and $77,523 from FY2010 5317 funds (30.09.01)	2011	Underway		5317 Local	82,087 82,087	164,174	164,174	Q4, 2011	210	0.0	900		0	0	M	0	
Goodyear	9162	I-10 at Litchfield Rd	TLCP	GDY06-204T AZ-96-X002/AZ-66-X001	Construct regional park-and-ride (I-10/Litchfield) - FY2009 ARRA and STP-AZ (Flex) (11.33.04)	2011	Completed		ARRA-Transit	2,036,184	2,036,184	4,070,849	Q4, 2011	210	0.0	231	1	0	0	M	0	
			TLCP	GDY06-204T2 STP-AZ-95-X006-00	Construct regional park-and-ride (I-10/Litchfield) - FY2009 ARRA and STP-AZ (Flex) (11.33.04)	2011	Completed		STP-AZ-Flex	2,034,665	2,034,665											
Guadalupe	47169	Guadalupe	TLCP	GDL11-101T AZ-04-0011-00	Purchase buses for Senior Center - FY2010 Earmark (11.12.04)	2011	Completed		5309-Disc	150,000	150,000	150,000	Q4, 2012	210	0.0	900		0	0	M	0	

Underway/Completed Projects

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Mesa	11223	Gilbert/McDowell	None	MES10-805T AZ-96-X002-00	Construct regional park-and-ride (ARRA FY2010 Funds) (11.33.04)	2011	Underway		ARRA-Transit	2,289,000	2,289,000	2,289,000	Q4, 2012	210	0.0	231	4	0	0	M	0	
Mesa	27337	Loop 202/Power	None	MES08-801T AZ-96-X002-00	Construct regional park-and-ride (Loop 202/Power) - FY2009 5309-FGM Funds (11.33.04)	2011	Underway		ARRA-Transit Local	644,000 231,200	875,200	2,031,200	Q4, 2012	210	0.0	231	4	0	0	M	0	
			None	MES08-801T2 AZ-96-X002-00	Construct regional park-and-ride (Loop 202/Power) - FY2009 5309-FGM Funds (11.33.04)	2011	Underway		5309-FGM Local	924,800 231,200	1,156,000											
Mesa	49637	US60/Country Club	None	MES10-802T	Acquisition of land for regional park-and-ride (US60/Country Club) (11.33.04)	2013	Underway		ARRA-Transit	3,085,533	3,085,533	4,970,108		210	0.0	231		0	0	M	0	
			None	MES10-809T	Construct regional park-and-ride (US60/Country Club) (11.33.04)	2013	Underway		ARRA-Transit	1,884,575	1,884,575											
Peoria	21548	Peoria (City-Wide)	None	PEO10-803T	ADA Complimentary Paratransit (30.09.01)	2013	Planned		ARRA-Transit	9,379	9,379	9,379		210	0.0	900		0	0	M	0	
Peoria	33812	Peoria	None	PEO12-101T AZ-57-X016-00	Operating Assistance: DAR Plus - FY2012 New Freedom Funding (30.09.01)	2012	Underway		5317 Local	28,420 28,420	56,840	56,840	Q4, 2012	210	0.0	900		0	0	M	0	
Peoria	48740	Peoria	TLCP	PEO09-602T AZ-90-X103-00	Preventive Maintenance - FY2009 5307 Funds (11.12.40)	2011	Completed		5307 Local	39,732 9,933	49,665	49,665	Q3, 2011	210	0.0	900		0	0	M	0	
Peoria	20876	Peoria	TLCP	PEO10-603T AZ-90-X103-00	Preventive Maintenance - FY2010 5307 Funds (11.12.40)	2011	Completed		5307 Local	66,522 16,635	83,157	83,157	Q3, 2011	210	0.0	900		0	0	M	0	
Phoenix	34696	11th St from Washington to Moreland	None	PHX11-113T AZ-04-0015-00	11th Street Pedestrian Improvement Project Construction (Funding is from FY2010) (11.33.20)	2011	Underway		5309-Disc Local	2,100,000 525,000	2,625,000	3,000,000	Q4, 2011	210	1.0	140		2	2	M	0	
			None	PHX11-106T AZ-04-0015-00	11th Street Pedestrian Improvement Project Contract Administration (Funding is from FY2010) (11.71.04)	2011	Underway		5309-Disc Local	300,000 75,000	375,000											
Phoenix	695	Near 24th Street and Baseline	None	PHX11-187 AZ-90-X103-00	Construct park-and-ride lot - will use FY2010 5307 funds (11.33.04)	2011	Underway		5307 Local	2,760,626 690,157	3,450,783	3,450,783	Q4, 2013	210	0.0	231	4	0	0	M	0	

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Phoenix	14264	79th Avenue/Thomas Road	TLCP	PHX10-905T AZ-05-0203-00	Pre-design regional park-and-ride (Desert Sky) - FY2010 5309-FGM Funds (11.31.04)	2011	Completed		5309-FGM PTF	88,741 22,185	110,926	13,427,448	Q4, 2015	210	0.0	231	3	0	0	M	0	
			TLCP	PHX11-103T AZ-05-0204-00	Design regional park-and-ride (Desert Sky) (11.31.04)	2011	Underway		5309-FGM PTF	259,754 64,938	324,692											
			TLCP	PHX11-104T AZ-05-0204-00	Land regional park-and-ride (Desert Sky) (11.32.04)	2011	Underway		5309-FGM PTF	2,243,325 560,831	2,804,156											
			TLCP	PHX11-105T AZ-90-X114-00	Construct regional park-and-ride (Desert Sky) (11.33.04)	2012	Committed		5307 PTF	7,200,000 1,800,000	9,000,000											
			TLCP	PHX13-106T	Construct regional park-and-ride (Desert Sky) (11.33.04)	2013	Planned		5309-FGM PTF Local	409,943 102,486 0	512,429											
			TLCP	PHX13-405T	Construct regional park-and-ride (Desert Sky) (11.33.04)	2013	Committed		5337-HI PTF	540,196 135,049	675,245											
Phoenix	48138	Regionwide	None	PHX10-820T AZ-57-X012-00	MM: Boarding School 1:1 Travel Training Program - using FY 2009 5317 funds (11.7L.00)	2011	Underway		5317 Local	41,533 10,383	51,916	51,916	Q4, 2013	210	0.0	900		0	0	M	0	
Phoenix	16567	North Maintenance Facility - 2010 W. Desert Cove	None	PHX12-114T AZ-04-0022-00	Design and construct upgrades - FY2011 5309-Disc. Funds (11.44.02)	2012	Underway		5309-Disc Local	6,320,000 1,580,000	7,900,000	7,900,000	Q4, 2013	210	0.0	900	4	0	0	M	0	
Phoenix	42017	Phoenix	TLCP	PHX08-607T AZ-90-X096-00	Design and construct upgrades - north and south - FY2008 5307 Funds (11.44.02)	2011	Completed		5307 Local	3,804,000 951,000	4,755,000	4,755,000	Q4, 2011	210	0.0	900	4	0	0	M	0	
Phoenix	11368	Phoenix	TLCP	PHX09-833T AZ-90-X103-00	Design and construct upgrades - north - FY2009 5307 Funds (11.44.02)	2011	Completed		5307	2,373,367	2,373,367	2,373,367	Q4, 2011	210	0.0	900	2	0	0	M	0	
Phoenix	1184	Phoenix	TLCP	PHX09-834T AZ-90-X103-00	Design and construct upgrades - south - FY2009 5307 Funds (11.44.02)	2011	Completed		5307	9,033,048	9,033,048	9,033,048	Q4, 2011	210	0.0	900	2	0	0	M	0	
Phoenix	27035	Phoenix	TLCP	PHX09-613T AZ-90-X103-00	Purchase bus: < 30 foot - 41 replace (dial-a-ride) - FY2009 5307 Funds (11.12.04)	2011	Completed		5307 PTF	2,754,905 688,726	3,443,631	3,443,631		210	0.0	900		0	0	M	0	
Phoenix	35787	Phoenix	TLCP	PHX09-614T AZ-90-X103-00	Purchase bus: standard 40 foot - 3 replace - FY2009 5307 Funds (11.12.01)	2011	Committed		5307 PTF	1,265,264 259,150	1,524,414	1,524,414		210	0.0	900		0	0	M	0	

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Phoenix	31578	Phoenix	TLCP	PHX10-901T AZ-90-X103-00	Install bus stop improvements (1% enhancement) - FY2009 5307 Funds (11.92.02)	2011	Completed		5307	485,677	485,677	485,677		210	0.0	900		0	0	M	0	
Phoenix	19539	Phoenix	TLCP	PHX10-902T AZ-90-X103-00	Support Services for Grant Management - FY2009 5307 Funds (44.26.15)	2011	Completed		5307	40,000	40,000	40,000	Q4, 2011	210	0.0	900		0	0	M	0	
Phoenix	47379	Phoenix (City-Wide Operations)	None	PHX10-804T	Operating Assistance (30.09.01)	2013	Completed		ARRA-Transit	2,872,064	2,872,064	2,872,064	Q4, 2013	210	0.0	900		0	0	M	0	
Phoenix	44042	Phoenix - Citywide	None	PHX11-186	Vehicle Management System (VMS) Upgrade - will use FY2010 5307 funds (11.42.20)	2011	Completed		5307 Local	3,489,584 872,396	4,361,980	4,361,980	Q4, 2012	210	0.0	900	4	0	0	M	0	
Phoenix	32782	Phoenix - Citywide	None	PHX11-110T AZ-04-0019-00	Purchase 4 standard 40 ft replacement buses - 2 with lithium batteries and 2 with supercapacitor batteries	2011	Underway		5309-Disc Local	2,917,700 597,600	3,515,300	3,515,300		210	0.0	900		0	0	M	0	
Phoenix	46388	Phoenix - Citywide	None	PHX10-901TB AZ-90-X103-00	Install bus stop improvements (1% enhancement) - FY2010 5307 Funds (11.92.02)	2011	Underway		5307 Local	498,371 124,593	622,964	622,964		210	0.0	900		0	0	M	0	
Phoenix	15670	Phoenix	None	PHX10-823T AZ-57-X012-00	Operating Assistance - Senior Cab Taxi Coupon Program using $92,526 FY 2007 funds, $16,849 FY 2009 funds (30.09.01)	2011	Underway		5317 Local	109,375 109,375	218,750	2,163,777	Q4, 2012	210	0.0	900		0	0	M	0	
			None	PHX12-106T AZ-37-X018-00	Operating Assistance: Routes 3, 17 & 29 - FY2012 JARC funding (30.09.01)	2012	Underway		5316 Local	808,519 808,519	1,617,038											
			None	PHX12-107T AZ-57-X016-00	Operating Assistance: Senior Cab Coupon Program (utilizing FY 2007 funds of $82,101 returned & FY2011 funds of $17,899) (30.09.01)	2012	Underway		5317 Local	100,000 100,000	200,000											
			None	PHX12-109T AZ-57-X016-00	Operating Assistance: ADA Cab Coupon Program (utilizing FY2011 funds of $23,634 returned & FY2012 funds of $26,366) (30.09.01)	2012	Underway		5317 Local	50,000 50,000	100,000											
			None	PHX12-108T AZ-57-X016-00	Program Administration - FY2012 New Freedom Funding (44.21.00)	2012	Underway		5317	27,989	27,989											
Phoenix	37799	Various locations	None	PHX10-821T AZ-90-X096-00	Preventive maintenance - FY2008 5307 Funds (11.12.40)	2011	Underway		5307 Local	6,787,232 1,696,808	8,484,040	8,484,040	Q4, 2012	210	0.0	900		0	0	M	0	

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						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Phoenix	13724	Phoenix - Citywide	None	PHX10-615T AZ-90-X103-00	Preventive Maintenance - FY2010 5307 Funds (11.12.40)	2011	Underway		5307 Local	8,791,644 2,197,911	10,989,555	10,989,555	Q4, 2012	210	0.0	900		0	0	M	0	
Phoenix	13507	Phoenix - Citywide	None	PHX11-120T AZ-57-X013-00	Operating Assistance: Senior Cab & ADA Cab Taxi Coupon Program (30.09.01)	2011	Underway		5317 Local	200,000 200,000	400,000	400,000	Q4, 2011	210	0.0	900		0	0	M	0	
Phoenix	30915	Phoenix - Citywide	None	PHX10-902TB AZ-90-X103-00	Support Services for Grant Management - FY2010 5307 Funds (11.72.03)	2011	Underway		5307 Local	40,000 10,000	50,000	50,000	Q4, 2011	210	0.0	900		0	0	M	0	
Phoenix	142	Phoenix -Buses serving Rapid Routes on HOV system	None	PHX11-111T AZ-05-0203-00	Preventive Maintenance - FY2009 5309-FGM Funds (11.7A.00)	2011	Underway		5309-FGM Local	119,460 29,865	149,325	699,531	Q4, 2013	210	0.0	900		0	0	M	0	
			None	PHX11-112T AZ-05-0203-00	Preventive Maintenance - FY2010 5309-FGM Funds (11.7A.00)	2011	Underway		5309-FGM Local	313,462 78,366	391,828											
			None	PHX12-805T AZ-05-0204-00	Preventive Maintenance - FY2011 5309-FGM (11.7A.00)	2012	Underway		5309-FGM Local	126,702 31,676	158,378											
Phoenix	1834	Regionwide	TLCP	PHX09-836T CM-AZ-95-X006-00	Purchase bus: standard 40 foot - 29 replace - CMAQ-Flex funds from FY2009 (11.12.01)	2011	Underway		CMAQ-Flex PTF	11,406,416 2,061,445	13,467,861	13,467,861		210	0.0	900		0	0	M	0	
Phoenix	31735	Regionwide	TLCP	PHX10-841T CM-AZ-95-X013-00	Purchase bus: standard 40 foot - 15 replace - FY2010 CMAQ Flex Funds (11.12.01)	2011	Underway		CMAQ-Flex PTF	6,250,210 924,905	7,175,115	7,175,115		210	0.0	900		0	0	M	0	
Phoenix	23260	Regionwide	TLCP	VMT10-902T AZ-90-X103-00	Purchase 700 mhz radio system replacment (Phase II) - FY2009 5307 Funds (11.42.20)	2011	Committed		5307 PTF	4,571,632 1,142,908	5,714,540	5,714,540		210	0.0	900		0	0	M	0	
Phoenix	49903	Regionwide	TLCP	VMT10-903T AZ-90-X103-00	Purchase 700 mhz radio system replacment (Phase III) - FY2010 5307 Funds (11.42.20)	2011	Committed		5307 PTF	6,800,000 1,700,000	8,500,000	8,500,000		210	0.0	900		0	0	M	0	

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						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Phoenix	48909	Regionwide	TLCP	PHX11-708T AZ-90-X109-00	Purchase bus: standard 40 foot - 28 replace - 2011 5307 Funds (11.12.01)	2012	Underway		5307	12,163,398	12,163,398	34,164,718		210	0.0	900		0	0	M	0	
			TLCP	PHX12-103T CM-AZ-95-X009-00	Purchase bus: standard 40 foot - 1 replace - 2011 5307 Funds (11.12.01)	2012	Underway		CMAQ-Flex	438,000	438,000											
			TLCP	PHX12-833TA	Purchase bus: standard 40 foot - 37 replace (11.12.01)	2012	Underway		5307 PTF	15,956,857 3,989,214	19,946,071											
			TLCP	PHX12-833TB STP-AZ-95-X015-00	Purchase bus: standard 40 foot - 3 replace (11.12.01)	2012	Underway		STP-Flex PTF	1,525,066 92,183	1,617,249											
Phoenix	20187	Regionwide	TLCP	PHX12-105T AZ-37-X018-00	Operating Assistance: temporary employment operating assistance - FY2012 JARC funding (30.09.01)	2012	Underway		5316	24,208	24,208	24,208	Q2, 2014	210	0.0	900	1	0	0	M	0	
Phoenix	48909	Regionwide	TLCP	PHX13-124T	Construct regional park and ride (Desert Sky)	2013	Planned		5337-FGM PTF	540,196 135,049	675,245	27,961,930		210	0.0	900		0	0	M	0	
			TLCP	PHX13-107T	Purchase bus: standard 40 foot - 12 replace (11.12.01)	2013	Planned		CMAQ-Flex PTF	6,065,376 366,624	6,432,000											
			TLCP	PHX13-120T	Purchase bus: standard 40 foot - 2 replacements	2013	Planned		5307-AVN UZA PTF	911,200 160,800	1,072,000											
			TLCP	PHX13-122T	Purchase bus: standard 40 foot - 6 replacements.	2013	Planned		5307 PTF	2,733,600 482,400	3,216,000											
			TLCP	PHX13-903T	Purchase bus: standard 40 foot - 40 replace (11.12.01)	2013	Planned		5307 PTF	1,822,400 321,600	2,144,000											
			TLCP	PHX14-105T	Purchase bus: standard 40 foot - 8 replace (11.12.01)	2013	Planned		5307 PTF	7,101,750 1,253,250	8,355,000											
			TLCP	PHX14-134T	Purchase bus: standard 40 foot - 3 replacements.	2013	Planned		5339-AA PTF	1,476,450 260,550	1,737,000											
			TLCP	PHX14-135T	Purchase bus: <30 foot - 3 replacements (Dial a Ride)	2013	Planned		5307 PTF	160,650 28,350	189,000											
			TLCP	PHX14-195T	Purchase bus: standard 40 foot - 7 replacements.	2013	Planned		CMAQ-Flex PTF	3,314,150 584,850	3,899,000											
			None	PHX13-121T	Preventitive Maintenance	2013	Planned		5307 Local	194,148 48,537	242,685											
Phoenix	20187	Regionwide	TLCP	PHX13-192T STP-AZ-95-X015-00	Preventive Maintenance (11.7A.00)	2013	Committed		STP-AZ-Flex	202,621	202,621	202,621	Q2, 2014	210	0.0	900	1	0	0	M	0	

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Phoenix	21817	Regionwide	None	PHX11-115T AZ-37-X014-00	Purchase Bus: < 30 food - 1 replace (11.12.04)	2011	Underway		5316 Local	25,600 6,400	32,000	32,000		210	0.0	900		0	0	M	0	
Phoenix	1494	Regionwide	None	PHX11-117T AZ-37-X014-00	Operating Assistance for Central AZ Shelter Services Program (30.09.01)	2011	Underway		5316 Local	27,758 27,758	55,516	111,008	Q4, 2011	210	0.0	900		0	0	M	0	
			None	PHX11-119T AZ-57-X013-00	Operating Assistance - NAU Civil Service Institute Senior Companion Volunteer Driver Mileage Reimbursement (30.09.01)	2011	Underway		5317 Local	27,746 27,746	55,492											
Phoenix	1412	Regionwide	None	PHX09-611T AZ-96-X002-00	Preventive Maintenance - FY2009 5307 Funds (11.7A.00)	2011	Underway		ARRA-Transit Local	5,400,000 1,312,799	6,712,799	13,276,794		210	0.0	900		0	0	M	0	
			None	PHX09-611T2 AZ-90-X103-00	Preventive Maintenance - FY2009 5307 Funds (11.7A.00)	2011	Underway		5307 Local	5,251,196 1,312,799	6,563,995											
Phoenix	17457	Regionwide	None	PHX11-118T AZ-37-X014-00	Program Administration (11.80.00)	2011	Underway		5316	101,158	101,158	201,554	Q4, 2011	210	0.0	900		0	0	M	0	
			None	PHX11-121T AZ-57-X013-00	Program Administration (11.80.00)	2011	Underway		5317	100,396	100,396											
Phoenix	32044	Regionwide	None	VMT10-902TB AZ-90-X103-00	Purchase 700 mhz radio system replacment (Phase II) - FY2010 5307 Funds (11.42.20)	2011	Underway		5307 PTF	1,028,368 257,092	1,285,460	1,285,460		210	0.0	900		0	0	M	0	
Phoenix	31576	Regionwide	None	PHX10-824T AZ-57-X012-00	Trapeze PASS System Upgrade - FY2009 5317 Funds (11.80.00)	2011	Underway		5317 Local	131,223 32,806	164,029	164,029	Q4, 2013	210	0.0	900		0	0	M	0	
Phoenix	33677	Van Buren, McDowell, and Thomas	None	PHX11-116T AZ-37-X014-00	Operating Assistance for Route: 3, 17, & 29 (30.09.01)	2011	Underway		5316 Local	416,160 416,160	832,320	832,320	Q4, 2011	210	0.0	131		0	0	M	0	
Phoenix	18062	Phoenix (NAU)	None	PHX12-110T AZ-57-X016-00	Operating Assistance: Senior Companion Program - FY2012 New Freedom Funding (30.09.01)	2012	Underway		5317 Local	68,715 68,715	137,430	137,430	Q4, 2012	210	0.0	900		0	0	M	0	
Phoenix	32373	Phoenix (Benevilla)	None	PHX12-111T AZ-57-X016-00	Operating Assistance: Senior Program - FY2012 New Freedom Funding (30.09.01)	2012	Underway		5317 Local	31,800 31,800	63,600	63,600	Q4, 2012	210	0.0	900		0	0	M	0	

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Phoenix	1404	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	None	PHX11-802T	Design and Engineering for Stage 1	2011	Underway		Local	32,640,000	32,640,000	358,650,000	Q4, 2012	220	1.0	900	4	0	0	M	0	
			None	PHX11-801T	Construction of Stage 1	2011	Underway		Local	130,540,000	130,540,000											
			None	PHX11-803T	Construction of Train System Running Surfaces and Assembly of Train Vehicles	2011	Underway		Local	54,390,000	54,390,000											
			None	PHX12-802T	Design and Engineering for Stage 1	2012	Underway		Local	21,160,000	21,160,000											
			None	PHX12-801T	Construction of Stage 1	2012	Underway		Local	84,650,000	84,650,000											
			None	PHX12-803T	Construction of Train System Running Surfaces, Assembly of Train Vehicles, and Final Testing	2012	Underway		Local	35,270,000	35,270,000											
Phoenix	7688	Phoenix - South Mountain Area	None	PHX11-114T AZ-04-0011-00	Purhase Buses for South Mountain Circulator - FY2009 Earmark (11.13.01)	2011	Underway		5309-Disc Local	950,000 237,500	1,187,500	1,187,500		210	0.0	900		0	0	M	0	
Phoenix	34298	Various locations	TLCP	PHX07-310T AZ-90-X103-00	Upgrade LNG fuel station - North Division - FY2009 5307 Funds (11.43.20)	2011	Completed		5307 Local	1,200,000 300,000	1,500,000	1,500,000		210	0.0	900		0	0	M	0	
Scottsdale	5931	Hayden/McClintock - Route 81	None	SCT11-115T AZ-37-X014-00	Operating Assistance for Route #81 (30.09.01)	2011	Underway		5316 Local	143,270 143,270	286,540	286,540	Q4, 2011	210	0.0	131		0	0	M	0	
Scottsdale	85	L101 and Scottsdale Rd	TLCP	SCT09-801T AZ-05-0202-00	Pre-design/design for regional park-and-ride (Scottsdale/101). (2008 5309-FGM and ARRA FY2010 funds) (11.31.04)	2011	Completed		5309 PTF	293,202 73,300	366,502	7,169,677	Q2, 2013	210	0.0	110	2	0	0	M	0	
			TLCP	SCT09-801T2 AZ-96-X002-01	Pre-design/design for regional park-and-ride (Scottsdale/101). (2008 5309-FGM and ARRA FY2010 funds) (11.31.04)	2011	Completed		ARRA-Transit PTF	183,498 73,300	256,798											
			TLCP	SCT08-801T AZ-05-0203-00	Acquire right of way regional park-and-ride (Loop 101/Scottsdale) - FY2009 5309-FGM Funds (11.32.04)	2011	Completed		5317	1,229,874	1,229,874											
			TLCP	SCT09-803T AZ-96-X002-01	Construct regional park-and-ride (Loop 101/Scottsdale) - (ARRA FY2010 Funds) (11.33.04)	2011	Underway		ARRA-Transit	4,816,502	4,816,502											
			TLCP	SCT11-111T AZ-04-0011-00	Construct Park and Ride, Scottsdale, AZ-FY2010 Earmark (11.33.04)	2011	Underway		5309-Disc	500,000	500,000											
Scottsdale	5046	Miller Rd - Route 76	None	SCT11-114T AZ-37-X014-00	Operating Assistance for Route #76 (30.09.01)	2011	Underway		5316 Local	385,286 385,286	770,572	770,572	Q4, 2011	210	0.0	131		0	0	M	0	

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Scottsdale	23810	Scottsdale (City-Wide Operations)	None	SCT10-801T	Operating Assistance (30.09.01)	2013	Planned		ARRA-Transit	71,696	71,696	71,696		210	0.0	900		0	0	M	0	
Scottsdale	207	Scottsdale (Skysong)	None	SCT11-110T AZ-04-0011-00	Plan, design and construct intermodal center - FY2009 Earmark (11.33.03)	2011	Underway		5309-Disc Local	564,300 141,075	705,375	1,330,375		210	0.0	232		0	0	M	0	
			None	SCT11-112T AZ-04-0011-00	Intermodal center - FY2010 Earmark (11.33.03)	2011	Underway		5309-Disc Local	500,000 125,000	625,000											
Surprise	8084	Surprise	TLCP	SUR11-702T AZ-90-X103-00	Purchase bus: < 30 foot - 2 Replace (dial-a-ride) - FY2010 5307 Funds (11.12.04)	2011	Committed		5307 PTF	137,074 34,268	171,342	171,342		210	0.0	900		0	0	M	0	
Surprise	31144	Surprise	None	SUR12-101T AZ-37-X018-00	Operating Assistance: Route 571 - FY2012 JARC funding (30.09.01)	2012	Underway		5316 Local	195,000 195,000	390,000	390,000	Q4, 2012	210	0.0	900		0	0	M	0	
Surprise	17256	Surprise	None	SUR09-604T AZ-90-X103-00	Preventive Maintenance - FY2009 5307 Funds (11.7A.00)	2011	Underway		5307 Local	5,264 1,316	6,580	6,580	Q4, 2012	210	0.0	900		0	0	M	0	
Surprise	8951	Surprise	None	SUR10-606T AZ-90-X103-00	Preventive Maintenance - FY2010 5307 Funds (11.7A.00)	2011	Underway		5307 Local	8,810 2,203	11,013	11,013	Q4, 2011	210	0.0	900		0	0	M	0	
Tempe	16164	Tempe	TLCP	TMP11-100T AZ-04-0011-00	Construct East Valley Metro Bus Faciity - FY2009 Earmark (11.43.03)	2011	Completed		5309-Disc	1,467,180	1,467,180	1,467,180	Q4, 2011	210	0.0	900	3	0	0	M	0	
Tempe	25646	Tempe	TLCP	TMP11-101T AZ-04-0011-00	Purchase buses for Neighborhood Circulator - FY2010 Earmark (11.12.04)	2011	Committed		5309-Disc	500,000	500,000	500,000		210	0.0	900		0	0	M	0	
Tempe	5375	Tempe	None	TMP09-602T AZ-90-X103-00	Preventive Maintenance - FY2009 5307 Funds (11.12.40)	2011	Underway		5307 Local	93,728 23,432	117,160	117,160	Q4, 2011	210	0.0	900		0	0	M	0	
Tempe	44602	Tempe	None	TMP10-604T AZ-90-X103-00	Preventive Maintenance - FY2010 5307 Funds (11.12.40)	2011	Underway		5307 Local	294,645 73,661	368,306	1,194,670	Q4, 2011	210	0.0	900		0	0	M	0	
			None	TMP10-801T	Operating Assistance (30.09.01)	2013	Planned		ARRA-Transit	826,364	826,364											
Tolleson	15095	Avondale Zoom	None	TOL11-101T AZ-37-X014-00	Operating: Operating Assistance Circulator for Tolleson extension (using FY 2011 funds) (30.09.01)	2011	Underway		5316 Local	50,000 50,000	100,000	100,000	Q4, 2012	210	0.0	131		0	0	M	0	

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						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Tolleson	13848	Tolleson	None	TOL12-101 AZ-37-X018-00	Operating Assistance: Zoom Route - FY2012 JARC funding (30.09.01)	2012	Underway		5316 Local	120,500 120,500	241,000	270,660	Q4, 2012	210	0.0	900		0	0	M	0	
			None	TOL12-102 AZ-57-X016-00	Operating Assistance: Taxi Voucher Program - FY2011 New Freedom Funding (30.09.01)	2012	Underway		5317 Local	14,830 14,830	29,660											
Valley Metro Rail	23113	Central Mesa Light Rail Extension	TLCP	VMR10-704T	Fixed guideway corridor - Central Mesa - Construct transitway (13.71.01)	2011	Completed		CMAQ-Flex PTF	2,726,000 681,500	3,407,500	21,845,746	Q4, 2013	220	0.0	900	3	0	0	M	0	
			TLCP	VMR11-105T	Fixed guideway corridor - Central Mesa - Construct transitway (13.71.01)	2011	Completed		CMAQ-Flex PTF	3,136,107 784,026	3,920,133											
			TLCP	VMR11-708T	Fixed guideway corridor - Central Mesa - Construct transitway (14.08.80)	2011	Completed		CMAQ-Flex PTF	700,462 310,228	1,010,690											
			TLCP	VMR12-110T	Fixed guideway corridor - Central Mesa - Construct transitway (13.71.01)	2012	Completed		CMAQ-Flex PTF	1,262,000 76,282	1,338,282											
			TLCP	VMR12-111T	Fixed guideway corridor - Central Mesa - Construct transitway (13.71.01)	2012	Completed		CMAQ-Flex PTF	3,611,000 218,268	3,829,268											
			TLCP	VMR12-112T	Fixed guideway corridor - Central Mesa - Construct transitway (13.71.01)	2012	Completed		CMAQ-Flex PTF	4,364,500 263,814	4,628,314											
			TLCP	VMR13-925T CM-AZ-95-X015-00	Fixed guideway corridor - Central Mesa - Construct transitway (13.23.01)	2012	Completed		CMAQ-Flex PTF	3,500,000 211,559	3,711,559											
Valley Metro Rail	49641	METRO Rail Operations and Maintenance Center in Phoenix	None	VMR12-107T AZ-58-0004-00	Pre-Design/Design solar shade canopies and solar panels - FY2011 5309-Disc. Funds (11.41.02)	2012	Underway		5309-Disc Local	176,000 44,000	220,000	10,021,850	Q4, 2013	210	0.0	900	3	0	0	M	0	
			None	VMR12-108T AZ-58-0004-00	Install solar shade canopies and solar panels - FY2011 5309-Disc. Funds (11.44.02)	2013	Underway		5309-Disc Local	2,615,000 7,186,850	9,801,850											

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						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Valley Metro Rail	144	Phoenix, Mesa, Tempe - Light Rail	TLCP	VMR11-102T AZ-05-0203-00	Preventive Maintenance - FY2009 5309-FGM Funds (11.7A.00)	2011	Completed		5309-FGM	884,331	884,331	3,057,567	Q3, 2014	220	0.0	900		0	0	M	0	
			TLCP	VMR11-103T AZ-05-0203-00	Preventive Maintenance - FY2010 5309-FGM Funds (11.7A.00)	2011	Completed		5309-FGM	2,173,236	2,173,236											
Valley Metro Rail	18786	Regionwide	TLCP	VMR11-829T	Fixed guideway corridor - CPEV LRT - Project Finance Cost (13.7H.00)	2011	Completed		Local	20,095,000	20,095,000	22,951,000	Q4, 2013	220	0.0	900		0	0	M	0	
			TLCP	VMR11-830T	Fixed guideway corridor - Repayment of funds advanced in prior years	2011	Completed		PTF Local	31,532,100 -31,532,100	0											
			TLCP	VMR12-101T	Fixed guideway corridor - Repayment of funds advanced in prior years	2012	Completed		PTF Local	6,218,189 -6,218,189	0											
			TLCP	VMR12-919T	Fixed guideway corridor - CPEV LRT - Project Finance Cost (13.7H.00)	2012	Completed		Local	2,856,000	2,856,000											
Valley Metro Rail	36810	Regionwide	TLCP	VMR13-403T	Overhaul friction brakes - phase 1	2013	Underway		5337-FGM PTF Local	300,000 552,010 2,856,000	3,708,010	3,708,010	Q4, 2018	220	0.0	900		0	0	M	0	
Valley Metro Rail	18786	Regionwide	TLCP	VMR13-101T	Fixed guideway corridor - Repayment of funds advanced in prior years	2013	Planned		PTF Local	10,000,000 -10,000,000	0	0	Q4, 2013	220	0.0	900		0	0	M	0	
Valley Metro/RPTA	48891	Arizona Avenue	None	VMT10-807T	Bus Rapid Transit right of way improvements (phase I) Arizona Ave BRT (11.22.01)	2013	Underway		ARRA-Transit	365,728	365,728	8,350,821		210	0.0	900		0	0	M	0	
			None	VMT11-707T	Bus Rapid Transit/Arizona Ave BRT construct busway improvements and stations (11.23.01)	2013	Planned		ARRA-Transit	7,985,093	7,985,093											
Valley Metro/RPTA	17987	Regionwide	None	VMT12-109T AZ-57-X016-00	Operating Assistance: Cab Coupon & Voucher Program - FY2012 New Freedom Funding (30.09.01)	2012	Underway		5317 Local	545,083 545,083	1,090,166	1,090,166	Q4, 2012	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	8733	East Valley	None	VMT11-110T AZ-57-X013-00	Operating Assistance: East Valley Alternatives Program (30.09.01)	2011	Underway		5317 Local	507,500 507,500	1,015,000	1,015,000	Q4, 2011	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	49515	East Valley	None	VMT11-111T AZ-57-X013-00	Purchase Electronic Fare Processing System (11.42.10)	2011	Underway		5317 Local	32,000 8,000	40,000	40,000		210	0.0	900		0	0	M	0	

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Valley Metro/RPTA	47760	Gilbert and Power Rd bus lines	TLCP	VMT09-650T AZ-90-X096-00	Reimbursement of bus: standard - 8 expand (Gilbert, Power) advance purchased in 2008 - FY 2008 5307 Funds (11.13.07)	2011	Completed		5307 PTF	3,320,000 -3,320,000	0	0	Q4, 2011	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	44351	Regionwide	None	VMT12-108T AZ-57-X016-00	Misc Bus Equip: Personal securement loops for vheelchair passengers - FY2011 New Freedom funding of $7,879 and FY2012 New (11.44.20)	2012	Underway		5317 Local	8,640 2,160	10,800	10,800		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	45758	Regionwide	None	VMT12-107T AZ-37-X018-00	Mobility Management: Travel Training Program - "Get Transit Smart" - FY2012 JARC funding (11.7L.00)	2012	Underway		5316 Local	57,365 23,595	80,960	241,211	Q4, 2012	210	0.0	900		0	0	M	0	
			None	VMT12-110T AZ-57-X016-00	Mobility Management: Travel Training Program - FY2011 New Freedom funding (11.7L.00)	2012	Underway		5317 Local	103,363 56,888	160,251											
Valley Metro/RPTA	41132	Regionwide	TLCP	TMP10-605T AZ-90-X103-00	Purchase bus: Articulated - 17 replace - FY2010 5307 Funds (11.12.07)	2011	Completed		5307 PTF	14,110,000 2,890,000	17,000,000	17,000,000		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	2716	Regionwide	TLCP	VMT08-637T AZ-90-X103-00	Purchase bus: standard 40 foot - 7 replace - FY2009 5307 Funds (11.12.01)	2011	Completed		5307 PTF	2,924,487 598,991	3,523,478	3,523,478		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	20293	Regionwide	TLCP	VMT09-648T AZ-90-X103-00	Purchase bus: < 30 foot - 13 replace (dial-a-ride) - FY2009 5307 Funds (11.12.04)	2011	Underway		5307 PTF	873,506 218,377	1,091,883	1,091,883		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	778	Regionwide	TLCP	VMT09-649T AZ-90-X103-00	Purchase bus: standard - 9 expand (Arizona Ave BRT) - FY2009 5307 Funds (11.13.07)	2011	Completed		5307 PTF	3,996,450 818,550	4,815,000	4,815,000		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	48456	Regionwide	TLCP	VMT09-654T STP-AZ-95-X009-00	Purchase vanpools: 30 replace - STP-Flex 2009 Funds (11.12.15)	2011	Completed		STP-Flex	979,572	979,572	979,572	Q3, 2012	210	0.0	900	1	0	0	M	0	
Valley Metro/RPTA	7167	Regionwide	TLCP	VMT09-905T AZ-05-0203-00	Purchase bus: intercity - 1 replace - FY2009 5309-FGM Funds (11.12.07)	2011	Completed		5309-FGM PTF	564,300 115,580	679,880	679,880		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	41609	Regionwide	TLCP	VMT10-659T AZ-90-X103-00	Purchase bus: < 30 foot - 12 replace (dial-a-ride) - FY2010 5307 Funds (11.12.04)	2011	Underway		5307 PTF	822,442 205,610	1,028,052	1,028,052		210	0.0	900		0	0	M	0	

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Valley Metro/RPTA	8373	Regionwide	TLCP	VMT10-661T AZ-90-X103-00	Purchase bus: < 30 foot - 2 replace (rural) - FY2010 5307 Funds (11.12.04)	2011	Underway		5307 PTF	137,074 34,268	171,342	171,342		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	18827	Regionwide	TLCP	VMT10-665T STP-AZ-95-X013-00	Purchase vanpools: 45 replace - FY 2010 STP Flex Funds (11.12.15)	2011	Underway		STP-Flex	1,482,750	1,482,750	1,482,750	Q2, 2013	210	0.0	900	7	0	0	M	0	
Valley Metro/RPTA	21586	Regionwide	TLCP	VMT10-809T AZ-90-X103-00	Purchase bus: < 30 foot - 3 replace (SCAT) - FY2010 5307 Funds (11.12.04)	2011	Underway		5307 PTF	205,610 51,403	257,013	257,013		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	26389	Regionwide	TLCP	VMT10-901T AZ-90-X103-00	Purchase 700 mhz radio system replacment (Phase I) - FY2009 5307 Funds (11.12.01)	2011	Committed		5307 PTF	2,800,000 700,000	3,500,000	3,500,000		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	4078	Regionwide	TLCP	VMT11-101T AZ-90-X109-00	Purchase bus: standard 40 foot - 24 replace (Scottsdale) (11.12.01)	2011	Underway		5307 PTF	10,122,109 2,073,203	12,195,312	12,195,312		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	25535	Regionwide	TLCP	VMT11-107T AZ-58-0003-00	Purchase hybrid components for 17 replacement artic buses (11.12.06)	2011	Underway		5308-Clean Fuels PTF	3,710,235 412,248	4,122,483	11,181,598		210	0.0	900		0	0	M	0	
			TLCP	VMT11-108T AZ-90-X109-00	Purchase bus: standard 40 foot - 13 replace (Tempe) (11.12.01)	2011	Underway		5307 PTF	5,647,292 1,411,823	7,059,115										
Valley Metro/RPTA	107	Regionwide	TLCP	VMT11-811T AZ-90-X109-00	Purchase bus: < 30 foot - 2 expand (rural) (11.13.04)	2011	Underway		5307 PTF	312,000 78,000	390,000	390,000		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	7090	Regionwide	TLCP	VMT11-901T AZ-90-X103-00	Purchase bus: standard - 2 expand (Grand Avenue LTD) - FY2010 5307 Funds (11.13.06)	2011	Underway		5307 PTF	1,211,528 248,144	1,459,672	1,459,672		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	38997	Regionwide	TLCP	VMT13-906T AZ-90-X103-00	Purchase bus: intercity - 19 replace - FY2009 5307 Funds (11.12.01)	2011	Completed		5307 PTF	9,395,700 1,924,420	11,320,120	11,320,120		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	15790	Regionwide	TLCP	VMT10-830T AZ-57-X012-00	Operating:Operating Assistance - NW Valley Dial-A-Ride - FY2010 5317 Funds (30.09.01)	2011	Underway		5317	543,732	543,732	543,732	Q4, 2013	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	40018	Regionwide	TLCP	VMT10-831T AZ-57-X012-00	Operating:Operating Assistance - Valley Metro Alternatives - FY2009 5317 Funds (30.09.01)	2011	Underway		5317	372,000	372,000	372,000	Q2, 2013	210	0.0	900		0	0	M	0	

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Valley Metro/RPTA	32784	Regionwide	TLCP	VMT10-833T AZ-57-X001-00	Operating:Operating Assistance - Medical Trip Service - FY2007 5317 Funds (30.09.01)	2011	Underway		5317	202,175	202,175	202,175	Q2, 2013	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	42139	Regionwide	TLCP	VMT09-642T AZ-90-X103-00	Preventive Maintenance - FY2009 5307 Funds (11.12.40)	2011	Completed		5307	784,993	784,993	784,993	Q4, 2011	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	22561	Regionwide	TLCP	VMT10-655T AZ-90-X103-00	Preventive Maintenance - FY2010 5307 Funds (11.12.40)	2011	Completed		5307	1,176,519	1,176,519	1,176,519	Q3, 2011	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	44360	Regionwide	TLCP	VMT09-904T AZ-90-X103-00	Origins and Destinations Study - FY2009 5307 Funds (44.26.15)	2011	Underway		5307	561,000	561,000	561,000	Q4, 2013	210	0.0	900	2	0	0	M	0	
Valley Metro/RPTA	5622	Regionwide	TLCP	VMT10-832T AZ-57-X012-00	MM: Regional Mobility Management - FY2010 5317 Funds (11.7L.00)	2011	Underway		5317	377,550	377,550	377,550	Q2, 2014	210	0.0	900	4	0	0	M	0	
Valley Metro/RPTA	25535	Regionwide	TLCP	VMT12-816T AZ-90-X109-00	Purchase bus: < 30 foot - 13 replace (dial-a-ride) (11.12.04)	2012	Underway		5307 PTF	940,649 235,162	1,175,811	1,175,811		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	12894	Regionwide	TLCP	VMT12-105T AZ-37-X018-00	Operating Assistance: NextRide Project - FY2012 JARC funding (30.09.01)	2012	Underway		5316	25,000	25,000	25,000	Q2, 2013	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	34716	Regionwide	TLCP	VMT12-106T AZ-37-X018-00	Operating Assistance: Route 251 - FY2012 JARC funding (30.09.01)	2012	Underway		5316	290,000	290,000	290,000	Q2, 2013	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	41132	Regionwide	TLCP	VMR13-120T	Purchase bus: articulated - 2 replacement (Tempe)	2013	Planned		5337-FGM PTF	1,467,452 258,962	1,726,414	1,726,414		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	19204	Regionwide	TLCP	VMT12-821T	Purchase bus: articulated - 3 expand (Scottsdale/Rural BRT) (11.13.06)	2013	Deferred		5309-FGM PTF	2,805,000 495,000	3,300,000	3,300,000		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	25535	Regionwide	TLCP	VMT13-904T	Purchase bus: < 30 foot - 13 replace (dial-a-ride) (11.12.04)	2013	Underway		5307 PTF	968,874 242,219	1,211,093	1,211,093		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	19255	Regionwide	None	VMT13-103T	Fleet maintenance software (11.42.08)	2013	Planned		Local	800,000	800,000	800,000		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	45775	Regionwide -Buses serving Express Routes on HOV system	TLCP	VMT11-105T AZ-05-0203-00	Preventive Maintenance - FY2009 5309-FGM Funds (11.7A.00)	2011	Completed		5309-FGM	82,210	82,210	82,210	Q2, 2014	210	0.0	900		0	0	M	0	

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Sponsoring Agency	Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
	Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
						Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
Valley Metro/RPTA	1950	Regionwide -Buses serving Express Routes on HOV system	TLCP	VMT11-106T AZ-05-0203-00	Preventive Maintenance - FY2010 5309-FGM Funds (11.7A.00)	2011	Completed		5309-FGM Local	233,042 58,261	291,303	409,048	Q4, 2012	210	0.0	900		0	0	M	0	
			None	VMR12-109T AZ-05-0204-00	Preventive Maintenance - FY2011 5309-FGM Funds (11.7A.00)	2012	Completed		5309-FGM Local	94,196 23,549	117,745											
Valley Metro/RPTA	12680	Regionwide	None	VMT10-901TB AZ-90-X103-00	Purchase bus: standard 40 foot - 19 replace (Tempe) - FY2010 5307 Funds (11.12.07)	2011	Underway		5307 PTF	7,649,825 1,566,832	9,216,657	9,216,657		210	0.0	900		0	0	M	0	
Valley Metro/RPTA	14925	Regionwide	None	VMT10-901TC STP-AZ-95-X013-00	Purchase bus: standard 40 foot - 3 replace (Tempe) - FY 2010 STP Flex Funds	2011	Underway		STP-Flex PTF	1,402,460 84,773	1,487,233	1,487,233	Q4, 2012	210	0.0	900	4	0	0	M	0	
Valley Metro/RPTA	46954	Regionwide	None	VMT12-103T AZ-58-0004-00	Electric Fan Retrofit - about 70 buses - FY2011 5309-Disc. Funds (11.14.01)	2013	Underway		5309-Disc Local	1,723,944 337,429	2,061,373	2,061,373	Q4, 2012	210	0.0	900		0	0	M	0	
Valley Metro/RPTA	6674	Power Rd - Route 184	None	VMT11-109T AZ-37-X014-00	Operating Assistance for Route 184 (30.09.01)	2011	Underway		5316 Local	120,000 120,000	240,000	240,000	Q4, 2011	210	0.0	131		0	0	M	0	

Current Projects

Avondale

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
22973	Avondale Boulevard & I-10	None	AVN14-427T	Design Multi-level Parking structure for existing Transit Center (Park & Ride) (11.31.04)	2014	Planned		Local	250,000	250,000	8,250,000	Q4, 2016	210	0.0	900		0	0	M	0	
		None	AVN14-426T	Construct Phase 1 Transit Center (Park & Ride), 530 parking stalls, 6-pull-ins/ drives, lighting, landscaping, bicycle racks, pedstrian facilities, and other amenities (11.33.01)	2014	Planned		Local	2,000,000	2,000,000											
		None	AVN15-428T	Construct multi-level parking structure for existing transit center (Park & Ride) (11.33.04)	2015	Planned		Local	6,000,000	6,000,000											
10195	Regionwide	None	AVN14-410T	Transit Security (57.20.10)	2014	Planned		5307-AVN UZA Local	28,807 7,202	36,009	180,047		210	0.0	900		0	0	M	0	
		None	AVN15-414T	Transit Security (57.20.10)	2015	Planned		5307-AVN UZA Local	28,807 7,202	36,009											
		None	AVN16-417T	Transit Security (57.20.10)	2016	Planned		5307-AVN UZA Local	28,807 7,202	36,009											
		None	AVN17-420T	Transit Security (57.20.10)	2017	Planned		5307-AVN UZA Local	28,807 7,202	36,009											
		None	AVN18-423T	Transit Security (57.20.10)	2018	Planned		5307-AVN UZA Local	28,807 7,202	36,009											

Glendale

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
42528	Bell/L101	TLCP	GLN10-804T AZ-05-0203-00	Pre-design regional transit center/park-and-ride (Bell/L101) - FY2010 5309-FGM Funds (11.31.04)	2011	Completed		5309-FGM PTF	219,720 54,930	274,650	14,483,500	Q4, 2014	210	0.0	231	4	0	0	M	0	
		None	GLN09-816 CM-AZ-95-X006-00	Pre-design regional transit center/park-and-ride - CMAQ-Flex funds from FY2009	2011	Completed		CMAQ	162,836	162,836											
		None	GLN09-817 CM-AZ-95-X006-00	Pre-design regional transit center/park-and-ride - CMAQ-Flex funds from FY2009	2011	Completed		CMAQ	473,060	473,060											
		TLCP	GLN11-808T AZ-05-0203-00	Design regional transit center/park-and-ride (Bell/L101) - FY2010 5309-FGM Funds (11.31.04)	2011	Underway		5309-FGM PTF	620,646 155,162	775,808											
		TLCP	GLN11-809T AZ-05-0205-00	Acquire right of way - regional park and ride/transit Center (FY 2012 5309-FGM) (11.32.04)	2014	Planned		5309-FGM PTF	3,514,570 804,353	4,318,923											
		TLCP	GLN12-812T	Construct regional park and ride/transit center (FY 2013 5307) (11.33.04)	2014	Planned		5307 PTF	3,105,612 776,403	3,882,015											
		TLCP	GLN13-111T	Construct regional park and ride/transit center (FY 2013 CMAQ Flex) (11.33.04)	2014	Planned		CMAQ-Flex PTF	3,676,966 919,242	4,596,208											
30308	Glendale: Citywide Paratransit & GUS	None	GLN11-702T AZ-90-X109-00	Preventive Maintenance - 2011 5307 Funds (11.7A.00)	2012	Underway		5307 Local	249,870 62,468	312,338	1,430,772	Q4, 2015	210	0.0	900		0	0	M	0	
		None	GLN12-100T STP-AZ-95-X009-00	Preventive Maintenance 2009 & 2011 STP Funds (11.7A.00)	2012	Underway		STP-Flex Local	52,088 3,148	55,236											
		None	GLN12-813T AZ-90-X114-00	Preventive Maintenance (11.7A.00)	2012	Underway		5307 Local	436,886 109,222	546,108											
		None	GLN13-901T	Preventive Maintenance (11.12.40)	2013	Planned		5307 Local	209,369 52,342	261,711											
		None	GLN14-101T	Preventive Maintenance (11.7A.00)	2014	Planned		5307 Local	204,303 51,076	255,379											

Glendale

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
27692	Regionwide	TLCP	GLN10-805T AZ-90-X109-00	Purchase bus: 30 foot - 2 replace (GUS) (11.12.04)	2011	Underway		5307 PTF	320,000 80,000	400,000	400,000		210	0.0	900		0	0	M	0	
16941	Regionwide	TLCP	GLN11-001T AZ-90-X114-00	Purchase bus: < 30 foot - 2 replace (GUS) (11.12.04)	2012	Underway		5307 PTF	176,000 44,000	220,000	220,000		210	0.0	900		0	0	M	0	
27692	Regionwide	TLCP	GLN11-701T AZ-90-X114-00	Purchase bus: < 30 foot - 2 replace (dial-a-ride) (11.12.04)	2012	Committed		5307 PTF	144,000 36,000	180,000	645,680		210	0.0	900		0	0	M	0	
		TLCP	GLN12-814T	Purchase bus: < 30 foot - 5 replace (dial-a-ride) (11.12.04)	2013	Deferred		5307 PTF	395,828 69,852	465,680											
16941	Regionwide	TLCP	GLN12-815T	Purchase bus: < 30 foot - 1 replace (GUS) (11.12.04)	2013	Deferred		5307 PTF	101,045 17,831	118,876	535,874		210	0.0	900		0	0	M	0	
		TLCP	GLN13-110T	Purchase bus: 30 foot - 1 replacement (GUS)	2013	Planned		STP-Flex PTF	144,099 25,429	169,528											
		TLCP	GLN13-902T STP-AZ-95-X023-00	Purchase bus: < 30 foot - 2 replace (GUS) (11.12.04)	2014	Planned		STP-AZ-Flex PTF	197,976 49,494	247,470											
27692	Regionwide	TLCP	GLN13-903T	Purchase bus: < 30 foot - 3 replace (dial-a-ride) (11.12.04)	2015	Planned		5307 PTF	214,689 37,887	252,576	1,967,866		210	0.0	900		0	0	M	0	
		None	GLN17-434T	Purchase bus: < 30 foot - 3 replace (GUS) (11.12.04)	2017	Planned		5307 PTF	323,850 57,150	381,000											
		None	GLN17-435T	Purchase bus: 30 foot - 1 replace (GUS) (11.12.03)	2017	Planned		5307 PTF	183,175 32,325	215,500											
		None	GLN17-436T	Purchase bus: < 30 foot - 6 replace (dial-a-ride) (11.12.04)	2017	Planned		5307 PTF	452,880 79,920	532,800											
		None	GLN18-437T	Purchase bus: < 30 foot - 1 replace (GUS) (11.12.04)	2018	Planned		5307 PTF	110,500 19,500	130,000											
		None	GLN18-438T	Purchase bus: < 30 foot - 5 replace (dial-a-ride) (11.12.04)	2018	Planned		5307 PTF	387,591 68,399	455,990											

MAG

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
46568	Regionwide	None	MAG14-419T	JARC apportionment (30.09.01)	2014	Planned		5307-JARC PTF	1,815,300 453,825	2,269,125	11,254,860	Q4, 2018	210	0.0	900		0	0	M	0	
		None	MAG15-402T	JARC apportionment (30.09.01)	2015	Planned		5307-JARC PTF	1,815,300 363,060	2,178,360											
		None	MAG16-403T	JARC apportionment (30.09.01)	2016	Planned		5307-JARC PTF	1,815,300 453,825	2,269,125											
		None	MAG17-404T	JARC apportionment (30.09.01)	2017	Planned		5307-JARC PTF	1,815,300 453,825	2,269,125											
		None	MAG18-405T	JARC apportionment (30.09.01)	2018	Planned		5307-JARC PTF	1,815,300 453,825	2,269,125											
14510	Regionwide	None	MAG15-406T	Preventive Maintenace (11.7A.00)	2015	Planned		5307 Local	11,120,429 2,780,107	13,900,536	59,395,005	Q4, 2018	210	0.0	900		0	0	M	0	
		None	MAG15-407T	Preventive Maintenace (11.7A.00)	2015	Planned		5339 Local	201,311 50,328	251,639											
		None	MAG15-408T	Preventive Maintenance (11.7A.00)	2015	Planned		5337-HI Local	557,261 139,315	696,576											
		None	MAG16-409T	Preventive Maintenace (11.7A.00)	2016	Planned		5307 Local	10,490,927 2,622,732	13,113,659											
		None	MAG16-410T	Preventive Maintenace (11.7A.00)	2016	Planned		5339 Local	750,411 187,603	938,014											
		None	MAG16-411T	Preventive Maintenace (11.7A.00)	2016	Planned		STP-AZ-Flex Local	6,950 1,738	8,688											
		None	MAG16-412T	Preventive Maintenance (11.7A.00)	2016	Planned		5337-HI Local	630,713 157,678	788,391											
		None	MAG17-413T	Preventive Maintenance (11.7A.00)	2017	Planned		5307 Local	11,196,611 2,799,153	13,995,764											
		None	MAG17-414T	Preventive Maintenance (11.7A.00)	2017	Planned		5339 Local	158,777 39,694	198,471											
		None	MAG17-415T	Preventive Maintenance (11.7A.00)	2017	Planned		5337-HI Local	523,613 130,903	654,516											
		None	MAG18-416T	Preventive Maintenance (11.7A.00)	2018	Planned		5307 Local	10,747,522 2,686,880	13,434,402											
		None	MAG18-417T	Preventive Maintenance (11.7A.00)	2018	Planned		5339 Local	219,637 54,909	274,546											
		None	MAG18-418T	Preventive Maintenance (11.7A.00)	2018	Planned		5337-HI Local	911,842 227,961	1,139,803											

Mesa

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
39320	Main St/Mesa Dr	TLCP	MES08-803T	Pre-design regional transit center (6-bay) Main St/Mesa Dr (11.31.01)	2013	Deferred		5309-FGM PTF	62,630 15,658	78,288	1,303,332	Q4, 2016	210	0.0	232		0	0	M	0	
		TLCP	MES09-805T	Design regional transit center (6-bay) Main St/Mesa Dr (FY 13 FGM Funds) (11.31.01)	2014	Deferred		5309-FGM PTF	161,273 40,318	201,591											
		TLCP	MES10-808T	Construct regional transit center (6-bay) (Main ST/Mesa Dr) (11.33.01)	2014	Planned		5307 PTF	818,762 204,691	1,023,453											

Peoria

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
246	Grand/Peoria	TLCP	PEO10-802T	Pre-design regional park-and-ride (Grand/Peoria) (11.31.04)	2015	Planned		5307 PTF	103,653 25,913	129,566	6,559,050	Q3, 2019	210	0.0	231	3	0	0	M	0	
		TLCP	PEO16-418T	Design regional park-and-ride (Grand/Peoria) (11.31.04)	2016	Planned		5307 PTF	301,125 75,282	376,407											
		TLCP	PEO16-419T	Right of way regional park-and-ride (Grand/Peoria) (11.32.04)	2016	Planned		5307 PTF	1,710,940 427,735	2,138,675											
		TLCP	PEO17-420T	Construct regional park-and-ride (Grand/Peoria) (11.33.04)	2017	Planned		5307 PTF	3,131,521 782,881	3,914,402											
47404	Peoria	TLCP	PEO09-801T AZ-90-X103-00	Purchase bus: < 30 foot - 3 replace (dial-a-ride) - FY2010 5307 Funds (11.12.04)	2011	Completed		5307 PTF	205,610 51,403	257,013	257,013		210	0.0	900		0	0	M	0	
6338	Peoria	TLCP	PEO13-902T	Pre-design regional transit center (4-bay) Peoria (11.31.02)	2014	Planned		5307 PTF	40,132 10,033	50,165	50,165	Q4, 2018	210	0.0	900	4	0	0	M	0	
47404	Peoria	TLCP	PEO14-421T	Purchase bus: < 30 foot - 2 replace (dial-a-ride) (11.12.04)	2014	Planned		STP-AZ-Flex PTF	139,364 24,594	163,958	163,958		210	0.0	900		0	0	M	0	
6338	Peoria	TLCP	PEO13-101T	Design regional transit center (4-bay) Peoria (11.31.02)	2015	Planned		5307 PTF	125,260 31,315	156,575	2,498,956	Q4, 2018	210	0.0	900	4	0	0	M	0	
		TLCP	PEO13-102T	Land regional transit center (4-bay) Peoria (11.32.02)	2015	Planned		5307 PTF	626,300 156,576	782,876											
		TLCP	PEO14-102T	Construct regional transit center (4-bay) Peoria (11.33.02)	2016	Planned		5307 PTF	1,247,604 311,901	1,559,505											
47404	Peoria	TLCP	PEO17-422T	Purchase bus: < 30 foot - 1 replace (dial-a-ride) (11.12.04)	2017	Planned		5307 PTF	75,480 13,320	88,800	271,196		210	0.0	900		0	0	M	0	
		TLCP	PEO18-423T	Purchase bus: < 30 foot - 2 replace (dial-a-ride) (11.12.04)	2018	Planned		5307 PTF	155,036 27,360	182,396											
8403	Peoria: Citywide Paratransit	TLCP	PEO11-702T AZ-90-X109-00	Preventive Maintenance - 2011 5307 Funds (11.7A.00)	2012	Underway		5307	93,898	93,898	440,916		210	0.0	900		0	0	M	0	
		TLCP	PEO12-100T STP-AZ-95-X009-00	Preventive maintenance - 2009 & 2011 STP Funds (11.7A.00)	2012	Underway		STP-Flex	21,497	21,497											
		TLCP	PEO12-807T AZ-90-X114-00	Preventive Maintenance (11.7A.00)	2012	Underway		5307 Local	133,607 33,402	167,009											
		None	PEO13-901T	Preventive Maintenance (11.7A.00)	2013	Planned		5307 Local	64,786 16,197	80,983											
		TLCP	PEO14-101T	Preventive Maintenance (11.7A.00)	2014	Planned		5307 Local	62,023 15,506	77,529											

Peoria

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
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46687	Regionwide	TLCP	PEO11-805T	Purchase bus: < 30 foot - 1 replace (dial-a-ride) (11.12.04)	2013	Planned		5307 PTF	67,850 11,974	79,824	248,208		210	0.0	900		0	0	M	0	
		TLCP	PEO15-102T	Purchase bus: < 30 foot - 2 replace (dial-a-ride) (11.12.04)	2015	Planned		5307 PTF	143,126 25,258	168,384											

Phoenix

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
138	Phoenix - East Baseline	None	PHX10-830T AZ-04-0004-00	Pre-design/Design for park and ride lot - (2008 Earmark reallocated to FY2010) (11.31.04)	2011	Underway		5309-Disc Local	434,720 108,680	543,400	3,144,645	Q4, 2015	210	0.0	231	4	0	0	M	0	
		None	PHX11-107T AZ-03-0067-00	Park-and-Ride Facility - Land Acquisition (2005 Earmark reallocated to FY2010) (11.32.04)	2011	Underway		5309-Disc Local	340,123 85,030	425,153											
		None	PHX11-108T AZ-03-0067-00	Park-and-Ride Facility - Land Acquistion (2004 Earmark reallocated to FY2010) (11.32.04)	2011	Underway		5309-Disc Local	970,874 242,718	1,213,592											
		None	PHX11-109T AZ-04-0025-00	Park-and-Ride Facility - Land Acquistion (2008 Earmark reallocated to FY2010) (11.32.04)	2011	Underway		5309-Disc Local	490,000 122,500	612,500											
		None	PHX14-415T	Construct park-and-ride lot (11.33.04)	2014	Planned		5307 PTF	280,000 70,000	350,000											
32671	Regionwide	None	PHX11-102T AZ-90-X109-00	Support Services for Grant Management (11.72.03)	2011	Underway		5307 Local	40,000 10,000	50,000	400,000		210	0.0	900		0	0	M	0	
		None	PHX12-102T AZ-90-X109-00	Support Services for Grant Management (11.72.03)	2012	Underway		5307 Local	40,000 10,000	50,000											
		None	PHX13-102T	Support Services for Grant Management (11.72.03)	2013	Planned		5307 Local	40,000 10,000	50,000											
		None	PHX14-102T	Support Services for Grant Management (11.72.03)	2014	Planned		5307 Local	40,000 10,000	50,000											
		None	PHX15-103T	Support Services for Grant Management (11.72.03)	2015	Planned		5307 Local	40,000 10,000	50,000											
		None	PHX16-433T	Support Services for Grant Management	2016	Planned		5307 Local	40,000 10,000	50,000											
		None	PHX17-441T	Support Services for Grant Management	2017	Planned		5307 Local	40,000 10,000	50,000											
		None	PHX18-447T	Support Services for Grant Management	2018	Planned		5307 Local	40,000 10,000	50,000											
39152	Laveen/59th Avenue	TLCP	PHX13-909T	Pre-design regional park-and-ride (Laveen/59th Avenue) (11.31.04)	2014	Planned		5307 PTF	122,129 22,242	144,371	6,204,776	Q4, 2018	210	0.0	231	4	0	0	M	0	
		TLCP	PHX14-107T	Design regional park-and-ride (Laveen/59th Avenue) (11.31.04)	2015	Planned		5307 PTF	283,839 70,960	354,799											
		TLCP	PHX14-108T	Land regional park-and-ride (Laveen/59th Avenue) (11.32.04)	2015	Planned		5307 PTF	1,612,725 403,181	2,015,906											
		TLCP	PHX15-101T	Construct regional park-and-ride (59th Ave/Laveen) (11.33.04)	2015	Planned		5307 PTF	2,951,760 737,940	3,689,700											

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
12809	Citywide	None	PHX11-101T AZ-90-X109-00	Install bus stop improvements (1% enhancement) (11.92.02)	2011	Underway		5307 Local	526,392 131,598	657,990	4,880,596		210	0.0	131		0	0	M	0	
		None	PHX12-101T AZ-90-X114-00	Install bus stop improvements (1% enhancement) (11.92.02)	2012	Underway		5307 Local	531,130 132,782	663,912											
		None	PHX13-101T	Install bus stop improvements (1% enhancement) (11.92.02)	2013	Planned		5307 Local	471,155 117,789	588,944											
		None	PHX14-101T	Install bus stop improvements (1% enhancement) (11.92.02)	2014	Planned		5307 Local	475,160 118,790	593,950											
		None	PHX15-102T	Install bus stop improvements (1% enhancement) (11.92.02)	2015	Planned		5307 Local	475,160 118,790	593,950											
		None	PHX16-434T	Install bus stop improvements (1% enhancement)	2016	Planned		5307 Local	475,160 118,790	593,950											
		None	PHX17-442T	Install bus stop improvements (1% enhancement)	2017	Planned		5307 Local	475,160 118,790	593,950											
		None	PHX18-448T	Install bus stop improvements (1% enhancement)	2018	Planned		5307 Local	475,160 118,790	593,950											
27051	Regionwide	None	PHX14-412T	Preventive Maintenance (11.7A.00)	2014	Planned		5339 Local	50,861 12,715	63,576	856,640		210	0.0	900		0	0	M	0	
		None	PHX14-413T	Preventive Maintenance (11.7A.00)	2014	Planned		STP-AZ-Flex Local	77,190 19,298	96,488											
		None	PHX14-414T	Preventive Maintenance (11.7A.00)	2014	Planned		5337-HI Local	557,261 139,315	696,576											
8434	Regionwide	TLCP	PHX11-707T	Purchase bus: < 30 foot - 30 replace (dial-a-ride) (11.12.04)	2012	Committed		5307 PTF	2,170,728 542,682	2,713,410	16,343,155		210	0.0	900		0	0	M	0	
		TLCP	PHX12-115T	Purchase bus: standard 40 foot - 15 replace (11.12.01)	2012	Underway		5309-SGR PTF	7,000,000 1,433,735	8,433,735											
		None	PHX13-402T	Purchase bus: standard 40 foot - 6 replace	2013	Underway		5339 PTF	2,733,600 482,400	3,216,000											
		TLCP	PHX13-902T	Purchase bus: < 30 foot - 35 replace (dial-a-ride) (11.12.04)	2013	Planned		CMAQ-Flex PTF	155,550 27,450	183,000											
		TLCP	VMT13-121T	Overhaul friction brakes - phase 1	2013	Planned		5337-FGM PTF	331,125 520,885	852,010											
		TLCP	PHX14-104T	Purchase bus: < 30 foot - 15 replace (dial-a-ride) (11.12.04)	2014	Planned		5307 PTF	803,250 141,750	945,000											
21472	Regionwide	TLCP	PHX14-106T	Purchase bus: Articulated - 10 replace (11.12.01)	2014	Planned		5307 PTF	6,698,000 1,182,000	7,880,000	7,880,000		210	0.0	900		0	0	M	0	

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
8434	Regionwide	None	PHX14-406T	Purchase bus: standard 40 foot - 3 replace (11.12.01)	2014	Planned		5307 PTF	1,476,450 260,550	1,737,000	9,412,000		210	0.0	900		0	0	M	0	
		None	PHX14-407T	Purchase bus: standard 40 foot - 9 replace (11.12.01)	2014	Planned		5339 PTF	4,429,350 781,650	5,211,000											
		None	PHX14-408T	Purchase bus: < 30 foot - 4 replace (circulator) (11.12.04)	2014	Planned		5307 PTF	299,200 52,800	352,000											
		None	PHX14-409T	Purchase bus: standard 40 foot - 2 replace (11.12.01)	2014	Planned		5307 PTF	946,900 167,100	1,114,000											
		None	PHX14-410T	Purchase bus: standard 40 foot - 1 replace (11.12.01)	2014	Planned		5307-AVN UZA PTF	473,450 83,550	557,000											
		None	PHX14-411T	Purchase bus: < 30 foot - 7 replace (dial-a-ride) (11.12.04)	2014	Planned		5339 PTF	374,850 66,150	441,000											
20067	Regionwide	TLCP	PHX15-106T	Purchase bus: Articulated - 6 replace (11.12.06)	2014	Planned		5307 PTF	4,182,000 738,000	4,920,000	4,920,000		210	0.0	900		0	0	M	0	

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
8434	Regionwide	TLCP	PHX15-105T	Purchase bus: < 30 foot - 21 replace (dial-a-ride) (11.12.04)	2015	Planned		5307 PTF	1,178,100 207,900	1,386,000	93,622,000		210	0.0	900		0	0	M	0	
		None	PHX15-421T	Purchase bus: standard 40 foot - 15 replace (11.12.01)	2015	Planned		5307 PTF	7,382,250 1,302,750	8,685,000											
		None	PHX15-422T	Purchase bus: standard 40 foot - 1 replace (11.12.01)	2015	Planned		5307-AVN UZA PTF	492,150 86,850	579,000											
		None	PHX15-423T	Purchase bus: standard 40 foot - 9 replace (11.12.01)	2015	Planned		5339 PTF	4,429,350 781,650	5,211,000											
		None	PHX15-424T	Purchase bus: standard 40 foot - 1 replace (11.12.01)	2015	Planned		STP-AZ-Flex PTF	492,150 86,850	579,000											
		None	PHX15-425T	Purchase bus: < 30 foot - 3 replace (circulator) (11.12.04)	2015	Planned		5307 PTF	234,600 41,400	276,000											
		None	PHX15-426T	Purchase bus: < 30 foot - 4 replace (dial-a-ride)	2015	Planned		5339 PTF	224,400 39,600	264,000											
		None	PHX15-427T	Purchase bus: Articulated - 27 replace	2016	Planned		5307 PTF	19,040,400 3,099,600	22,140,000											
		None	PHX16-426T	Purchase bus: < 30 foot - 12 replace (dial-a-ride) (11.12.04)	2016	Planned		5307 PTF	703,800 124,200	828,000											
		None	PHX16-427T	Purchase bus: Articulated - 5 replace (11.12.06)	2016	Planned		5307 PTF	3,752,750 662,250	4,415,000											
		None	PHX16-428T	Purchase bus: < 30 foot - 6 replace (dial-a-ride)	2016	Planned		5339 PTF	351,900 62,100	414,000											
		None	PHX16-429T	Purchase bus: Articulated - 5 replace	2016	Planned		5339 PTF	3,752,750 662,250	4,415,000											
		None	PHX16-430T	Purchase bus: < 30 foot - 7 replace (dial-a-ride)	2016	Planned		STP-AZ-Flex PTF	410,550 72,450	483,000											
		None	PHX16-431T	Purchase bus: 30 foot - 2 replace (DASH)	2016	Planned		5307 PTF	875,500 154,500	1,030,000											
		None	PHX16-432T	Purchase bus: Articulated - 2 replace	2016	Planned		5337-HI PTF	1,394,000 246,000	1,640,000											
		None	PHX17-435T	Purchase bus: < 30 foot - 20 replace (dial-a-ride)	2017	Planned		5307 PTF	1,224,000 216,000	1,440,000											
		None	PHX17-436T	Purchase bus: Articulated - 13 replace	2017	Planned		5307 PTF	9,757,150 1,721,850	11,479,000											
		None	PHX17-437T	Purchase bus: < 30 foot - 4 replace (dial-a-ride)	2017	Planned		5339 PTF	244,800 43,200	288,000											
		None	PHX17-438T	Purchase bus: < 30 foot - 6 replace (dial-a-ride)	2017	Planned		STP-AZ-Flex PTF	367,200 64,800	432,000											
		None	PHX17-439T	Purchase bus: Articulated - 2 replace	2017	Planned		5337-HI PTF	1,501,100 264,900	1,766,000											

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
8434	[Continued from previous page.] Regionwide	None	PHX17-440T	Purchase bus: 30 foot - 2 replace (DASH)	2017	Planned		5307 PTF	911,200 160,800	1,072,000	93,622,000		210	0.0	900		0	0	M	0	
		None	PHX18-443T	Purchase bus: < 30 foot - 29 replace (dial-a-ride)	2018	Planned		5307 PTF	1,848,750 326,250	2,175,000											
		None	PHX18-444T	Purchase bus: Articulated - 25 replace	2018	Planned		5307 PTF	18,848,750 3,326,250	22,175,000											
		None	PHX18-445T	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	2018	Planned		5339 PTF	63,750 11,250	75,000											
		None	PHX18-446T	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	2018	Planned		STP-AZ-Flex PTF	318,750 56,250	375,000											
47717	Regionwide	None	PHX11-706T AZ-90-X109-00	Phoenix: Citywide Fixed Route - Preventive Maintenance - 2011 5307 Funds (11.7A.00)	2012	Underway		5307 Local	11,512,033 2,878,008	14,390,041	78,649,463		210	0.0	900		0	0	M	0	
		None	PHX12-104T STP-AZ-95-X009-00	Preventive maintenance - 2009 & 2011 STP Funds (11.7A.00)	2012	Underway		STP-Flex Local	2,025,433 122,428	2,147,861											
		None	PHX12-804T STP-AZ-95-X013-00	Preventive Maintenance - FY2010 STP-Flex (11.7A.00)	2012	Underway		STP-AZ-Flex Local	448,323 37,792	486,115											
		None	PHX12-825T AZ-90-X114-00	Preventive Maintenance (11.7A.00)	2012	Underway		5307 Local	25,647,825 6,411,956	32,059,781											
		None	PHX13-123T	Preventive Maintenance	2013	Underway		STP-Flex Local	253,980 63,495	317,475											
		None	PHX13-403T	Preventive Maintenance	2013	Underway		5339 Local	194,148 48,537	242,685											
		None	PHX13-901T	Preventive Maintenance (11.7A.00)	2013	Planned		5307 PTF Local	11,591,067 0 2,897,767	14,488,834											
		None	PHX14-103T	Preventive Maintenance (11.7A.00)	2014	Planned		5307 Local	11,613,337 2,903,334	14,516,671											

Scottsdale

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
29060	Scottsdale: Fixed Route	None	SCT11-113T AZ-90-X109-00	Preventive Maintenance - 2011 5307 Funds (11.7A.00)	2012	Underway		5307 Local	101,081 25,270	126,351	902,675	Q4, 2015	210	0.0	900		0	0	M	0	
		None	SCT12-101T AZ-90-X114-00	Preventive Maintenance (11.7A.00)	2012	Underway		5307 Local	305,235 76,308	381,543											
		None	SCT12-102T STP-AZ-95-X009-00	Preventive maintenance - 2009 & 2011 STP Funds (11.7A.00)	2012	Underway		STP-Flex Local	41,340 2,499	43,839											
		TLCP	SCT13-101T	Preventive Maintenance (11.7A.00)	2013	Planned		5307 Local	129,542 32,386	161,928											
		None	SCT14-101T	Preventive Maintenance (11.7A.00)	2014	Planned		5307 Local	150,811 38,203	189,014											

Surprise

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
5093	Surprise: Citywide Paratransit	None	SUR11-701T AZ-90-X109-00	Preventive Maintenance - 2011 5307 Funds (11.7A.00)	2012	Underway		5307 Local	24,681 6,170	30,851	179,814	2015	210	0.0	900		0	0	M	0	
		None	SUR12-100T STP-AZ-95-X009-00	Preventive maintenance - 2009 & 2011 STP Funds (11.7A.00)	2012	Underway		STP-Flex Local	7,854 475	8,329											
		None	SUR12-802T AZ-90-X114-00	Preventive Maintenance (11.7A.00)	2012	Underway		5307 Local	58,221 14,555	72,776											
		None	SUR13-901T	Preventive Maintenance (11.7A.00)	2013	Planned		5307 Local	25,782 6,446	32,228											
		None	SUR14-101T	Preventive Maintenance (11.7A.00)	2014	Planned		5307 Local	28,504 7,126	35,630											
40702	Regionwide	TLCP	SUR12-803T AZ-90-X114-00	Purchase bus: < 30 foot - 2 Replace (dial-a-ride) (11.12.04)	2012	Committed		5307 PTF	144,715 36,197	180,912	582,912		210	0.0	900		0	0	M	0	
		TLCP	SUR13-902T	Purchase bus: < 30 foot - 2 Replace (dial-a-ride) (11.12.04)	2014	Planned		5307 PTF	107,100 18,900	126,000											
		TLCP	SUR15-102T	Purchase bus: < 30 foot - 2 Replace (dial-a-ride) (11.12.04)	2015	Planned		5307 PTF	112,200 19,800	132,000											
		None	SUR17-401T	Purchase bus: < 30 foot - 2 Replace (dial-a-ride) (11.12.04)	2017	Planned		5307 PTF	122,400 21,600	144,000											

Tempe

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
6633	Tempe: Fixed Route	None	TMP11-701T AZ-90-X109-00	Preventive Maintenance - 2011 5307 Funds (11.7A.00)	2012	Underway		5307 Local	1,892,381 473,095	2,365,476	20,924,877		210	0.0	900		0	0	M	0	
		None	TMP12-100T STP-AZ-95-X009-00	Preventive Maintenance - 2009 & 2011 STP Funds (11.7A.00)	2012	Underway		STP-Flex Local	699,051 42,254	741,305											
		None	TMP12-807T AZ-90-X114-00	Preventive Maintenance (11.7A.00)	2012	Underway		5307 Local	5,886,582 1,471,645	7,358,227											
		TLCP	VMR13-107T	Fixed Guideway corridor - Tempe south - Preliminary Engieering/FEIS.	2013	Planned		CMAQ-Flex PTF	2,908,358 727,090	3,635,448											
		None	TMP13-901T	Preventive Maintenance (11.7A.00)	2013	Planned		5307 Local	2,534,066 633,517	3,167,583											
		None	TMP14-101T	Preventive Maintenance (11.7A.00)	2014	Planned		5307 Local	2,925,470 731,368	3,656,838											

Valley Metro Rail

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
5655	Central Mesa Light Rail	TLCP	VMR11-706T CM-AZ-95-X009-00	Fixed guideway corridor - Central Mesa - Final Design (13.71.02)	2011	Completed		CMAQ-Flex PTF	4,120,000 1,030,000	5,150,000	165,742,527	Q4, 2015	220	3.0	211	4	0	0	M	0	
		TLCP	VMR11-828TR1 CM-AZ-95-X009-00	Fixed guideway corridor - Central Mesa - Right of Way Acquisition (13.75.91)	2011	Completed		CMAQ-Flex PTF	2,080,000 520,000	2,600,000											
		TLCP	VMR09-806T CM-AZ-95-X006-00	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS - CMAQ-Flex funds from FY2009 (13.71.01)	2011	Completed		CMAQ-Flex PTF	1,856,002 464,001	2,320,003											
		TLCP	VMR10-703TR1 CM-AZ-95-X009-00	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS (13.71.01)	2011	Completed		CMAQ-Flex PTF	4,000,000 1,000,000	5,000,000											
		None	VMR10-703TR2 CM-AZ-95-X013-00	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS - FY2010 CMAQ Flex Funds (13.71.01)	2011	Completed		CMAQ-Flex PTF	10,000,000 2,500,000	12,500,000											
		TLCP	VMR11-101T CM-AZ-95-X009-00	Fixed guideway corridor - Central Mesa - Construct transitway (13.23.01)	2011	Completed		CMAQ-Flex PTF	800,000 200,000	1,000,000											
		TLCP	VMR12-840TR1	Fixed guideway corridor - Central Mesa - Final Design (13.71.02)	2012	Completed		CMAQ-Flex	6,600,000	6,600,000											
		TLCP	VMR11-828TR2 AZ-03-0066-00	Sm Starts: ROW, Land, Existing Improvements (14.06.60)	2012	Completed		5309 PTF	6,418,000 4,960,289	11,378,289											
		TLCP	VMR12-917T	Fixed guideway corridor - Central Mesa - Utility Relocation (Non-Prior Rights) (13.75.95)	2012	Completed		PTF	2,568,820	2,568,820											
		TLCP	VMR12-921T AZ-03-0066-00	Sm Starts: Stations, Stops, Terminals, Intermodals (14.02.20)	2012	Completed		5309 PTF	333,000 257,366	590,366											
		TLCP	VMR12-923T	Sm Starts: Systems (14.05.50)	2012	Completed				0											
		TLCP	VMR12-926T AZ-03-0066-00	Sm Starts: Unallocated Contingency (14.09.90)	2012	Completed		5309 PTF	3,692,000 2,853,441	6,545,441											

Valley Metro Rail

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
5655	[Continued from previous page.] Central Mesa Light Rail	TLCP	VMR12-928T AZ-03-0066-00	Sm Starts: Professional Services (14.08.80)	2012	Completed		5309 PTF	4,748,000 3,669,593	8,417,593	165,742,527	Q4, 2015	220	3.0	211	4	0	0	M	0	
		TLCP	VMR12-922T AZ-03-0066-00	Sm Starts: Sitework & Special Conditions (14.04.40)	2012	Completed		5309 PTF	12,243,000 9,462,265	21,705,265											
		TLCP	VMR13-939T	Fixed guideway corridor - Central Mesa - Right-of-Way Acquisition (13.75.91)	2013	Planned		CMAQ-Flex PTF	720,000 180,000	900,000											
		TLCP	VMR12-918T	Sm Starts: Sitework & Special Conditions (14.04.40)	2013	Planned		5309 PTF	93,665 72,390	166,055											
		TLCP	VMR13-940T	Fixed guideway corridor - Central Mesa - Utility Relocation (Non-Prior Rights) (13.75.95)	2013	Planned		PTF	4,204,625	4,204,625											
		TLCP	VMR13-941T	Fixed guideway corridor - Central Mesa - Utility Relocation (Prior Rights) (13.75.95)	2013	Planned		CMAQ-Flex PTF	3,360,000 840,000	4,200,000											
		TLCP	VMR12-841T	Sm Starts: Guideway & Track Elements (14.01.10)	2013	Planned		5309 PTF	6,202,835 4,793,991	10,996,826											
		TLCP	VMR13-936T	Sm Starts: Stations, Stops, Terminals, Intermodal (14.04.40)	2013	Planned		5309 PTF	1,594,159 1,232,080	2,826,239											
		TLCP	VMR13-928T	Sm Starts: Professional Services (14.08.80)	2013	Planned		5309 PTF	5,519,188 4,265,622	9,784,810											
		TLCP	VMR13-923T	Sm Starts: Systems (14.05.50)	2013	Planned		5309 PTF	3,465,030 4,624,298	8,089,328											
		TLCP	VMR13-926T	Sm Starts: Unallocated Contingency (14.09.90)	2013	Planned		5309 PTF	1,339,717 1,035,429	2,375,146											
		TLCP	VMR13-927T	Sm Starts: Finance Charges (14.10.10)	2013	Planned		5309 PTF	687,595 531,422	1,219,017											
		TLCP	VMR14-924T	Sm Starts: ROW, Land, Existing Improvements (14.06.60)	2014	Planned				0											
		TLCP	VMR14-102T AZ-03-0066-00	Sm Starts: Stations, Stops, Terminals, Intermodal (14.01.10)	2014	Planned		5309-New Starts PTF	897,434 693,600	1,591,034											
		TLCP	VMR15-102T AZ-03-0066-00	Sm Starts: Stations, Stops, Terminals, Intermodal (14.02.20)	2014	Planned		5309-New Starts PTF	1,485,089 1,147,782	2,632,871											
		TLCP	VMR14-927T AZ-03-0066-00	Sm Starts: Finance Charges (14.10.10)	2014	Planned		5309-New Starts PTF	654,710 506,006	1,160,716											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
5655	[Continued from previous page.] Central Mesa Light Rail	TLCP	VMR14-928T AZ-03-0066-00	Sm Starts: Professional Services (14.08.80)	2014	Planned		5309-New Starts PTF	6,628,800 5,123,207	11,752,007	165,742,527	Q4, 2015	220	3.0	211	4	0	0	M	0	
		TLCP	VMR14-922T	Sm Starts: Sitework & Special Conditions (14.04.40)	2014	Planned				0											
		TLCP	VMR14-923T AZ-03-0066-00	Sm Starts: Systems (14.05.50)	2014	Planned		5309-New Starts PTF	9,608,395 5,479,811	15,088,206											
		TLCP	VMR14-926T AZ-03-0066-00	Sm Starts: Unallocated Contingency (14.09.90)	2014	Planned		5309-New Starts PTF	1,342,382 1,037,488	2,379,870											
19572	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	TLCP	VMR09-826T CM-AZ-95-X006-00	Installation of additional METRO ticket vending machines and stand alone fare validation systems - CMAQ-Flex funds from FY2009	2011	Completed		CMAQ-Flex	600,000	600,000	13,600,709	Q4, 2015	220	0.0	211	4	0	0	M	0	
		TLCP	VMR11-104T AZ-90-X109-00	Preventive Maintenance - 2011 5307 Funds (11.7A.00)	2012	Completed		5307 Local	565,712 141,428	707,140											
		TLCP	VMR12-105T AZ-90-X114-00	Preventive Maintenance (11.7A.00)	2012	Completed		5307 Local	4,287,637 1,071,909	5,359,546											
		None	VMR12-106T STP-AZ-95-X009-00	Preventive Maintenance - 2009 & 2011 STP funds (11.7A.00)	2012	Completed		STP-Flex Local	231,262 13,979	245,241											
		None	VMT12-104T AZ-05-0204-00	Preventive Maintenance - FY2011 5309-FGM Funds (11.7A.00)	2012	Completed		5309-FGM Local	878,425 219,606	1,098,031											
		None	VMR10-801T	Operating Assistance (30.09.01)	2013	Planned		ARRA-Transit	632,995	632,995											
		TLCP	VMR13-105T	Preventive Maintenance (11.7A.00)	2013	Planned		5307 Local	1,819,672 454,918	2,274,590											
		TLCP	VMR14-110T	Preventive Maintenance (11.7A.00)	2014	Planned		5307 Local	2,146,533 536,633	2,683,166											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
49041	I-10 WEST Phoenix	TLCP	VMR14-414T	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS (2014 CMAQ)	2014	Planned		CMAQ-Flex PTF	3,785,750 946,438	4,732,188	315,082,290	Q4, 2023	220	0.0	900	4	0	0	M	0	
		TLCP	VMR14-106T	Fixed guideway corridor - Phx West - Final Design (14.08.80)	2015	Planned		CMAQ-Flex PTF	5,000,000 1,250,000	6,250,000											
		TLCP	VMR14-105T	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS (14.08.80)	2015	Planned		CMAQ-Flex PTF	5,591,713 1,397,928	6,989,641											
		TLCP	VMR15-105T	Fixed guideway corridor - Phx West - Final Design (14.08.80)	2016	Planned		CMAQ-Flex PTF	9,580,278 2,395,069	11,975,347											
		TLCP	VMR16-415T	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	2016	Planned		CMAQ-Flex PTF	6,696,107 1,674,026	8,370,133											
		TLCP	VMR16-416T	Fixed guideway corridor - Phx West - construct transitway (ramp)	2016	Planned		PTF	20,916,644	20,916,644											
		TLCP	VMR15-106T	Fixed guideway corridor - Phx West - Final Design (14.08.80)	2017	Planned		CMAQ-Flex PTF	16,276,385 4,069,096	20,345,481											
		TLCP	VMR17-418T	Fixed guideway corridor - Phx West - Final Design	2017	Planned		PTF	16,832,200	16,832,200											
		TLCP	VMR15-107T	Fixed guideway corridor - Phx West - Right Of Way Acquisition (14.06.60)	2017	Planned		PTF	16,100,000	16,100,000											
		TLCP	VMR17-417T	Fixed guideway corridor - Phx West - Right Of Way Acquisition	2017	Planned		PTF	16,010,825	16,010,825											
		TLCP	VMR18-423T	Fixed guideway corridor - Phx West - Final Design	2018	Planned		5309-New Starts PTF	10,099,300 -10,099,300	0											
		TLCP	VMR18-424T	Fixed guideway corridor - Phx West - Final Design	2018	Planned		5309-New Starts PTF	13,869,700 9,246,300	23,116,000											
		TLCP	VMR18-425T	Fixed guideway corridor - Phx West - Final Design	2018	Planned		5309-New Starts PTF	14,299,700 9,533,150	23,832,850											
		TLCP	VMR18-429T	Fixed guideway corridor - Phx West - Final Design	2018	Planned		CMAQ-Flex PTF	16,276,385 4,069,096	20,345,481											
		TLCP	VMR18-419T	Fixed guideway corridor - Phx West - Right Of Way Acquisition	2018	Planned		5309-New Starts PTF	9,606,500 -9,606,500	0											
		TLCP	VMR18-420T	Fixed guideway corridor - Phx West - Right Of Way Acquisition	2018	Planned		5309-New Starts PTF	9,660,000 -9,660,000	0											
		TLCP	VMR18-421T	Fixed guideway corridor - Phx West - Right Of Way Acquisition	2018	Planned		5309-New Starts PTF	13,192,900 8,795,300	21,988,200											
		TLCP	VMR18-422T	Fixed guideway corridor - Phx West - Right Of Way Acquisition	2018	Planned		5309-New Starts PTF	13,601,900 9,067,950	22,669,850											
		TLCP	VMR18-426T	Fixed guideway corridor - Phx West - Uitlity relocation (prior rights)	2018	Planned		5309-New Starts PTF	5,482,600 3,665,050	9,147,650											

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49041	[Continued from previous page.] I-10 WEST Phoenix	TLCP	VMR18-427T	Fixed guideway corridor - Phx West - Uitlity relocation (prior rights)	2018	Planned		5309-New Starts PTF	7,536,700 5,024,500	12,561,200	315,082,290	Q4, 2023	220	0.0	900	4	0	0	M	0	
		TLCP	VMR18-428T	Fixed guideway corridor - Phx West - construct transitway	2018	Planned		5309-New Starts PTF	25,337,200 16,891,400	42,228,600											
		TLCP	VMR18-430T	Fixed guideway corridor - Phx West - Uitlity relocation (non-prior rights)	2018	Planned		PTF	10,670,000	10,670,000											
24458	I-10/79th Avenue to Loop101/Glendale Avenue	TLCP	VMR09-827T	Request for a Phase I Alternatives Analysis for LRT along I-10 and Loop 101 - CMAQ-Flex funds from FY2009	2011	Underway		CMAQ	1,000,000	1,000,000	7,203,473	Q2, 2019	220	0.0	900		0	0	M	0	
		TLCP	VMR17-431T	Glendale high capacity cooridor-project development	2017	Planned		PTF	2,025,955	2,025,955											
		TLCP	VMR18-432T	Glendale high capacity cooridor-project development	2018	Planned		PTF	4,177,518	4,177,518											
4751	Regionwide	TLCP	VMR14-404T	Overhaul friction brakes - Phase 2	2014	Planned		5337-FGM PTF	331,125 552,010	883,135	16,557,593	Q4, 2018	220	0.0	900		0	0	M	0	
		TLCP	VMR15-405T	Overhaul Brake resistors	2015	Planned		5337-FGM PTF	331,125 568,704	899,829											
		TLCP	VMR15-406T	Overhaul traction motors	2015	Planned		PTF	364,227	364,227											
		TLCP	VMR15-407T	Overhaul high speed circuit breakers	2015	Planned		PTF	411,449	411,449											
		TLCP	VMR15-408T	Overhaul HVAC, pantograph, motor and center trucks	2015	Planned		PTF	2,460,655	2,460,655											
		TLCP	VMR16-409T	Overhaul gear units	2016	Planned		5337-FGM PTF	331,125 6,627,770	6,958,895											
		TLCP	VMR16-410T	Overhaul couplers	2016	Planned		PTF	2,854,800	2,854,800											
		TLCP	VMR16-411T	Overhaul traction motors	2016	Planned		PTF	364,227	364,227											
		TLCP	VMR17-412T	Overhaul traction motors	2017	Planned		5337-FGM PTF	331,125 75,000	406,125											
		TLCP	VMR18-413T	Overhaul friction brakes	2018	Planned		5337-FGM PTF	331,125 623,126	954,251											
5174	Main Street/Gilbert Road Bus Turn-Around (Construct)	TLCP	VMR15-433T	Main Street/Gilbert Road bus turn-around (construct)	2015	Planned		5307 PTF	1,973,772 493,443	2,467,215	2,467,215	Q4, 2017	220	0.0	900	4	0	0	M	0	

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
41266 ACI-LRT-10-03	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ALCP	VMR13-101PDZ	Gilbert Road Light Rail Extension - Advance for predesign (140-80)	2013	Underway		CMAQ Local	943,000 57,000	1,000,000	164,915,939	Q4, 2020	220	2.0	211	3	4	2	M	0	1200
		ALCP	VMR14-101RWZ	Gilbert Road Light Rail Extension - ROW Acquisition (140-60)	2014	Underway		CMAQ Local	623,323 37,677	661,000											
		ALCP	VMR14-101PEZ	Gilbert Road Light Rail Extension - Engineering (140-80)	2014	Underway		STP-MAG Local	2,473,920 149,537	2,623,457											
		ALCP	VMR14-101FZ	Gilbert Road Light Rail Extension - Finance Charges (140-80)	2014	Underway		CMAQ Local	392,288 23,712	416,000											
		ALCP	VMR15-101DZ	Gilbert Road Light Rail Extension - Design (140-10)	2015	Underway		STP-MAG Local	2,546,100 153,900	2,700,000											
		ALCP	VMR15-101RWZ	Gilbert Road Light Rail Extension - ROW Acquisition (140-60)	2015	Underway		CMAQ Local	477,254 28,848	506,102											
		ALCP	VMR15-101RWZ2	Gilbert Road Light Rail Extension - ROW Acquisition (140-10)	2015	Underway		STP-MAG Local	5,831,065 352,461	6,183,526											
		ALCP	VMR15-101PEZ	Gilbert Road Light Rail Extension - Engineering (140-40)	2015	Underway		STP-MAG Local	5,369,280 324,548	5,693,828											
		ALCP	VMR15-101UAZ	Gilbert Road Light Rail Extension - Construction (140-10)	2015	Underway		STP-MAG Local	267,126 16,147	283,273											
		ALCP	VMR15-101FZ	Gilbert Road Light Rail Extension - Finance Charges (140-10)	2015	Underway		STP-MAG Local	784,576 47,424	832,000											
		ALCP	VMR15-101UAZ2	Gilbert Road Light Rail Extension - Unallocated Contingency (140-10)	2015	Underway		CMAQ Local	388,265 23,469	411,734											
		ALCP	VMR15-101UAZ3	Gilbert Road Light Rail Extension - Unallocated Contingency (140-10)	2015	Underway		STP-MAG Local	1,042,008 62,985	1,104,993											
		ALCP	VMR16-101DZ2b	Gilbert Road Light Rail Extension - Professional Services (14.08.08)	2016	Planned		CMAQ Local	3,318,905 3,519,517	6,838,422											
		ALCP	VMR16-101RWZ	Gilbert Road Light Rail Extension - ROW Acquisition (140-10)	2016	Underway		STP-MAG Local	5,469,400 330,600	5,800,000											
		ALCP	VMR16-101CZ	Gilbert Road Light Rail Extension - Construction (140-10)	2016	Underway		STP-MAG Local	6,789,600 410,400	7,200,000											
		ALCP	VMR16-101CZ2	Gilbert Road Light Rail Extension - Sitework (140-10)	2016	Underway		STP-MAG Local	16,031,000 969,000	17,000,000											
		ALCP	VMR16-101DZ	Gilbert Road Light Rail Extension - Professional Services (140-40)	2016	Underway		STP-MAG Local	642,264 38,822	681,086											
		ALCP	VMR16-101DZ2	Gilbert Road Light Rail Extension - Professional Services (140-10)	2016	Underway		CMAQ Local	2,018,870 122,032	2,140,902											
		ALCP	VMR16-101DZ3	Gilbert Road Light Rail Extension - Professional Services (140-40)	2016	Underway		CMAQ Local	454,481 27,471	481,952											
		ALCP	VMR16-101FZ	Gilbert Road Light Rail Extension - Finance Charges (140-80)	2016	Underway		STP-MAG Local	2,713,483 164,017	2,877,500											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
41266 ACI-LRT-10-03	[Continued from previous page.] Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ALCP	VMR16-101UAZ	Gilbert Road Light Rail Extension - Unallocated Contingency (140-40)	2016	Underway		STP-MAG Local	3,107,164 187,814	3,294,978	164,915,939	Q4, 2020	220	2.0	211	3	4	2	M	0	1200
		ALCP	VMR16-101UAZ2	Gilbert Road Light Rail Extension - Unallocated Contingency (140-40)	2016	Underway		CMAQ Local	4,736 286	5,022											
		ALCP	VMR17-101CZ	Gilbert Road Light Rail Extension - Construction (140-10)	2017	Underway		STP-MAG Local	158,010 9,551	167,561											
		ALCP	VMR17-101CZ6	Gilbert Road Light Rail Extension - Construction (140-10)	2017	Underway		STP-MAG Local	9,417,819 569,264	9,987,083											
		ALCP	VMR17-101CZ2	Gilbert Road Light Rail Extension - Sitework (140-10)	2017	Underway		CMAQ Local	1,837,232 111,052	1,948,284											
		ALCP	VMR17-101CZ3	Gilbert Road Light Rail Extension - Systems (140-10)	2017	Underway		CMAQ Local	1,027,683 62,119	1,089,802											
		ALCP	VMR17-101CZ4	Gilbert Road Light Rail Extension - Stations	2017	Underway		CMAQ Local	5,280,800 319,200	5,600,000											
		ALCP	VMR17-101CZ5	Gilbert Road Light Rail Extension - Systems (140-30)	2017	Underway		STP-MAG Local	2,508,567 151,631	2,660,198											
		ALCP	VMR17-101DZ	Gilbert Road Light Rail Extension - Professional Services (140-60)	2017	Underway		STP-MAG Local	7,355,400 444,600	7,800,000											
		ALCP	VMR17-101FZ	Gilbert Road Light Rail Extension - Finance Charges (140-80)	2017	Underway		STP-MAG Local	4,000,395 241,805	4,242,200											
		ALCP	VMR17-101UAZ	Gilbert Road Light Rail Extension - Unallocated Contingency (140-10)	2017	Underway		STP-MAG Local	3,394,800 205,200	3,600,000											
		ALCP	VMR18-101CZ	Gilbert Road Light Rail Extension - Stations	2018	Underway		CMAQ Local	787,553 47,604	835,157											
		ALCP	VMR18-101CZ2	Gilbert Road Light Rail Extension - Stations (140-30)	2018	Underway		STP-MAG Local	124,931 7,551	132,482											
		ALCP	VMR18-101CZ3	Gilbert Road Light Rail Extension - Systems (140-30)	2018	Underway		STP-MAG Local	7,923,256 478,924	8,402,180											
		ALCP	VMR18-101CZ4	Gilbert Road Light Rail Extension - Systems	2018	Underway		CMAQ Local	6,287,515 380,051	6,667,566											
		ALCP	VMR18-101CZ5	Gilbert Road Light Rail Extension - Systems	2018	Underway		STP-MAG Local	5,924,536 358,111	6,282,647											
		ALCP	VMR18-101DZ	Gilbert Road Light Rail Extension - Professional Services (140-30)	2018	Underway		STP-MAG Local	7,177,870 433,869	7,611,739											
		ALCP	VMR18-101FZ	Gilbert Road Light Rail Extension - Finance Charges (140-30)	2018	Underway		STP-MAG Local	1,092,357 66,028	1,158,385											
		ALCP	VMR18-101FZ2	Gilbert Road Light Rail Extension - Finance Charges	2018	Underway		STP-MAG Local	2,386,370 144,245	2,530,615											
		ALCP	VMR18-101UAZ	Gilbert Road Light Rail Extension - Unallocated Contingency (140-30)	2018	Underway		STP-MAG Local	2,168,900 131,100	2,300,000											

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					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
41266 ACI-LRT-10-03	[Continued from previous page.] Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ALCP	VMR19-101FZ	Gilbert Road Light Rail Extension - Finance Charges	2019	Underway		STP-MAG Local	2,638,891 159,509	2,798,400	164,915,939	Q4, 2020	220	2.0	211	3	4	2	M	0	1200
		ALCP	VMR20-101FZ	Gilbert Road Light Rail Extension - Testing and Start-up (140-30)	2020	Underway		STP-MAG Local	525,237 31,748	556,985											
		ALCP	VMR20-101FZ2	Gilbert Road Light Rail Extension - Finance Charges (140-30)	2020	Underway		CMAQ Local	1,119,544 67,671	1,187,215											
		ALCP	VMR21-101FZ	Gilbert Road Light Rail Extension - Finance Charges (140-30)	2021	Underway		CMAQ Local	938,662 56,738	995,400											
		ALCP		Gilbert Road Light Rail Extension - Project Savings (CMAQ)	2022	Underway		CMAQ	6,740,841	6,740,841											
		ALCP	VMR22-101FZ	Gilbert Road Light Rail Extension - Finance Charges	2022	Underway		CMAQ Local	407,942 24,658	432,600											
		ALCP		Gilbert Road Light Rail Extension - Project Savings (CMAQ)	2023	Underway		CMAQ	6,334,126	6,334,126											
		ALCP		Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	2024	Underway		STP-MAG	2,967,099	2,967,099											
		ALCP		Gilbert Road Light Rail Extension - Project Savings (CMAQ)	2024	Underway		CMAQ	1,151,599	1,151,599											

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Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
13425	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	TLCP	VMR13-934T	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition (13.75.91)	2013	Planned		CMAQ-Flex PTF	6,640,000 1,660,000	8,300,000	131,303,960	Q4, 2017	220	0.0	900	4	0	0	M	0	
		TLCP	VMR13-937T	Fixed guideway corridor - Tempe South - Utility Relocation (Prior Rights) (13.75.95)	2013	Planned		CMAQ-Flex PTF	2,400,000 600,000	3,000,000											
		TLCP	VMR13-104T	Fixed guideway corridor - Tempe South - Construct Transitway (13.23.01)	2013	Planned		CMAQ-Flex PTF	360,000 90,000	450,000											
		TLCP	VMR14-108T	Fixed guideway corridor - Tempe South - Final Design (14.08.80)	2014	Planned		CMAQ-Flex PTF	7,280,645 1,820,158	9,100,803											
		TLCP	VMR12-914T	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition (14.06.60)	2014	Planned		PTF	7,700,000	7,700,000											
		TLCP	VMR14-434T	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition	2014	Planned		CMAQ-Flex PTF	960,000 240,000	1,200,000											
		TLCP	VMR11-833T	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS (using FY2011 CMAQ) (14.08.80)	2014	Planned		CMAQ-Flex PTF	1,863,893 465,974	2,329,867											
		TLCP	VMR12-915T	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights) (14.04.40)	2014	Planned		PTF	999,501	999,501											
		TLCP	VMR14-435T	Fixed guideway corridor - Tempe South - Utility Relocation (Prior Rights)	2014	Planned		CMAQ-Flex PTF	4,250,000 1,062,500	5,312,500											
		TLCP	VMR15-436T	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition	2015	Planned		5309-New Starts PTF	5,000,000 -5,000,000	0											
		TLCP	VMR13-933T	Fixed guideway corridor - Tempe South - Construct Transitway (14.01.10)	2015	Planned		5309-New Starts PTF	15,000,000 8,100,000	23,100,000											
		TLCP	VMR13-935T	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights) (14.04.40)	2015	Planned		PTF	3,375,655	3,375,655											
		TLCP	VMR14-107T	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights) (14.04.40)	2015	Planned		PTF	3,929,794	3,929,794											
		TLCP	VMR15-108T	Fixed guideway corridor - Tempe South - Construct Transitway (14.01.10)	2015	Planned		CMAQ-Flex PTF	5,684,672 1,421,168	7,105,840											

Valley Metro Rail

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
13425	[Continued from previous page.] Mill Avenue: Rio Salado Pkwy to Southern Ave with	TLCP	VMR14-109T	Fixed guideway corridor - Tempe South - Construct Transitway (14.01.10)	2016	Planned		5309-New Starts PTF	18,000,000 9,700,000	27,700,000	131,303,960	Q4, 2017	220	0.0	900	4	0	0	M	0	
		TLCP	VMR15-109T	Fixed guideway corridor - Tempe South - Construct Transitway (14.01.10)	2017	Planned		5309-New Starts PTF	18,000,000 9,700,000	27,700,000											
27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	TLCP	VMR11-705T	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway (13.23.01)	2011	Completed		PTF	884,800	884,800	221,274,863	Q4, 2015	220	3.0	900	4	6	6	M	0	
		TLCP	VMR12-102T	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Non-Prior Rights) (13.75.95)	2012	Committed		PTF	49,205	49,205											
		TLCP	VMR12-103T	Right of way acquisition (13.22.01)	2012	Committed		PTF	1,889,712	1,889,712											
		TLCP	VMR13-102T	Utility Relocation (Non-Prior Rights) (13.75.95)	2013	Planned		PTF	8,000,000	8,000,000											
		TLCP	VMR13-103T	19th Avenue Roadway Improvements (13.23.01)	2013	Planned		Local	23,003,380	23,003,380											
		TLCP	VMR14-437T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Right of way acquisition	2014	Planned		PTF	6,000,000	6,000,000											
		TLCP	VMR13-111T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Utility Relocation (Non-Prior Rights) (13.75.95)	2014	Planned		PTF	8,135,000	8,135,000											
		TLCP	VMR14-103T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway (13.23.01)	2014	Planned		PTF	87,447,000	87,447,000											
		TLCP	VMR14-112T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway (13.23.01)	2014	Planned		PTF	37,671,917	37,671,917											
		TLCP	VMR15-103T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Design & Environmental (13.71.01)	2015	Planned		PTF	250,000	250,000											
		TLCP	VMR14-111T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Utility Relocation (Non-Prior Rights) (13.75.95)	2015	Planned		PTF	3,037,895	3,037,895											
		TLCP	VMR15-104T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway (13.23.01)	2015	Planned		PTF	44,905,954	44,905,954											

Valley Metro/RPTA

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
32732	Regionwide	None	VMT16-401	Purchase bus: standard 40 foot - 1 replace (11.12.01)	2016	Planned		5307-AVN UZA PTF	556,436 98,195	654,630	1,981,565		210	0.0	900		0	0	M	0	
		None	VMT17-401	Purchase bus: standard 40 foot - 1 replace (11.12.01)	2017	Planned		5307-AVN UZA PTF	556,436 98,195	654,630											
		None	VMT18-401T	Purchase bus: standard 40 foot - 1 replace (11.12.01)	2018	Planned		5307-AVN UZA PTF	571,459 100,846	672,305											
21692	Regionwide	TLCP	VMT10-664T AZ-90-X109-00	Purchase bus: standard 40 foot - 7 replace (11.12.01)	2011	Underway		5307 PTF	2,952,282 604,684	3,556,966	3,556,966		210	0.0	900		0	0	M	0	
19422	Regionwide	TLCP	VMT11-102T AZ-90-X109-00	Purchase bus: standard 40 foot - 8 replace (Tempe) (11.12.01)	2011	Underway		5307 PTF	3,374,036 691,068	4,065,104	4,065,104		210	0.0	900		0	0	M	0	
29444	Regionwide	TLCP	VMT11-714T STP-AZ-95-X009-00	Purchase vanpools: 45 replace (11.12.15)	2011	Underway		STP-Flex	1,519,830	1,519,830	1,519,830	Q2, 2019	210	0.0	900	3	0	0	M	0	
19422	Regionwide	TLCP	VMT12-101T	Purchase bus: standard 40 foot - 26 replace (Tempe) (11.12.01)	2012	Underway		5307 PTF	11,294,584 2,823,646	14,118,230	14,118,230		210	0.0	900		0	0	M	0	
29444	Regionwide	TLCP	VMT12-820T STP-AZ-95-X015-00	Purchase vanpools: 45 replace (11.12.15)	2012	Underway		STP-Flex	1,534,012	1,534,012	3,146,407	Q2, 2019	210	0.0	900	3	0	0	M	0	
		TLCP	VMT13-905T	Purchase vanpools: 45 replace (11.12.15)	2013	Planned		STP-Flex	1,612,395	1,612,395											
16655	Regionwide	TLCP	VMT13-907T	Purchase vanpools: 25 expand (11.13.15)	2013	Planned		STP-Flex	895,775	895,775	895,775	Q4, 2019	210	0.0	900	4	0	0	M	0	
19422	Regionwide	None	VMR14-391T	Purchase bus: articulated - 2 replace (Tempe)	2014	Planned		5337-HI PTF	1,467,452 258,962	1,726,414	1,726,414		210	0.0	900		0	0	M	0	
21692	Regionwide	None	VMR14-399T	Purchase bus: standard 40 foot - 3 Expand (Scottsdale)	2014	Planned		5307 PTF	1,541,079 271,955	1,813,034	1,813,034		210	0.0	900		0	0	M	0	
22488	Regionwide	TLCP	VMT14-105T	Purchase bus: standard - 3 expand (Scottsdale/Rural BRT) (11.13.01)	2014	Planned		5307 PTF	1,593,888 281,274	1,875,162	1,875,162		210	0.0	900		0	0	M	0	

Valley Metro/RPTA

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
16655	Regionwide	TLCP	VMT14-106T	Purchase vanpools: 25 expand (11.13.15)	2014	Planned		STP-AZ-Flex	950,200	950,200	950,200	Q4, 2019	210	0.0	900	4	0	0	M	0	
29444	Regionwide	TLCP	VMT14-107T	Purchase vanpools: 45 replace (11.12.15)	2014	Planned		STP-AZ-Flex	1,660,770	1,660,770	1,660,770	Q2, 2019	210	0.0	900	3	0	0	M	0	
40912	Regionwide	None	VMT14-425T	Operating:Operating Assistance TBD (30.09.01)	2014	Planned		5307-AVN UZA Local	2,378,490 2,378,490	4,756,980	4,756,980		210	0.0	900		0	0	M	0	
2333	Regionwide	TLCP	TMP15-102T	Purchase bus: articulated - 2 replace (Tempe) (11.12.01)	2015	Planned		5307 PTF	1,467,452 258,962	1,726,414	1,726,414		210	0.0	900		0	0	M	0	
19422	Regionwide	None	VMR15-392T	Purchase bus: articulated - 2 replace (Tempe)	2015	Planned		5337-HI PTF	1,467,452 258,962	1,726,414	1,726,414		210	0.0	900		0	0	M	0	
21692	Regionwide	None	VMR15-400T	Purchase bus: standard 40 foot - 8 replace	2015	Planned		5307 PTF	4,451,484 785,556	5,237,040	5,237,040		210	0.0	900		0	0	M	0	
29444	Regionwide	TLCP	VMT15-106T	Purchase vanpools: 45 replace (11.12.15)	2015	Planned		STP-AZ-Flex	1,575,000	1,575,000	1,575,000	Q2, 2019	210	0.0	900	3	0	0	M	0	
16655	Regionwide	TLCP	VMT15-107T	Purchase vanpools: 25 expand (11.13.15)	2015	Planned		STP-AZ-Flex	950,325	950,325	950,325	Q4, 2019	210	0.0	900	4	0	0	M	0	
40912	Regionwide	None	VMT15-413T	Operating:Operating Assistance TBD (30.09.01)	2015	Planned		5307-AVN UZA PTF	2,359,791 2,359,791	4,719,582	4,719,582		210	0.0	900		0	0	M	0	
19422	Regionwide	None	VMR16-389T	Purchase bus: <30 foot - 34 replace (Tempe)	2016	Planned		5307 PTF	4,275,500 754,500	5,030,000	5,030,000		210	0.0	900		0	0	M	0	
29444	Regionwide	None	VMR16-393T	Purchase vanpools: 25 expand	2016	Planned		STP-AZ-Flex	978,000	978,000	2,608,000	Q2, 2019	210	0.0	900	3	0	0	M	0	
		None	VMR16-394T	Purchase vanpools: 45 replace	2016	Planned		STP-AZ-Flex	1,630,000	1,630,000											
21692	Regionwide	None	VMR16-401T	Purchase bus: standard 40 foot - 4 replace	2016	Planned		5307 PTF	2,225,742 392,778	2,618,520	2,618,520		210	0.0	900		0	0	M	0	
40912	Regionwide	None	VMT16-416T	Operating:Operating Assistance TBD (30.09.01)	2016	Planned		5307-AVN UZA PTF	2,295,505 2,295,505	4,591,010	4,591,010		210	0.0	900		0	0	M	0	

Valley Metro/RPTA

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
19422	Regionwide	None	VMR17-390T	Purchase bus: <30 foot - 5 replace (Tempe)	2017	Planned		5307 PTF	646,000 114,000	760,000	760,000		210	0.0	900		0	0	M	0	
29444	Regionwide	None	VMR17-395T	Purchase vanpools: 25 expand	2017	Planned		STP-AZ-Flex	1,008,000	1,008,000	2,658,000	Q2, 2019	210	0.0	900	3	0	0	M	0	
		None	VMR17-396T	Purchase vanpools: 45 replace	2017	Planned		STP-AZ-Flex	1,650,000	1,650,000											
21692	Regionwide	None	VMR17-403T	Purchase bus: standard 40 foot - 17 replace	2017	Planned		5307 PTF	9,459,404 1,669,307	11,128,710	25,470,250		210	0.0	900		0	0	M	0	
		None	VMR17-404T	Purchase bus: Artic - 10 replace	2017	Planned		5307 PTF	7,738,825 1,365,675	9,104,500											
		None	VMR17-406T	Purchase bus: standard 40 foot - 8 replace	2017	Planned		5339 PTF	4,451,484 785,556	5,237,040											
40912	Regionwide	None	VMT17-402	Operating:Operating Assistance TBD (30.09.01)	2017	Planned		5307-AVN UZA PTF	2,295,505 2,295,505	4,591,010	4,591,010		210	0.0	900		0	0	M	0	
29444	Regionwide	None	VMR18-397T	Purchase vanpools: 25 expand	2018	Planned		STP-AZ-Flex	1,038,000	1,038,000	2,710,000	Q2, 2019	210	0.0	900	3	0	0	M	0	
		None	VMR18-398T	Purchase vanpools: 45 replace	2018	Planned		STP-AZ-Flex	1,672,000	1,672,000											
21692	Regionwide	None	VMR18-407T	Purchase bus: standard 40 foot - 19 replace	2018	Planned		5307 PTF	10,857,726 1,916,069	12,773,795	22,179,753		210	0.0	900		0	0	M	0	
		None	VMR18-408T	Purchase bus: < 30 foot - 4 replace (BUZZ)	2018	Planned		5307 PTF	641,212 113,156	754,368											
		None	VMR18-409T	Purchase bus: standard 40 foot - 3 replace	2018	Planned		5307 PTF	1,669,307 294,584	1,963,890											
		None	VMR18-411T	Purchase bus: standard 40 foot - 8 replace	2018	Planned		5339 PTF	4,571,674 806,766	5,378,440											
		None	VMR18-412T	Purchase bus: standard 40 foot - 2 replace	2018	Planned		5337-HI PTF	1,112,871 196,389	1,309,260											
40912	Regionwide	None	VMT8-422T	Operating:Operating Assistance TBD (30.09.01)	2018	Planned		5307-AVN UZA PTF	2,131,423 2,131,423	4,262,846	4,262,846		210	0.0	900		0	0	M	0	

Valley Metro/RPTA

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Project Description		Work Phases - Identification Number(s), Description, Schedule and Funding											Technical Information								
Project IDN(s): - MAG ID - STIP ID - RTP ID	Project Location	Life Cycle Program	Work IDN(s) : - TIP ID - ADOT TRACS - Fed Aid ID	Work Descriptions - Text Description - FTA ALI Number	Schedule			Funding			Project Total	Est. Date Project to be in use	Project Type Code	Project Length (Mi)	On Facility Properties				Air Quality Area	Air Quality Code	CMP Reference Code
					Program Year	Status	Date Funding Committed	Funding Source(s)	Amount(s)	Work Phase Total					Facility Type	Fed Func Class	Thru Lanes Before	Thru Lanes After			
36312	Regionwide: Fixed Route	None	VMT11-709T AZ-90-X109-00	Preventive Maintenance - 2011 5307 Funds (11.7A.00)	2012	Underway		5307 Local	2,781,041 695,260	3,476,301	24,999,521		210	0.0	900		0	0	M	0	
		None	VMT12-102T STP-AZ-95-X009-00	Preventive Maintenance - 2009 & 2011 STP Funds (11.7A.00)	2012	Underway		STP-Flex Local	838,365 50,675	889,040											
		None	VMT12-813T AZ-90-X114-00	Preventive Maintenance (11.7A.00)	2012	Underway		5307 Local	8,121,124 2,030,281	10,151,405											
		None	VMT10-801T	Operating Assistance (30.09.01)	2013	Planned		ARRA-Transit	1,021,243	1,021,243											
		None	VMT13-902T	Preventive Maintenance (11.7A.00)	2013	Planned		5307 Local	3,589,562 897,391	4,486,953											
		None	VMT14-101T	Preventive Maintenance (11.7A.00)	2014	Planned		5307 Local	3,979,663 994,916	4,974,579											
28971	Scottsdale Road/Rural Road corridor	TLCP	VMT13-913TA2 CM-AZ-95-X023-00	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT (11.32.02)	2012	Underway		CMAQ-Flex PTF	9,194,857 555,786	9,750,643	44,728,602	Q3, 2015	210	0.0	900	3	0	0	M	0	
		TLCP	VMT13-913TA	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link (11.32.02)	2014	Planned		5307 PTF	4,884,133 1,221,033	6,105,166											
		TLCP	VMT13-913TB	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT (FY 2013 5307 Funds) (11.32.02)	2015	Deferred		5307 PTF	5,168,246 1,292,062	6,460,308											
		TLCP	VMT15-108T	Scottsdale Rural Road BRT (Phase II) (11.32.02)	2015	Planned		5307 PTF	11,206,242 11,206,242	22,412,484											

X. APPENDIX

Regional Transportation Plan Freeway Program (RTPRF) Cash Flow 261

Arterial Life Cycle Program (ALCP) Cash Flow 269

Transportation Life Cycle Program (TLCP) Cash Flow 273

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Figure 4: Paving Project Applications 287

RTPFP Cash Flow

As of 6/27/2013

CASH FLOW FORECAST

MARICOPA COUNTY REGIONAL AREA ROAD FUND

REGULAR 15%, SPECIAL 15%, RARF CONST. ACCOUNT, AND BOND FUNDS

(Thousands)

Line Item		*Estimates for Fiscal Years*					
		2014	*2015*	*2016*	*2017*	*2018*	***Total 2014-18***
	REVENUES						
1	Proceeds RARF	0	150,000	260,000	0	115,000	**525,000**
2	Proceeds HURF	0	0	0	0	0	**0**
3	RARF DS Coverage ratio	1.85	1.72	1.40	1.47	1.40	
4	Transportation Excise Tax	202,900	214,300	225,800	237,700	249,000	**1,129,700**
5	Highway User Revenues	64,050	66,274	68,949	71,624	74,591	**345,488**
6	Federal Aid - MAG STP	34,100	34,100	12,695	0	0	**80,895**
7	Federal Aid - CMAQ	8,587	8,587	8,587	8,587	8,587	**42,935**
8	ARRA	0	0	0	0	0	**0**
9	Interest Income	4,287	3,463	3,043	1,704	1,384	**13,881**
10	Third Party Billing	25,957	1,451	21,353	17,616	0	**66,377**
11	Other Income	1,700	1,732	1,762	1,790	1,819	**8,803**
12	HELP Loans	0	0	0	0	0	**0**
13	GANS Loan	0	0	0	0	0	**0**
14	37% Discretionary						**0**
15	MAG Major Projects (State Federal Discretionary)	217,789	159,893	218,992	184,983	145,085	**926,741**
16	STAN Appropriation	8,000	10,000	0	0	0	**18,000**
17	STAN Interest	55	0	0	0	0	**55**
18	Miscellaneous Transfers	(55)	0	0	0	0	**(55)**
19	Subtotal Revenue	567,370	649,801	821,181	524,004	595,465	**3,157,820**
20	Less Discount factor	(7,322)	(16,123)	(42,630)	(34,204)	(47,236)	**(147,515)**

RTPFP Cash Flow

As of 6/27/2013

CASH FLOW FORECAST

MARICOPA COUNTY REGIONAL AREA ROAD FUND

REGULAR 15%, SPECIAL 15%, RARF CONST. ACCOUNT, AND BOND FUNDS

(Thousands)

Line Item		*Estimates for Fiscal Years*					
		2014	*2015*	*2016*	*2017*	*2018*	***Total 2014-18***
21	**Total Revenues**	**560,048**	**633,678**	**778,551**	**489,800**	**548,229**	**3,010,305**
	EXPENDITURES						
22	***Debt Service and Fund Transfers***						
23	RARF Bond Debt Service	103,588	117,805	153,231	153,235	170,315	**698,175**
24	HURF Bond Debt Service	26,742	27,903	30,627	27,062	38,891	**151,225**
25	GAN Bond Debt Service	54,889	56,997	37,740	0	0	**149,626**
26	Debt Service Reserve Interest	(391)	(874)	(2,298)	(2,254)	(2,615)	**(8,432)**
27	HELP Loan Repayment	0	0	0	0	0	**0**
28	Loan Repayments	45,000	87,835	0	0	0	**132,835**
29	MAG/Valley Metro Transfer	9,283	9,459	9,620	9,774	9,930	**48,066**
30	Other costs	2,558	2,596	2,635	2,675	2,715	**13,178**
31	Subtotal Debt Service and Fund Transfers	241,668	301,721	231,555	190,492	219,235	**1,184,672**
32	***Construction Program and Related Expenses***						
33	Construction	371,521	344,152	431,192	230,614	165,648	**1,543,126**
34	Right of Way	234,912	151,231	88,242	64,056	119,150	**657,592**
35	Design	47,560	40,942	54,129	36,702	32,145	**211,478**
36	Maintenance	12,700	12,900	12,900	13,100	13,300	**64,900**
37	Mitigation	1,212	0	0	0	0	**1,212**
38	Miscellaneous	4,500	4,500	4,500	4,500	4,500	**22,500**
39	Subtotal Construction Program & Related Expenses	672,405	553,725	590,963	348,972	334,743	**2,500,808**

RTPFP Cash Flow

As of 6/27/2013

CASH FLOW FORECAST

MARICOPA COUNTY REGIONAL AREA ROAD FUND

REGULAR 15%, SPECIAL 15%, RARF CONST. ACCOUNT, AND BOND FUNDS

(Thousands)

Line Item		*Estimates for Fiscal Years* 2014	2015	2016	2017	2018	***Total 2014-18***
40	**Total Expenditures**	914,073	855,446	822,518	539,464	553,978	**3,685,479**
41	CHANGE IN BALANCE	(354,025)	(221,769)	(43,967)	(49,664)	(5,749)	**(675,173)**
42	BEGINNING BALANCE	750,098	396,074	174,305	130,339	80,675	**1,531,491**
43	ENDING BALANCE	396,074	174,305	130,339	80,675	74,926	**856,318**
44	Guideline	120,700	102,105	111,263	70,932	69,983	
45	Guideline Variance	275,374	72,201	19,076	9,743	4,943	
	Monthly Cash Flow Check	Balanced	Balanced	Balanced	Balanced	Balanced	

Regional Transportation Plan (RTP)
Notes to Cash Flow Forecast for Certification Purposes

Cash Flow Line Item	Item	Description	Notes	Source
Revenues				
	Revenues	Listing of revenue line items which fund the Regional Transportation Plan.	A combination of revenues which fund the Regional Transportation Plan.	
1	RARF Proceeds	Reflects issuance of bonds secured by Regional Area Road Fund (RAFR)	Actuals are from monthly ADOT reports. Forecasted numbers are projected by ADOT based on project timing and debt capacity.	ADOT Financial Management Services Division (FMS)
2	HURF Proceeds	Reflects issuance of bonds secured by Highway User Revenue Fund (HURF).	Actuals are from monthly ADOT reports. Forecasted numbers are projected by ADOT based on project timing and debt capacity.	ADOT Financial Management Services Division (FMS)
3	RARF Debt Service Coverage Ratio (subordinated bonds)	Pursuant to State Transportation Board Resolutions for RARF bonding, the additional bonds test for subordinated bonds requires a 1.2 to 1 ratio of revenues to debt service.	Based on indications from bond rating agencies in December 2011, this ratio has been increased in the cash flow for the purpose of determining future bond issues to maintain current ratings.	ADOT FMS

Regional Transportation Plan (RTP)
Notes to Cash Flow Forecast for Certification Purposes

Cash Flow Line Item	Item	Description	Notes	Source
4	Transportation Excise Tax	Reflects collections from Proposition 400 (2004) extending the half cent sales tax for transportation from 1/2006 to 12/2025.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are from the RARF Official Revenue Forecast developed through the Risk Analysis Process. More info available at http://www.azdot.gov/inside_adot/fms/rarflink.asp	Risk Analysis Process (RAP) panel
5	Highway User Revenues	Reflects annual funding in the form of ADOT 15% funds which are allocated to MAG from HURF.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are from the HURF Official Revenue Forecast developed through the Risk Analysis Process. More info available at http://www.azdot.gov/Inside_ADOT/fms/hurflink.asp	Risk Analysis Process (RAP) panel
6	Federal Aid - MAG STP	The Federal Aid forecast include the assumption an annual average of $34.1 mil in MAG federal funds will be dedicated to the RTP through 2015 and $12.7 mil in 2016.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are estimated by ADOT pending passage of a long-term, federal transportation bill.	ADOT FMS
7	Federal Aid - CMAQ	Estimated federal aid for Congestion Mitigation projects in Maricopa County for the RTP program.	Actuals are from sequel by provider by year for CMAQ providers. Forecasted numbers are based on historical assumptions.	
8	ARRA	MAG's sub allocation of 2009 American Recovery and Reinvestment Act funding of $129 mil.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are based on the Act's requirement for all funds to be spent by September, 2013.	ADOT FMS and ARRA of 2009
9	Interest Income	Actual and forecast interest earnings on funds deposited with the Arizona State Treasurer, based on 95% invested. Interest income depends on the prior month's average cash balance. Interest is calculated on the beginning months balance times the interest rate.	Actuals are from monthly reports prepared by the State Treasurer. Forecasted numbers are .7% for FY13 and FY14, 1.25% for FY15, and 2.5% for FY16 and beyond.	State Treasurer's Office
10	Third Party Billing	Represents local and private funding on programmed projects.	Actuals are from ADOT monthly receipts reports. Any forecasted numbers are based on estimated expenditures on identified projects.	ADOT FMS
11	Other Income	Includes building rent, sales of excess property and other miscellaneous income.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are based on historical receipts averaging approximately $700k annually.	ADOT FMS
12	HELP Loans	RTP loans from the Highway Expansion & Extension Program, the State's transportation infrastructure bank, capitalized with federal and state funds.	Actuals are from HELP records. Due to budget constraints, HELP is currently inactive and therefore is not currently forecast.	ADOT FMS
13	GANS Loan	Grant Anticipation Notes (GANS) are bonds issued for specific projects and to which future receipts of federal highway aid funding is pledged.	Actuals are from ADOT records. All proceeds from previous issues have been utilized and at this time, there are no issuances currently planned.	ADOT FMS
14	37% Discretionary	Pursuant to the Casa Grande Accord, 37% of ADOT's discretionary funding is programmed in the MAG region. These funds include both state and federal monies as represented by line 15-17.	Actuals for lines 15-17 are derived from a monthly ADOT report. Forecasted numbers are based on 37% of projected construction and right of way expenses, and include both State and Federal Aid Funding.	ADOT MPD
15	ADOT Discretionary	Highway funds in the form of HURF revenues used to fund the Regional Freeway System		ADOT FMS

Regional Transportation Plan (RTP)
Notes to Cash Flow Forecast for Certification Purposes

Cash Flow Line Item	Item	Description	Notes	Source
16	MAG Major Projects	Federal Aid - Discretionary is federal aid other than CMAQ used to fund MAG RTP projects.	Actuals are derived from a MAG RTP projects report and advantage records. Forecasted amounts are based on the RAAC Allocation through 2018 and increased at the CPI index thereafter.	
17	MAG 37% Adjustment	Revenue projections required the reduction of $100 mil in ADOT's Five Year program in each of years 2013-15. The total $300 mil reduction is anticipated to be reprogrammed in FY 16. The amounts in this line represent MAG's 37% share of both the reductions and reprogrammed amounts.	Estimated based on the RAAC and programming processes	
	CMAQ	Congestion Mitigation and Air Quality Improvement federal aid funding line item. In Arizona, only MAG and PAG are eligible to receive this funding.	Actuals are from ADOT monthly receipts reports. Forecasted numbers are estimated by ADOT pending passage of a long-term, federal transportation bill.	ADOT FMS
18	STAN Appropriation	Statewide Transportation Acceleration Needs funding established by the Arizona Legislature. Per statute, 60% of STAN funds are distributed to projects in Maricopa County.	Actuals are from ADOT monthly reports.	
19	STAN Interest	Statewide Transportation Acceleration Needs interest	Actuals are from ADOT monthly receipts reports and statements from the State Treasurer, and currently consist of interest earnings only on project funds yet to be expended.	ADOT FMS and State Treasurer's Office
20	Miscellaneous Transfers	Offset for STAN interest. Included here for informational purposes only; has no impact on the cash balance.	Actuals taken from monthly receipts reports.	ADOT FMS
21	Subtotal Revenue	Sum of all revenue line items		
22	Less Discount Factor	An annual inflation factor. The discount factor is calculated on The Subtotal of Revenues minus the Subtotal of Debt Service and Fund Transfers times the calculated discount factor taken from HDR Decision Economics.	Subtotal of revenue minus subtotal expenditures times one minus the discount rate. Based on "Risk Analysis of Construction Cost Escalation Factors - Draft Report," dated October 19, 2011 and prepared for ADOT by HDR Decision Economics	HDR Decision Economics
23	Total Revenues	Sum of all revenue line items		
24	***Debt Service and Fund Transfers***			
25	RARF Bond Debt Service	Repayment of RARF bond principle and interest.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on debt service schedules in the Official Statement. Includes the 2007 and 2009 RARF issues.	ADOT FMS and 2007 and 2009 RARF Official Statements
26	HURF Bond Debt Service	Repayment of HURF bond principle and interest.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on debt service schedules in the Official Statement. Includes the 93A, 93B, 99, 01, 02A, 02B, 03, 03A, 04A, 05A, and 06 HURF issues.	ADOT FMS and RBC Capital Markets

Regional Transportation Plan (RTP)
Notes to Cash Flow Forecast for Certification Purposes

Cash Flow Line Item	Item	Description	Notes	Source
27	GAN Bond Debt Service	Repayment of GAN bond principle and interest.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on debt service schedules in the Official Statement. Includes the 03, 04B, 08, 09 and 11 GAN issues.	ADOT FMS and GAN Official Statements.
28	Debt Service Reserve Interest	Based on cumulative RARF and HURF balance times 1.5%.	Forecasted numbers are based on cumulative RARF and HURF annual debt service and interest payments, times 1.5%.	ADOT FMS
29	HELP Loan Repayment	Repayment of principle and interest on outstanding HELP loans.	All funds utilized.	ADOT FMS
30	Loan Repayments	Repayment of principle and interest on outstanding loans. Currently this is only the Mesa HPANS for Gateway and Dove Valley.	Actuals are from ADOT monthly expenditure reports. Forecasted amounts are from RTP cash flow forecast.	
31	MAG RTP Transfer	Funds allocated from RARF to RPTA/MAG based on Prop 400 (2004).	Actuals are from State Treasurer statements documenting the RPTA transfer annually in July. Forecasted numbers are based on Global Insight's GDP Inflator.	State Treasurer's Office, ADOT FMS
32	Other Costs	Includes a variety of costs such as operating expenses, fuel, rental equipment, and bond issuance costs.	Forecasted amounts are last years estimates times 1.5%.	
33	Subtotal	Sum of all Debt Service and Fund Transfer line items.		
34	***Construction Program and Related Expenses***			
35	Construction	RTP Construction expenses.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.	ADOT FMS and Regional Freeway System Office
36	Right of Way	Purchase of Right of Way required under the RTP and related expenses.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.	ADOT FMS and Regional Freeway System Office
37	Design	Preliminary Engineering and Utility costs associated with RTP projects and related expenses.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.	ADOT FMS and Regional Freeway System Office
38	Maintenance	Maintenance and related expenses associated with upkeep of the RTP system.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.	ADOT FMS and Regional Freeway System Office
39	Mitigation	Activities associated with air quality mitigation and related expenses.	Actuals are from ADOT monthly expenditure reports. Forecasted numbers are based on individual project cash flow projections.	ADOT FMS and Regional Freeway System Office
40	Miscellaneous	Other expenses associated with construction and upkeep of the RTP system.	Forecasted numbers are straight lined at $4.5M per year.	
41	Subtotal Construction Program and Related Expenses	Sum of all Construction Program and Related Expenses line items.		

Regional Transportation Plan (RTP)
Notes to Cash Flow Forecast for Certification Purposes

Cash Flow Line Item	Item	Description	Notes	Source
42	Total Expenditures	Sum of *Debt Service and Fund Transfers* and *Construction Program and Related Expenses.*		
43	Change in Balance	Net cash position at the end of the State fiscal year.	Ending Balance minus Beginning Balance.	
44	Beginning Balance	Cash balance at the beginning of the State fiscal year.	Includes carry forward from the previous State fiscal year.	
45	Ending Balance	Cash balance at the end of the State fiscal year.	Total Revenues minus Total Expenditures.	
46	Guideline	Desired cash balance at the end of the State fiscal year.	Based on the sum of one month of RARF debt service costs and 6 months of project costs.	
47	Guideline Variance	The variance between the Guideline and the Ending Balance. This "cushion" ensures ADOT can meet obligations in the short run.	Forecasted numbers are based on the sum of one month of RARF debt service plus six months of project expenses.	

FY 2014 ARTERIAL LIFE CYCLE PROGRAM
CASHFLOW - CMAQ FUNDS

REF #	Category	$ Base	2014	2015	2016	2017	2018	Total
	Revenues							
A	CMAQ	Cur $	7.0	6.1	4.6	5.7	4.1	27.5
B	Other	Cur $	-	-	-	-	-	-
	Total Revenue	Cur $	7.0	6.1	4.6	5.7	4.1	27.5
C	Net Resources Available	Cur $	7.0	6.1	4.6	5.7	4.1	27.5
D	Inflation Discount		-	-	-	-	-	-
E	Net Resources Available	2013$	7.0	6.1	4.6	5.7	4.1	27.5
F	**Project Expenditures**							
	Total Resources	2013$	6.7	6.0	5.0	4.8	4.8	27.3
	Cash Balance							
G	Beginning Balance	2013$	0.1	0.5	0.5	0.1	1.0	
H	Total Resources	2013$	7.0	6.1	4.6	5.7	4.1	
I	Expenditures	2013$	6.7	6.0	5.0	4.8	4.8	
J	Net Change	2013$	0.4	0.1	(0.4)	0.9	(0.7)	
K	Ending Balance	2013$	0.5	0.5	0.1	1.0	0.3	0.3
L	Cash Balance Guideline	5%	0.3	0.3	0.3	0.2	0.2	
M	Guideline Variance		0.1	0.2	(0.1)	0.8	0.1	
N	Inflation Index		1.0000	1.0000	1.0000	1.0000	1.0000	
O	CMAQ	2013$	7.0100	6.1000	4.6071	5.7117	4.0811	27.5100

LEGEND

REF #	Item	Description
A	CMAQ	Actual and estimated CMAQ funds available in Current Year $
B	Other	Other federal (non-STP) revenues available
C	Net Resources Available	Total revenues available in Current Year $
D	Inflation Discount	Difference between net resources available in current year $ and 2013$
E	Net Resources Available	Total resources minus total expenses in 2010$
F	Project Expenditures	Programmed reimbursements (expenses)
G	Beginning Cash Balance	Available cash at the beginning of the fiscal year
H	Total Resources	Sales tax, interest, other revenues, and bonding revenues available
I	Expenditures	Programmed reimbursements (expenses)
J	Net Change	Beginning balance minus cash balance
K	Ending Balance	Available cash at the end of the fiscal year
L	Cash Balance Guideline	A cushion of 5% applied to project expenditures
M	Guideline Variance	Ending balance minus cash balance guideline
N	Inflation Index	Inflation factor for 2010$ to current year $
O	CMAQ	Actual and estimated CMAQ funds available in 2010$

FY 2014 ARTERIAL LIFE CYCLE PROGRAM
CASHFLOW - STP FUNDS

REF #	Category	$ Base	2014	2015	2016	2017	2018	Total
	Revenues							
A	STP[1]	Cur $	28.7	16.5	34.6	47.3	47.3	174.4
B	Other	Cur $	-	-	-	-	-	-
	Total Revenue	Cur $	28.7	16.5	34.6	47.3	47.3	174.4
C	Net Resources Available	Cur $	28.7	16.5	34.6	47.3	47.3	174.4
D	Inflation Discount		-	-	-	-	-	-
E	Net Resources Available	2013$	28.7	16.5	34.6	47.3	47.3	174.4
F	**Project Expenditures**							
	Total Resources	2013$	28.0	15.9	28.8	45.6	48.4	166.7
	Cash Balance							
G	Beginning Balance	2013$	0.0	0.7	1.3	7.1	8.8	
H	Total Resources	2013$	28.7	16.5	34.6	47.3	47.3	
I	Expenditures	2013$	28.0	15.9	28.8	45.6	48.4	
J	Net Change	2013$	0.7	0.6	5.8	1.7	(1.1)	
K	Ending Balance	2013$	0.7	1.3	7.1	8.8	7.7	7.7
L	Cash Balance Guideline	5%	1.4	0.8	1.4	2.3	2.4	
M	Guideline Variance		(0.7)	0.5	5.7	6.5	5.3	
N	Inflation Index		1.0000	1.0000	1.0000	1.0000	1.0000	
O	STP	2013$	28.7000	16.5107	34.6000	47.3000	47.3000	174.4107

LEGEND

REF #	Item	Description
A	STP	Actual and estimated STP funds available in Current Year $
B	Other	Other federal (non-STP) revenues available
C	Net Resources Available	Total revenues available in Current Year $
D	Inflation Discount	Difference between net resources available in current year $ and 2013$
E	Net Resources Available	Total resources minus total expenses in 2010$
F	Project Expenditures	Programmed reimbursements (expenses)
G	Beginning Cash Balance	Available cash at the beginning of the fiscal year
H	Total Resources	Sales tax, interest, other revenues, and bonding revenues available
I	Expenditures	Programmed reimbursements (expenses)
J	Net Change	Beginning balance minus cash balance
K	Ending Balance	Available cash at the end of the fiscal year
L	Cash Balance Guideline	A cushion of 5% applied to project expenditures
M	Guideline Variance	Ending balance minus cash balance guideline
N	Inflation Index	Inflation factor for 2010$ to current year $
O	STP	Actual and estimated STP funds available in 2010$

[1] The FY 2014 and FY 2015 totals include the return of $20.47 million in OA that had been previously lent to ADOT

FY 2014 ARTERIAL LIFE CYCLE PROGRAM
CASHFLOW - RARF FUNDS

REF #	Category	$ Base	2014	2015	2016	2017	2018	Total
	Revenues							
A	Sales Tax	Cur $	37.9	40.0	42.2	44.4	46.5	211.0
B	Sales Tax Interest	Cur $	-	-	-	-	-	-
C	Other	Cur $	-	-	-	-	-	-
	Total Revenue	Cur $	37.9	40.0	42.2	44.4	46.5	211.0
D	Bonding	Cur $	-	-	-	-	-	-
	Total Resources	Cur $	37.9	40.0	42.2	44.4	46.5	211.0
	Expenses							
E	Debt Service	Cur $	-	-	-	-	-	-
F	Other Expenses	Cur $	-	-	-	-	-	-
	Total Expenses	2013$	-	-	-	-	-	-
G	Net Resources Available	Cur $	37.9	40.0	42.2	44.4	46.5	211.0
H	Inflation Discount		-	(0.7)	(1.6)	(2.4)	(3.4)	(8.1)
I	Net Resources Available	2013$	37.9	39.3	40.6	42.0	43.1	202.9
J	Project Expenditures							
	Total Resources	2013$	50.4	38.7	41.1	40.4	44.0	214.6
	Cash Balance							
K	Beginning Balance	2013$	16.3	3.8	4.4	3.9	5.5	
L	Total Resources	2013$	37.9	39.3	40.6	42.0	43.1	
M	Expenditures	2013$	50.4	38.7	41.1	40.4	44.0	
N	Net Change	2013$	(12.5)	0.6	(0.5)	1.6	(0.9)	
O	Ending Balance	2013$	3.8	4.4	3.9	5.5	4.6	4.6
P	Cash Balance Guideline	5%	2.5	1.9	2.1	2.0	2.2	
Q	Guideline Variance		1.3	2.5	1.8	3.5	2.4	
R	RARF Bonding	2013$	-	-	-	-	-	-
S	Coverage		-	-	-	-	-	
T	Inflation Index		1.0000	1.0190	1.0384	1.0581	1.0782	
U	Debt Service	2013$	-	-	-	-	-	-

LEGEND

REF #	Item	Description
A	Sales Tax	Regional Area Road Fund (RARF) revenues from Proposition 400.
B	Sales Tax Interest	Interest on RARF revenues collected
C	Other	Other revenue sources (non-federal) used
D	Bonding	Amount of bonds issued and secured by RARF revenues in Current Year $
E	Debt Service (Current $)	Payment for a loan based on constant payments and a constant inflation rate
F	Other Expenses	Other expenses (non-project expenditures)
G	Net Resources Available	Total resources minus total expenses in current year $
H	Inflation Discount	Difference between net resources available in current year $ and 2013$
I	Net Resources Available	Total Resources minus Total Expenses in 2010$
J	Project Expenditures	Programmed reimbursements (expenses)
K	Beginning Cash Balance	Available cash at the beginning of the fiscal year

LEGEND

REF #	Item	Description
L	Total Resources	Sales Tax, Sales Tax Interest, Other revenues, and Bonding Revenues available
M	Expenditures	Programmed reimbursements (expenses)
N	Net Change	Beginning balance minus cash balance
O	Ending Balance	Available cash at the end of the fiscal year
P	Cash Balance Guideline	Contingency of 5% applied to project expenditures
Q	Guideline Variance	Ending balance minus cash balance guideline
R	RARF Bonding	Amount of bonds issued and secured by RARF revenues in 2013$
S	Coverage	Sales tax divided by debt service
T	Inflation Index	Inflation factor for 2013$ to year of expenditure
U	Debt Service	Debt service in 2013$

TLCP Cash Flow - Bus Program

TLCP Cash Flow

($ thousands)

May 20, 2013

Category	Type	2006	2007	2008	2009	2010	2011	2012	2013
Revenue Operations									
	5307 - Preventive Maintenance	$130	$304	$398	$1,036	$1,047	$1,527	$2,994	$6,122
	5311 - Rural Assistance	$75	$131	$319	$392	$524	$0	$0	$0
	5316 - JARC	$92	$64	$0	$0	$0	$0	$0	$0
	Alternative Fuel Tax Credit	$86	$292	$517	$1,306	$723	$1,221	$603	$1,439
	Fares	$1,670	$4,347	$5,293	$6,533	$7,124	$7,440	$7,919	$9,058
	Interest Earnings	$493	$608	$187	$555	$251	$264	$279	$294
	Local Operations	$163	$37	$0	$0	$0	$0	$0	$0
	MAG Planning	$225	$225	$225	$225	$225	$225	$225	$225
	PTF	$29,031	$73,895	$71,701	$61,880	$56,419	$58,286	$61,238	$64,358
	RARF	$2,328	$3,785	$3,637	$3,777	$2,835	$3,923	$4,771	$3,995
	Sub-Total Operations Revenue	*$34,292*	*$83,687*	*$82,276*	*$75,704*	*$69,148*	*$72,886*	*$78,030*	*$85,491*
Revenue Capital									
	5307 - Formula	$9,881	$15,428	$70,832	$25,803	$8,872	$617	$23,974	$106,304
	5309 - Discretionary	$0	$7,828	$17,603	$8,250	$0	$0	$0	$0
	5309 - Fixed Guideway	$0	$0	$0	$0	$0	$0	$0	$5,579
	5311 - Rural Assistance	$0	$0	$0	$91	$0	$0	$0	$0
	5316 - JARC	$0	$0	$0	$0	$305	$0	$0	$0
	ARRA	$0	$0	$0	$0	$4,330	$29,151	$2,279	$0
	CMAQ	$2,773	$354	$0	$2,385	$0	$0	$636	$0
	Financed Revenue	$8,285	$0	$0	$50,000	$0	$0	$0	$0
	Local Capital	$0	$101	$2,304	$18,535	$0	$0	$0	$0
	STP	$2,343	$1,983	$272	$2,925	$0	$989	$2,918	$2,638
	Unprogrammed Federal	$0	$0	$0	$0	$0	$0	$0	$273
	Sub-Total Capital Revenue	*$23,282*	*$25,694*	*$91,011*	*$107,990*	*$13,507*	*$30,756*	*$29,808*	*$114,793*
Total Revenue		$57,574	$109,381	$173,286	$183,694	$82,654	$103,642	$107,837	$200,284

TLCP Cash Flow - Bus Program

TLCP Cash Flow

($ thousands)

May 20, 2013

Category	Type	2014	2015	2016	2017	2018	2019	2020	2021
Revenue Operations									
	5307 - Preventive Maintenance	$4,495	$3,439	$3,551	$2,796	$2,923	$3,011	$3,134	$3,488
	5311 - Rural Assistance	$0	$0	$0	$0	$0	$0	$0	$0
	5316 - JARC	$0	$0	$0	$0	$0	$0	$0	$0
	Alternative Fuel Tax Credit	$749	$0	$0	$0	$0	$0	$0	$0
	Fares	$9,578	$10,120	$11,327	$11,622	$12,247	$13,543	$14,160	$15,527
	Interest Earnings	$315	$342	$367	$386	$399	$412	$425	$448
	Local Operations	$0	$0	$0	$0	$0	$0	$0	$0
	MAG Planning	$225	$225	$225	$225	$225	$225	$225	$225
	PTF	$68,252	$72,089	$75,945	$79,933	$83,732	$87,758	$92,218	$96,263
	RARF	$3,950	$4,067	$4,188	$4,312	$4,440	$4,572	$4,708	$4,847
	Sub-Total Operations Revenue	*$87,563*	*$90,282*	*$95,602*	*$99,273*	*$103,965*	*$109,520*	*$114,869*	*$120,798*
Revenue Capital									
	5307 - Formula	$64,895	$39,275	$26,135	$7,630	$2,586	$0	$0	$0
	5309 - Discretionary	$0	$0	$0	$0	$0	$0	$0	$0
	5309 - Fixed Guideway	$0	$1,932	$2,752	$4,199	$0	$0	$0	$0
	5311 - Rural Assistance	$0	$0	$0	$0	$0	$0	$0	$0
	5316 - JARC	$0	$0	$0	$0	$0	$0	$0	$0
	ARRA	$0	$0	$0	$0	$0	$0	$0	$0
	CMAQ	$9,195	$0	$0	$0	$0	$0	$0	$0
	Financed Revenue	$0	$0	$0	$0	$0	$0	$0	$0
	Local Capital	$0	$0	$0	$0	$0	$0	$0	$0
	STP	$3,961	$1,516	$2,422	$2,487	$2,554	$2,623	$2,694	$2,767
	Unprogrammed Federal	$0	$1,786	$2,080	$20,566	$21,089	$40,622	$57,670	$34,296
	Sub-Total Capital Revenue	*$78,051*	*$44,509*	*$33,388*	*$34,883*	*$26,229*	*$43,245*	*$60,364*	*$37,063*
Total Revenue		$165,614	$134,791	$128,990	$134,156	$130,194	$152,765	$175,234	$157,862

TLCP Cash Flow - Bus Program

TLCP Cash Flow

($ thousands)

May 20, 2013

Category	Type	2022	2023	2024	2025	2026	Total
Revenue Operations							
	5307 - Preventive Maintenance	$3,652	$3,759	$3,882	$3,973	$2,382	$58,042
	5311 - Rural Assistance	$0	$0	$0	$0	$0	$1,441
	5316 - JARC	$0	$0	$0	$0	$0	$156
	Alternative Fuel Tax Credit	$0	$0	$0	$0	$0	$6,936
	Fares	$17,255	$17,807	$18,482	$20,036	$12,051	$233,141
	Interest Earnings	$472	$488	$503	$517	$547	$8,553
	Local Operations	$0	$0	$0	$0	$0	$200
	MAG Planning	$225	$225	$225	$225	$225	$4,719
	PTF	$100,629	$104,712	$109,248	$113,841	$69,537	$1,630,965
	RARF	$4,991	$5,139	$5,292	$5,449	$3,273	$88,278
	Sub-Total Operations Revenue	*$127,225*	*$132,131*	*$137,631*	*$144,041*	*$88,015*	*$2,032,429*
Revenue Capital							
	5307 - Formula	$371	$290	$1,990	$0	$0	$404,883
	5309 - Discretionary	$0	$0	$0	$0	$0	$33,681
	5309 - Fixed Guideway	$0	$0	$0	$0	$0	$14,462
	5311 - Rural Assistance	$0	$0	$0	$0	$0	$91
	5316 - JARC	$0	$0	$0	$0	$0	$305
	ARRA	$0	$0	$0	$0	$0	$35,760
	CMAQ	$0	$0	$0	$0	$0	$15,343
	Financed Revenue	$0	$0	$0	$0	$0	$58,285
	Local Capital	$0	$0	$0	$0	$0	$20,939
	STP	$2,841	$2,918	$2,997	$3,078	$3,161	$50,087
	Unprogrammed Federal	$37,877	$68,276	$37,134	$57,859	$3,236	$382,765
	Sub-Total Capital Revenue	*$41,090*	*$71,485*	*$42,121*	*$60,937*	*$6,397*	*$1,016,601*
Total Revenue		$168,314	$203,616	$179,752	$204,978	$94,412	$3,049,030

TLCP Cash Flow - Bus Program

TLCP Cash Flow

($ thousands)

May 20, 2013

Category	Type	2006	2007	2008	2009	2010	2011	2012	2013
Operations Expenditure									
	ADA	-$2,103	-$6,838	-$7,857	-$8,170	-$7,450	-$15,220	-$19,169	-$22,582
	Alternative Transportation	$0	$0	-$16	-$8	-$16	$0	-$175	-$175
	Debt Service	-$135	-$2,117	$0	$0	-$2,223	-$3,295	-$4,595	-$4,596
	FVM Operations	$0	$0	$0	$0	$0	$0	-$43	-$248
	Operations	-$5,561	-$18,324	-$27,048	-$37,014	-$40,591	-$37,268	-$38,657	-$40,002
	Operations Contingency	$0	$0	$0	$0	$0	$0	$0	-$811
	Regional Services	-$2,287	-$7,106	-$8,004	-$7,760	-$7,445	-$6,587	-$6,503	-$6,745
	RPTA Planning and Administration	-$2,197	-$4,649	-$4,443	-$4,039	-$3,433	-$4,068	-$3,075	-$3,820
	Safety and Security	-$19	-$206	-$470	-$342	-$327	-$175	-$526	-$406
	SCAT	-$195	-$259	-$131	-$153	-$203	-$183	$0	$0
	Sub-Total Operations Expenditures	*-$12,497*	*-$39,498*	*-$47,969*	*-$57,486*	*-$61,689*	*-$66,797*	*-$72,743*	*-$79,384*
Capital Expenditure									
	BRT ROW Improvements	$0	$0	-$1,385	-$7,583	-$7,664	-$5,124	-$2,279	$0
	Bus Stops	$0	$0	$0	$0	-$2,640	-$569	-$9	-$2,470
	Facilities Contingency	$0	$0	$0	$0	$0	$0	$0	$0
	Fleet	-$16,816	-$19,956	-$93,397	-$35,778	-$10,600	-$1,466	-$31,486	-$128,032
	Fleet Contingency	$0	$0	$0	$0	$0	$0	-$630	-$2,561
	ITS	-$40	-$1,434	-$1,869	-$124	-$444	$0	-$646	$0
	Operations and Maintenance	-$753	-$16,055	-$41,325	-$47,373	-$356	-$476	-$183	$0
	Park and Ride	$0	$0	-$2,304	-$8,297	-$1,632	-$22,254	-$3,376	-$8,609
	Transit Center	$0	$0	$0	$0	$0	-$4,855	$0	-$1,530
	Sub-Total Capital Expenditures	*-$17,609*	*-$37,445*	*-$140,279*	*-$99,154*	*-$23,335*	*-$34,745*	*-$38,610*	*-$143,202*
Total Expenditures		-$30,106	-$76,944	-$188,248	-$156,640	-$85,024	-$101,541	-$111,353	-$222,586
Net Revenues less Expenditures		$27,468	$32,438	-$14,962	$27,054	-$2,370	$2,101	-$3,516	-$22,302
Cumulative Fund Balance		$27,468	$59,905	$44,943	$71,997	$69,627	$71,729	$68,213	$45,911

TLCP Cash Flow - Bus Program

TLCP Cash Flow

($ thousands)

May 20, 2013

Category	Type	2014	2015	2016	2017	2018	2019	2020	2021
Operations Expenditure									
	ADA	-$23,918	-$25,345	-$28,085	-$28,930	-$29,793	-$30,680	-$31,588	-$32,524
	Alternative Transportation	-$175	-$175	-$175	-$175	-$175	-$175	-$175	-$175
	Debt Service	-$4,596	-$4,597	-$4,595	-$4,595	-$4,596	-$4,596	-$4,595	-$4,596
	FVM Operations	-$258	-$265	-$272	-$279	-$287	-$294	-$302	-$310
	Operations	-$41,371	-$44,622	-$47,477	-$48,486	-$50,579	-$52,188	-$54,356	-$60,206
	Operations Contingency	-$901	$0	$0	$0	$0	$0	$0	$0
	Regional Services	-$6,869	-$6,881	-$6,894	-$6,906	-$6,919	-$7,106	-$7,298	-$7,495
	RPTA Planning and Administration	-$5,421	-$5,534	-$5,651	-$5,771	-$5,895	-$6,060	-$6,230	-$6,404
	Safety and Security	-$360	-$205	-$219	-$228	-$238	-$245	-$256	-$283
	SCAT	$0	$0	$0	$0	$0	$0	$0	$0
	Sub-Total Operations Expenditures	*-$83,869*	*-$87,625*	*-$93,367*	*-$95,370*	*-$98,481*	*-$101,344*	*-$104,800*	*-$111,994*
Capital Expenditure									
	BRT ROW Improvements	-$14,472	$0	$0	$0	$0	$0	$0	$0
	Bus Stops	$0	$0	$0	$0	$0	$0	$0	$0
	Facilities Contingency	$0	$0	$0	$0	$0	$0	$0	$0
	Fleet	-$49,058	-$38,099	-$36,526	-$35,099	-$28,938	-$51,683	-$72,297	-$44,199
	Fleet Contingency	$0	$0	$0	$0	$0	$0	$0	$0
	ITS	-$9,500	-$9,500	$0	$0	$0	$0	$0	$0
	Operations and Maintenance	$0	$0	$0	$0	$0	$0	$0	$0
	Park and Ride	-$18,823	-$4,122	-$2,500	-$6,131	-$3,789	$0	$0	$0
	Transit Center	$0	-$2,293	-$939	-$1,560	$0	$0	$0	$0
	Sub-Total Capital Expenditures	*-$91,853*	*-$54,014*	*-$39,966*	*-$42,790*	*-$32,727*	*-$51,683*	*-$72,297*	*-$44,199*
Total Expenditures		-$175,721	-$141,639	-$133,333	-$138,161	-$131,208	-$153,027	-$177,097	-$156,193
Net Revenues less Expenditures		-$10,107	-$6,848	-$4,343	-$4,005	-$1,014	-$262	-$1,864	$1,669
Cumulative Fund Balance		$35,804	$28,956	$24,613	$20,608	$19,593	$19,331	$17,468	$19,136

TLCP Cash Flow - Bus Program

TLCP Cash Flow

($ thousands)

May 20, 2013

Category	Type	2022	2023	2024	2025	2026	Total
Operations Expenditure							
	ADA	-$33,496	-$34,487	-$35,497	-$36,541	-$20,173	-$480,445
	Alternative Transportation	-$175	-$175	-$175	-$175	-$102	-$2,592
	Debt Service	-$4,595	-$4,595	-$4,596	-$4,595	$0	-$72,110
	FVM Operations	-$319	-$327	-$336	-$345	-$207	-$4,092
	Operations	-$63,101	-$64,957	-$67,034	-$68,611	-$41,133	-$948,586
	Operations Contingency	$0	$0	$0	$0	$0	-$1,712
	Regional Services	-$7,697	-$7,905	-$8,118	-$8,338	-$4,995	-$145,857
	RPTA Planning and Administration	-$6,584	-$6,769	-$6,960	-$7,156	-$4,292	-$108,453
	Safety and Security	-$297	-$305	-$315	-$323	-$193	-$5,938
	SCAT	$0	$0	$0	$0	$0	-$1,124
	Sub-Total Operations Expenditures	*-$116,263*	*-$119,522*	*-$123,032*	*-$126,083*	*-$71,096*	*-$1,770,909*
Capital Expenditure							
	BRT ROW Improvements	$0	$0	$0	$0	$0	-$38,508
	Bus Stops	$0	$0	$0	$0	$0	-$5,688
	Facilities Contingency	$0	$0	$0	$0	$0	$0
	Fleet	-$49,030	-$85,665	-$50,364	-$72,903	-$7,103	-$958,499
	Fleet Contingency	$0	$0	$0	$0	$0	-$3,190
	ITS	$0	$0	$0	$0	$0	-$23,557
	Operations and Maintenance	$0	$0	$0	$0	$0	-$106,522
	Park and Ride	$0	$0	$0	$0	$0	-$81,837
	Transit Center	$0	$0	$0	$0	$0	-$11,176
	Sub-Total Capital Expenditures	*-$49,030*	*-$85,665*	*-$50,364*	*-$72,903*	*-$7,103*	*-$1,228,976*
Total Expenditures		-$165,294	-$205,188	-$173,396	-$198,986	-$78,199	-$2,999,885
Net Revenues less Expenditures		$3,021	-$1,572	$6,356	$5,991	$16,213	$49,145
Cumulative Fund Balance		$22,157	$20,586	$26,941	$32,932	$49,145	

2013 TLCP PROGRAM UPDATE
Rail Capital Summary

Year of Expenditure $

SUMMARY of PROJECTS	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Total Capital Expenditures												
CAPITAL EXPENDITURES (thousands)												
Debt Service - Interest	$0	$0	$0	$0	$2,457	$2,450	$2,450	$2,341	$4,239	$6,130	$8,094	$10,024
Debt Service - Principal	$0	$0	$0	$0	$0	$0	$2,730	$2,840	$2,980	$10,680	$11,115	$22,680
NW Extension PHASE I	$0	$0	$23,185	$33,880	$24,218	$11,146	$1,976	$45,003	$51,807	$90,485	$44,906	$1,500
Central Mesa	$0	$0	$0	$0	$0	$5,263	$6,569	$43,426	$55,060	$57,648	$22,838	$0
Tempe South	$0	$0	$0	$0	$0	$0	$0	$0	$15,996	$39,264	$41,277	$31,886
Glendale	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NW Extension PHASE II	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Phoenix West	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,008	$8,259	$41,701
NE Phoenix	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CP/EV Regional Reimbursements	$11,700	$43,623	$68,710	$47,320	$58,043	$38,415	$5,255	$0	$0	$0	$0	$0
Main Street - Gilbert Road extension	$0	$0	$0	$0	$0	$0	$0	$0	$3,700	$17,715	$43,001	$37,095
LRV Acquisition	$0	$0	$0	$0	$0	$0	$0	$0	$3,500	$4,750	$4,750	$3,500
Fourteen LRV's	$18,023	$3,454	$11,139	$5,340	$3,600	$630	$0	$0	$15,897	$0	$0	$0
LRV System Fleet Regional Costs	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Alternatives Analyses	$0	$2,502	$3,837	$2,904	$3,772	$4,035	$4,233	$4,576	$3,975	$3,958	$1,688	$1,518
OMC Regional Costs	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
System configuration Study	$0	$680	$779	$693	$1,920	$1,485	$2,667	$1,571	$1,524	$726	$676	$0
Design Criteria	$0	$0	$608	$100	$180	$89	$107	$50	$50	$50	$50	$0
Capital Project Development Administration	$0	$0	$0	$0	$1,253	$1,161	$1,637	$1,662	$1,762	$1,869	$1,982	$1,776
Systemwide Support Infrastructure	$0	$0	$0	$0	$570	$360	$1,110	$1,761	$6,239	$490	$2,786	$8,793
TOTAL CAPITAL REVENUE EXPENDED	**$29,723**	**$50,260**	**$108,258**	**$90,237**	**$96,013**	**$65,032**	**$28,735**	**$103,230**	**$166,730**	**$235,774**	**$191,421**	**$160,473**
FUNDING YOE $												
Capital Revenues (thousands)												
Sec 5309	$0	$0	$0	$0	$0	$0	$0	$15,238	$23,936	$37,736	$26,274	$36,543
CMAQ	$0	$0	$0	$0	$100	$5,415	$5,893	$13,742	$24,146	$21,779	$17,439	$16,276
Sec 5307	$0	$0	$0	$0	$0	$0	$0	$0	$1,750	$2,375	$2,375	$1,750
Sec 5339 (Alt Analysis)	$0	$0	$0	$0	$2,122	$1,214	$1,136	$444	$560	$1,380	$1,150	$414
TIGGER	$0	$0	$0	$0	$0	$0	$0	$0	$2,715	$0	$0	$0
Sec 5337 (FG)	$0	$0	$0	$0	$0	$0	$0	$320	$323	$325	$328	$7,366
STP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$18,765	$17,988
PTF - approved Prop 400	$22,116	$56,293	$54,622	$47,140	$42,960	$44,403	$46,651	$49,028	$51,995	$54,917	$57,855	$60,893
PTF - net bond proceeds	$0	$0	$0	$55,001	$0	$0	$0	$0	$113,920	$0	$126,006	$0
Phoenix T2000	$18,023	$3,454	$34,324	$37,336	$27,452	($690)	($8,074)	$27,003	$10,861	$0	$0	($60,000)
Phoenix WSD	$0	$2,481	$1,691	$1,230	$684	($1,500)	($1,274)	$153	$140	$345	$288	$104
Phoenix HURF	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Glendale	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
City of Mesa	$0	$0	$0	$0	$0	$1	$300	$199	$3,757	$17,715	$24,236	$19,107
RPTA	$0	$0	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500
MAG	$0	$680	$144	$193	$250	$500	$500	$500	$500	$500	$500	$0
Total Revenues	**$40,138**	**$62,908**	**$91,281**	**$141,400**	**$74,067**	**$49,843**	**$45,633**	**$107,128**	**$235,103**	**$137,574**	**$275,716**	**$100,942**

2013 TLCP PROGRAM UPDATE
Rail Capital Summary

Year of Expenditure $

SUMMARY of PROJECTS	2018	2019	2020	2021	2022	2023	2024	2025	2026	TLCP TOTAL
Total Capital Expenditures										
CAPITAL EXPENDITURES (thousands)										
Debt Service - Interest	$9,087	$8,101	$9,266	$10,385	$9,266	$8,133	$6,919	$5,684	$2,200	**$107,228**
Debt Service - Principal	$23,755	$24,935	$26,030	$26,940	$28,155	$29,235	$30,575	$31,785	$110,000	**$384,435**
NW Extension PHASE I	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$328,105**
Central Mesa	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$190,803**
Tempe South	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$128,423**
Glendale	$2,033	$4,193	$8,722	$27,308	$57,066	$123,365	$111,718	$91,702	$94,453	**$520,561**
NW Extension PHASE II	$0	$0	$0	$3,661	$4,951	$8,733	$26,724	$54,135	$49,007	**$147,212**
Phoenix West	$67,906	$118,632	$221,862	$201,624	$192,713	$198,494	$51,112	$0	$0	**$1,104,311**
NE Phoenix	$0	$0	$0	$0	$0	$0	$0	$13,220	$13,617	**$26,837**
CP/EV Regional Reimbursements	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$273,067**
Main Street - Gilbert Road extension	$35,921	$2,798	$1,744	$995	$433	$0	$0	$0	$0	**$143,403**
LRV Acquisition	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$16,500**
										$0
Fourteen LRV's	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$58,083**
LRV System Fleet Regional Costs	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
Alternatives Analyses	$1,000	$1,736	$1,296	$571	$3,071	$2,500	$2,500	$0	$0	**$49,673**
OMC Regional Costs	$0	$25,592	$32,981	$6,794	$0	$0	$0	$0	$0	**$65,367**
System configuration Study	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$12,721**
Design Criteria	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,284**
Capital Project Development Administration	$1,829	$1,883	$1,939	$1,995	$2,053	$2,112	$2,173	$2,236	$2,300	**$31,621**
Systemwide Support Infrastructure	$3,181	$13,105	$0	$0	$4,167	$6,125	$20,166	$8,429	$10,338	**$87,620**
TOTAL CAPITAL REVENUE EXPENDED	**$144,712**	**$200,975**	**$303,841**	**$280,275**	**$301,875**	**$378,698**	**$251,888**	**$207,192**	**$281,915**	**$3,677,254**
FUNDING YOE $										
Capital Revenues (thousands)										
Sec 5309	$45,418	$71,400	$126,090	$102,999	$131,722	$181,010	$96,085	$70,747	$72,724	$1,037,924
CMAQ	$16,276	$16,651	$16,984	$17,323	$17,653	$17,988	$18,330	$18,678	$19,033	$263,706
Sec 5307	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,250
Sec 5339 (Alt Analysis)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,420
TIGGER	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,715
Sec 5337 (FG)	$2,881	$10,484	$0	$0	$3,334	$4,900	$16,133	$6,743	$8,270	$61,408
STP	$24,476	$27,493	$19,299	$14,211	$12,998	$0	$0	$0	$0	$135,229
PTF - approved Prop 400	$63,787	$66,854	$70,252	$73,334	$76,660	$79,770	$83,226	$86,725	$52,974	$1,242,454
PTF - net bond proceeds	$0	$0	$109,036	$0	$0	$0	$0	$0	$0	$403,963
Phoenix T2000	$0	$0	$70,000	$67,618	$65,040	$3,384	$22,069	$28,360	$26,971	$373,132
Phoenix WSD	$433	$719	$788	$571	$571	$0	$0	$0	$0	$7,426
Phoenix HURF	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Glendale	$1,011	$1,011	$506	$0	$0	$0	$30,257	$30,257	$30,257	$93,299
City of Mesa	$11,445	($24,694)	($17,555)	($13,215)	($12,566)	$0	$0	$0	$0	$8,731
RPTA	$500	$500	$500	$500	$500	$519	$481	$500	$500	$9,500
MAG	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,268
Total Revenues	**$166,228**	**$170,417**	**$395,900**	**$263,341**	**$295,912**	**$287,571**	**$266,581**	**$242,010**	**$248,567**	**$3,698,262**

2013 TLCP PROGRAM UPDATE
Rail Operating Summary

OPERATIONS COST and FUNDING YOE $

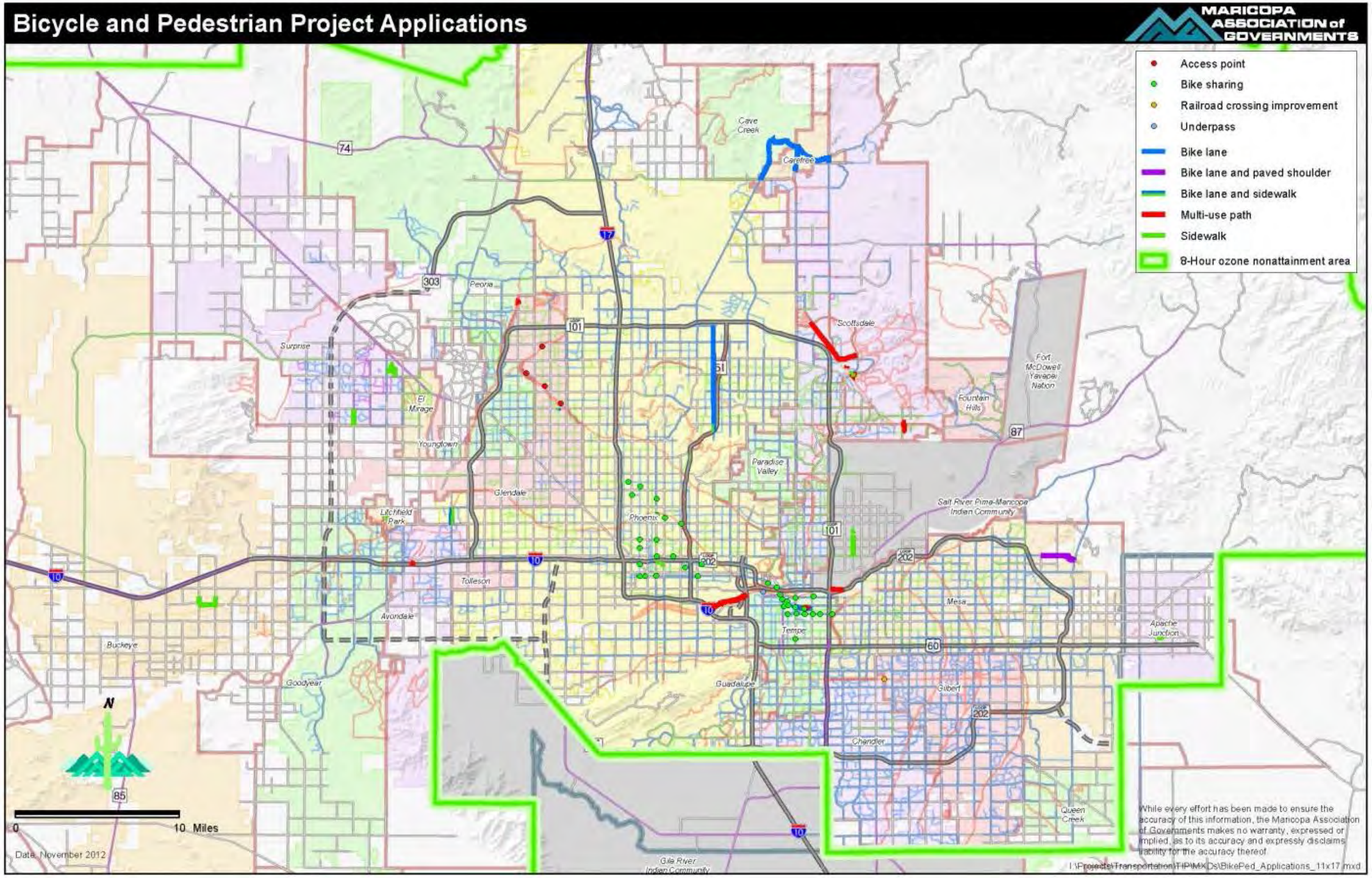
SUMMARY of PROJECTS	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPERATING EXPENDITURES (thousands)											
Project Operating Costs											
System expenses	$0	$0	$0	$0	$292	$540	$1,620	$1,083	$1,295	$1,467	$1,737
CPEV	$0	$0	$0	$15,762	$32,673	$31,460	$33,466	$35,432	$36,066	$36,309	$37,046
NW Extension Phase I	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,167
Central Mesa	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,167
Tempe Streetcar	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central Mesa - Gilbert Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Capitol/I-10 West	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
West Phoenix/Central Glendale	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NW Extension Phase II	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NE Phoenix	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$15,762**	**$32,965**	**$32,000**	**$35,086**	**$36,515**	**$37,361**	**$37,776**	**$43,117**
OPERATING REVENUES (thousands)											
Operating Funding Sources											
Phoenix T2000	$0	$0	$0	$7,558	$15,708	$14,261	$15,717	$16,218	$16,416	$16,345	$18,303
Tempe Transit Sales Tax	$0	$0	$0	$3,158	$6,564	$5,959	$6,568	$6,777	$6,860	$6,830	$6,969
Mesa General Fund	$0	$0	$0	$551	$1,145	$1,040	$1,146	$1,182	$1,197	$1,192	$2,841
Federal Funding PM and Other	$0	$0	$0	$0	$222	$240	$1,320	$783	$995	$1,167	$1,437
Advertising	$0	$0	$0	$0	$70	$300	$300	$300	$300	$300	$300
Glendale GO	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Fare Revenues	$0	$0	$0	$4,495	$9,257	$10,200	$10,035	$11,256	$11,594	$11,941	$13,268
TOTAL	**$0**	**$0**	**$0**	**$15,762**	**$32,965**	**$32,000**	**$35,086**	**$36,515**	**$37,361**	**$37,776**	**$43,117**

2013 TLCP PROGRAM UPDATE
Rail Operating Summary

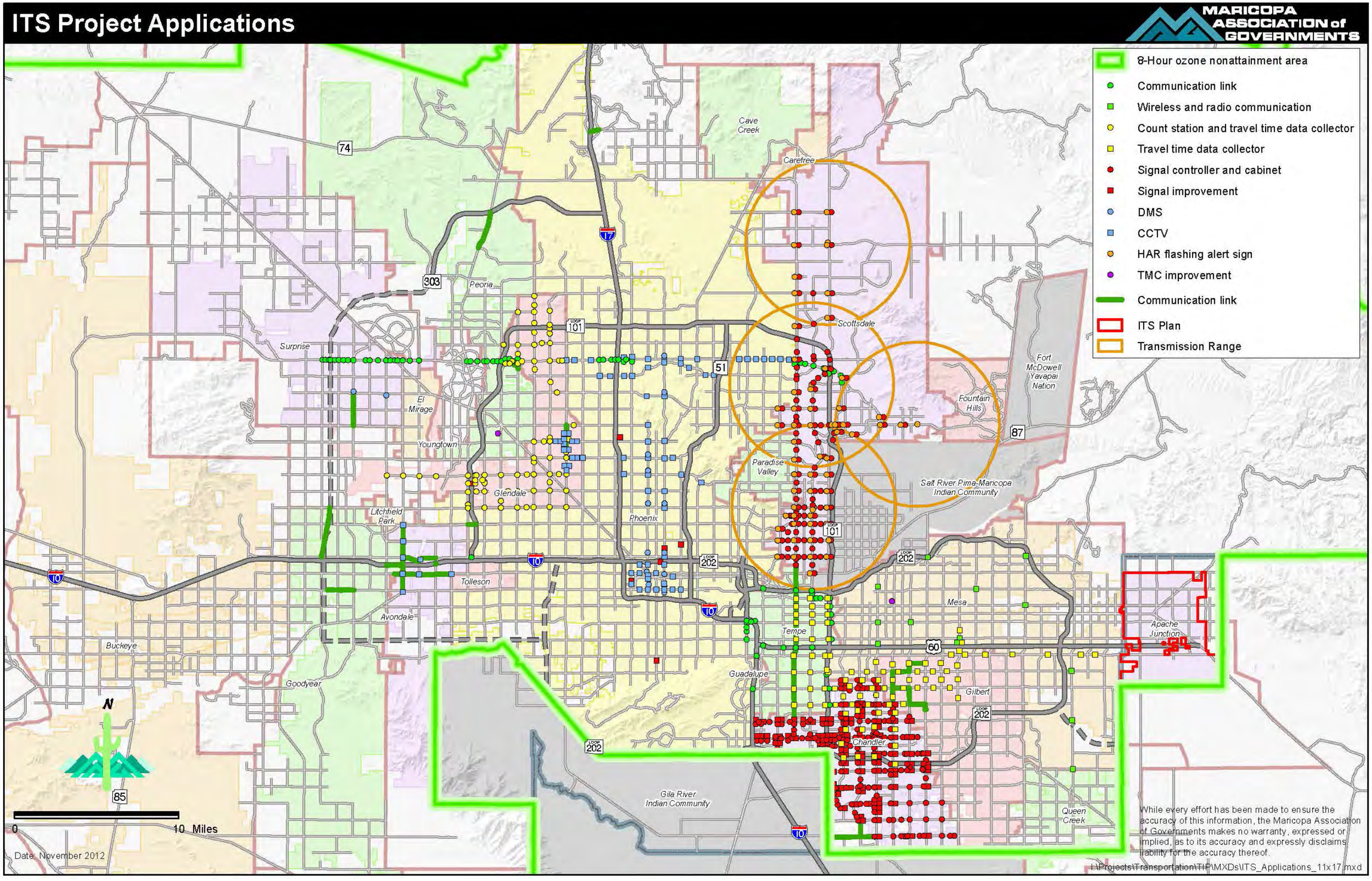
OPERATIONS COST and FUNDING YOE $

SUMMARY of PROJECTS	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TLCP TOTAL
OPERATING EXPENDITURES (thousands)											
Project Operating Costs											
System expenses	$1,780	$1,825	$1,870	$1,917	$1,966	$2,016	$2,067	$2,120	$2,175	$2,231	**$28,001**
CPEV	$35,185	$35,544	$35,968	$37,037	$38,154	$39,305	$40,490	$40,914	$40,431	$41,648	**$642,889**
NW Extension Phase I	$6,157	$6,220	$6,294	$6,481	$6,677	$6,878	$7,086	$7,160	$7,075	$7,288	**$69,485**
Central Mesa	$6,157	$6,220	$6,294	$6,481	$6,677	$6,878	$7,086	$7,160	$7,075	$7,288	**$69,485**
Tempe Streetcar	$224	$2,667	$2,699	$2,779	$2,863	$2,949	$3,038	$3,070	$3,034	$3,125	**$26,450**
Central Mesa - Gilbert Road	$0	$0	$3,795	$3,973	$4,092	$4,216	$4,343	$4,388	$4,337	$4,467	**$33,610**
Capitol/I-10 West	$0	$0	$0	$0	$0	$0	$0	$13,070	$22,237	$22,906	**$58,213**
West Phoenix/Central Glendale	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
NW Extension Phase II	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
NE Phoenix	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
TOTAL	**$49,504**	**$52,477**	**$56,921**	**$58,669**	**$60,429**	**$62,242**	**$64,109**	**$77,882**	**$86,364**	**$88,955**	**$928,134**
OPERATING REVENUES (thousands)											
Operating Funding Sources											
Phoenix T2000	$20,457	$20,667	$20,913	$21,534	$22,184	$22,853	$23,542	$33,591	$40,185	$41,395	**$387,848**
Tempe Transit Sales Tax	$6,798	$8,820	$8,925	$9,191	$9,468	$9,753	$10,047	$10,153	$10,033	$10,335	**$143,206**
Mesa General Fund	$5,773	$5,832	$8,747	$9,056	$9,329	$9,610	$9,900	$10,004	$9,886	$10,183	**$98,613**
Federal Funding PM and Other	$1,480	$1,525	$1,570	$1,617	$1,666	$1,716	$1,767	$1,820	$1,875	$1,931	**$23,132**
Advertising	$300	$300	$300	$300	$300	$300	$300	$300	$300	$300	**$4,870**
Glendale GO	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
Fare Revenues	$14,695	$15,334	$16,465	$16,971	$17,483	$18,010	$18,553	$22,015	$24,085	$24,810	**$270,466**
TOTAL	**$49,504**	**$52,477**	**$56,921**	**$58,669**	**$60,429**	**$62,242**	**$64,109**	**$77,882**	**$86,364**	**$88,955**	**$928,134**

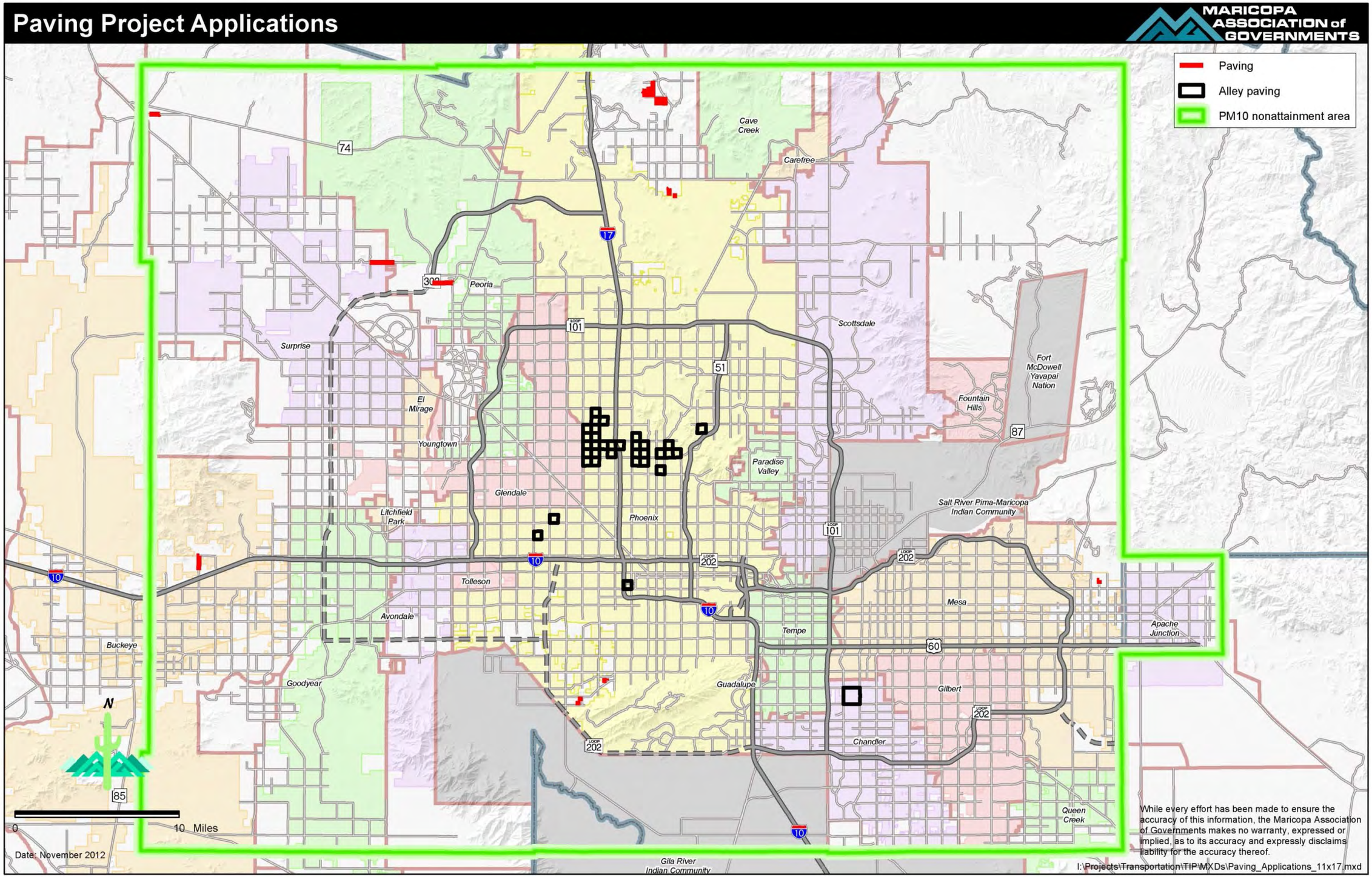
Figure 4 MAG CMAQ Bicycle and Pedestrian Projects



ITS Project Applications



Paving Project Applications



FPO
Inside Back Cover

FPO Outside Back Cover

Errata Sheet: Changes to the text of the Draft FY 2014 – FY 2018 MAG TIP

Chapter IV, Page 22, Paragraph 2:

Replace:

The annual appropriated Federal funds that are sub-allocated to the MAG region are Highway Surface Transportation Program (STP-MAG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA-MAG), Highway Safety Improvement Program (HSIP-MAG), Transit 5307 – Urbanized Area Formula Program, 5337 – State of Good Repair, 5339 – Bus and Bus Facilities, and 5309 – New Starts. As shown below in Table 5, the RTP directs the MAG Federal funds to a multi-modal program in both the short and long term.

With:

The annual appropriated Federal funds that are sub-allocated to the MAG region are Highway Surface Transportation Program (STP-MAG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA-MAG), Highway Safety Improvement Program (HSIP-MAG), Transit 5307 – Urbanized Area Formula Program, 5337 – State of Good Repair, 5339 – Bus and Bus Facilities, and 5310 – Mobility for Seniors and Persons with Disabilities. Table 5 also lists programmed amounts for various modes of expected funding for which MAG or the State to select projects in consultation with the State Highway Agency and/or public transit operators. These funds include: 5309 – New Starts (distributed by FTA on a competitive basis), Statewide 5337 – State of Good Repair and Statewide 5339 – Bus and Bus Facilities, State Surface Transportation Program (STP-Flex) funds, and other competitive state and federal funds.Chapter V, Page 30, Paragraph 1, Sentence 2:

Replace:

> Approximately 1.1 billion per year is programmed with some front loading in the two years of the program, but then recovers in the fifth year.

With:

> Approximately 1.1 billion per year is programmed with some front loading in the first two years of the program, but then recovers over the balance of the program.

Chapter VIII Highway Project Listings, Page 48, Note 1:

Replace:

1. **Sponsoring Agency** – The project sponsor. In the Current Projects Section the name appears at the top of the page.

With:

1. **Sponsoring Agency** – The project sponsor. In the Current Projects Section the name appears at the top of the page. Only the lead agency is listed. Projects may have multiple partnering agencies.

Chapter VIII Highway Project Listings, Page 51, Title:

Replace:

Abandoned Projects

With:

Abandoned Projects (included in the FY 2011- FY 2014 MAG TIP)

Chapter VIII Highway Project Listings, Page 61, Title:

Replace:

Completed/Underway Projects

With:

Completed/Underway Projects (included in the FY 2011- FY 2014 MAG TIP)

Chapter VIII Highway Project Listings, Page 95, Title:

Replace:

Current Projects

With:

Current Projects (includes projects with active work phases to be initiated in FY 2014 – FY 2018)

Chapter VIII Transit Project Listings, Page 202, Note 1:

Replace:

1. **Sponsoring Agency** – The project sponsor. In the Current Projects Section the name appears at the top of the page.

With:

2. **Sponsoring Agency** – The project sponsor. In the Current Projects Section the name appears at the top of the page. Only the lead agency is listed. Projects may have multiple partnering agencies.

Chapter VIII Transit Project Listings, Page 205, Title:

Replace:

Abandoned Projects

With:

Abandoned Projects (included in the FY 2011- FY 2014 MAG TIP)

Chapter VIII Transit Project Listings, Page 209, Title:

Replace:

Completed/Underway Projects

With:

Completed/Underway Projects (included in the FY 2011- FY 2014 MAG TIP)

Chapter VIII Transit Project Listings, Page 227, Title:

Replace:

Current Projects

With:

Current Projects (includes all projects with work phases to be initiated in FY 2014 – FY 2018)

Errata Sheet: Changes to the Draft FY 2014 - FY 2018 MAG TIP (Sorted by Agency, Location and Year)*

Action	Note	Agency	Project Location	TIP ID	Work Decription	Program Year	Work Status	Federal Source	Federal Amount	Regional Source	Regional Amount	Local Source	Local Amount	Work Phase Total	Est Project to be in use	Project Length	Lanes Before	Lanes After
Change Values	Data entry error; Change included in model coding for conformity analysis	ADOT	10: TI at Desert Creek/323rd Avenue/Mp 105.5 ~~10: TI at Desert Creek/323rd Avenue/Mp 105.6~~	DOT09-826	Construct Traffic Interchange	2016	Planned		-		-	Private	18,500,000	18,500,000	Q4, 2017 ~~Q4, 2015~~	0.1	8	10
Add New Project		**ADOT**	**101 (Agua Fria Fwy): I-10 to I-17**	**DOT14-410**	**Construct FMS**	**2014**	**Planned**	**NHPP**	**5,894,376**			**Local**	**356,288**	**6,250,664**	**Q2, 2015**	**22.0**	**6**	**6**
Add New Project		**ADOT**	**101 (Agua Fria Fwy): I-10 to I-17**	**DOT14-410C2**	**Construct FMS**	**2014**	**Planned**	**CMAQ**	**2,592,624**			**Local**	**156,712**	**2,749,336**	**Q2, 2015**	**22.0**	**6**	**6**
Change Va	ADOT requested change; This change was not reviewed by the Management Committee	ADOT	101L Pima Fwy: Pima Rd Extension (J	DOT99-124	Construct roadway extension	2016 ~~2015~~	Planned		-	RARF-HURF	3,634,000		-	3,634,000	Q4, 2017 ~~Q4, 2016~~	3.0	-	4
Change Values	Agency requested change	ADOT	303 (Estrella Fwy): Grand Ave/SR303L Interchange, Interim	DOT14-152	Construction Interim TI	2014	Planned ~~Underway~~	NHPP	45,641,200	RARF-HURF	2,758,800		-	48,400,000	Q4, 2025	-	-	0
Change Values	ADOT requested change; This change was not reviewed by the Management Committee	ADOT	303 (Estrella Fwy): Grand Ave/SR303L Interchange, Interim	DOT15-199	Landscape construction	2016 ~~2015~~	Planned ~~Underway~~		-	RARF-HURF	2,900,000		-	2,900,000	Q4, 2017 ~~Q4, 2025~~	-	-	0
Add New Project		**ADOT**	**60 (Grand Ave): Wickenburg Area**	**DOT14-198**	**Design Retaining Walls**	**2014**	**Planned**		**-**		**-**	**State**	**150,000**	**150,000**	**Q4, 2014**	**1.0**	**4**	**4**
Change Va	ADOT requested change; This change was not reviewed by the Management Committee	ADOT	60 (Superstition): Crismon Rd to Mer	DOT18-416	Construct FMS	2020 ~~2018~~	Planned	CMAQ	1,886,000	RARF-HURF	114,000		-	2,000,000	Q2, 2022	2.0	8	12
Change Va	ADOT requested change; This change was not reviewed by the Management Committee	ADOT	85: Warner Street Bridge	DOT11-105	Construction Bridge	2016 ~~2015~~	Planned		-	RARF-HURF	5,300,000		-	5,300,000	QR, 2017 ~~Q4, 2016~~	0.2	-	4
Add New Project		**ADOT**	**University Drive (Tempe)**	**DOT14-197**	**Construct median and relocate sidewalk**	**2014**	**Planned**	**HSIP-RGC**	**100,000**		**0**		**-**	**100,000**	**Q2, 2015**	**0.1**	**5**	**5**
Change Values	Clarification of descriptive text	Apache Junction	Southern Ave, Winchester Rd to Royal Palms Rd; Winchester Rd, Hondo Ave to Southern Ave ~~Southern/Winchester Sidewalk Installation~~	APJ17-401	Reconstruct sidewalks with ADA compliant ramps and driveways. ~~Reconstruct sidewalks,inclusing construction of a 6" vertical curb & gutter, a concrete scupper, 17 ADA compliant ramps and 8 driveways.~~	2017	Planned	CMAQ	197,604		-	HURF	31,944	229,548	Q4, 2017	0.9	-	0
Change Values	Clerical error correction	Avondale	107th Avenue: Van Buren to 900 feet south (E 1/2, .17 miles)	AVN17-402	Add ~~add~~ 2 lanes, curb, gutter, sidewalk, landscaping, and lighting	2017	Planned		-		-	Private	800,000	800,000	Q4, 2017	0.2	3	5
Change Values	Data entry error; Change included in model coding for conformity analysis	Avondale	Avondale & Buckeye Intersection	AVN10-009	Design & Purchase Right-of-Way for Intersection Capacity & Safety Improvement ~~Improve Intersection capacity & safety~~	2015	Planned		-		-	Local	550,000	550,000	Q4, 2015	1.0	4	5
Change Values	Data entry error; Change included in model coding for conformity analysis	Avondale	Avondale & Buckeye Intersection	AVN15-401	Construct Intersection Capacity & Safety Improvement ~~Improve Intersection capacity & safety~~	2015	Planned		-		-	Other	1,500,000	1,500,000	Q4, 2015	1.0	4	5
Change Values	Clerical error correction	Avondale	Avondale Bouleavard: Palm Lane to McDowell Road (W 1/2, .25 miles)	AVN17-403	Add ~~add~~ 2 lanes, curb, gutter, sidewalks, landscaping,and lighting	2017	Planned		-		-	Private	1,000,000	1,000,000	Q4, 2017	0.3	2	4
Change Values	Clerical error correction	Avondale	Dyasrt Road: .10 mi south of Indian ~~Inian~~ School to .25 mi south of I.S	AVN18-401	Add ~~add~~ 1 lane, curb, gutter, sidewalk, landscaping, and irrigation	2018	Planned		-		-	Private	1,000,000	1,000,000	Q4, 2018	0.2	4	5
Change Values	Clerical error correction	Avondale	Dysart Road: Indian School to .25 miles south	AVN15-403	Add ~~add~~ 1 lane, curb, gutter, sidewalk, landscaping, and irrigation	2015	Planned		-		-	Private	1,000,000	1,000,000	Q4, 2015	0.3	4	5
Change Values		Avondale	El Mirage and Lower Buckeye Road	AVN14-105	Pedestrian Improvements ~~El Mirage & Lower Buckeye Road~~	2016	Planned		-		-	General Fund	500,000	500,000	Q4, 2016	1.0	2	2
Change Values	Clerical error correction	Avondale	Litchfield Road: Lower Buckeye to Elwood Alignment (E 1/2, .50 miles	AVN18-402	Add ~~add~~ 2 lanes, curb, gutter, sidewalks	2018	Planned		-		-	Private	1,000,000	1,000,000	Q4, 2018	0.5	2	3

Errata Sheet: Changes to the Draft FY 2014 - FY 2018 MAG TIP (Sorted by Agency, Location and Year)*

Action	Note	Agency	Project Location	TIP ID	Work Decription	Program Year	Work Status	Federal Source	Federal Amount	Regional Source	Regional Amount	Local Source	Local Amount	Work Phase Total	Est Project to be in use	Project Length	Lanes Before	Lanes After
Change Values	Clarification of descriptive text	Avondale	McDowell Rd from Dysart Road to Avondale Boulevard.	AVN16-409	Install fiber communications backbone ~~Install fiber communications backbone on McDowell Rd east of Dysart Road.~~	2016	Planned	CMAQ	424,498		-	HURF	457,046	881,544	Q4, 2016	-	-	0
Delete Project		~~Avondale~~	~~Regionwide~~	~~AVN14-411T~~	~~Transit Improvements~~	~~2014~~	~~Planned~~	~~5307-AVN-UZA~~	~~28,807~~		~~-~~	~~Local~~	~~7,202~~	~~36,009~~	~~Q,~~	~~-~~	~~-~~	~~0~~
Delete Project		~~Avondale~~	~~Regionwide~~	~~AVN15-415T~~	~~Transit Improvements~~	~~2015~~	~~Planned~~	~~5307-AVN-UZA~~	~~28,807~~		~~-~~	~~Local~~	~~7,202~~	~~36,009~~	~~Q,~~	~~-~~	~~-~~	~~0~~
Delete Project		~~Avondale~~	~~Regionwide~~	~~AVN16-418T~~	~~Transit Improvements~~	~~2016~~	~~Planned~~	~~5307-AVN-UZA~~	~~28,807~~		~~-~~	~~Local~~	~~7,202~~	~~36,009~~	~~Q,~~	~~-~~	~~-~~	~~0~~
Delete Project		~~Avondale~~	~~Regionwide~~	~~AVN17-421T~~	~~Transit Improvements~~	~~2017~~	~~Planned~~	~~5307-AVN-UZA~~	~~28,807~~		~~-~~	~~Local~~	~~7,202~~	~~36,009~~	~~Q,~~	~~-~~	~~-~~	~~0~~
Change Values		Avondale	Regionwide	AVN13-905	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	2018	Planned ~~Deleted~~	5307-AVN UZA	149,058	PTF	37,264		-	186,322	Q,	-	-	0
Delete Project		~~Avondale~~	~~Regionwide~~	~~AVN18-424T~~	~~Transit Improvements~~	~~2018~~	~~Planned~~	~~5307-AVN-UZA~~	~~28,807~~		~~-~~	~~Local~~	~~7,202~~	~~36,009~~	~~Q,~~	~~-~~	~~-~~	~~0~~
Change Values	Clarification of descriptive text	Buckeye	Lower Buckeye Rd, Watson Rd to Sundance Park ~~Lower Buckeye 10' Shared Use Path~~	BKY17-403	Construct multiuse path	2017	Planned	CMAQ	388,830		-	HURF	33,503	422,333	Q4, 2017	0.9	-	0
Change Values	Clerical error correction; This change was not reviewed by the TRC	Buckeye	Beardsley Pkwy: Desert Vista Blvd (West) to Desert Oasis Blvd	BKY12-114 ~~BK12-114~~	Construct new four lane roadway	2016	Planned		-		-	Private	1,200,000	1,200,000	Q4, 2016	1.0	-	4
Delete Project	Duplicate project; No modelling impact	~~Buckeye~~	~~Broadway Rd: Watson Rd to 0.5 miles east~~	~~BK12-105~~	~~Construct two through lanes~~	~~2012~~	~~Planned~~		~~-~~		~~-~~	~~Private~~	~~1,320,000~~	~~1,320,000~~	~~Q1, 2021~~	~~0.5~~	~~2~~	~~4~~
Change Values	Clarification of descriptive text	Buckeye	Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Sundance Park ~~Rainbow/Lower Buckeye 10' Shared Use Path~~	BKY17-401	Construct multiuse path	2017	Planned	CMAQ	392,592		-	HURF	48,730	441,322	Q4, 2017	0.6	-	0
Change Values	Clarification of descriptive text	Buckeye	Watson Road, Durango St to Lower Buckeye Rd ~~Watson Road 10' Shared Use Path~~	BKY17-402	Construct multiuse path	2017	Planned	CMAQ	302,206		-	HURF	28,267	330,473	Q4, 2017	0.5	-	0
Change Values	Data entry error; Change included in model coding for conformity analysis	Chandler	Airport Blvd at Cooper/Germann Road	CHN08-801	Realign Airport Blvd to connect with Cooper Road at Germann	2011 ~~2012~~	Completed		-		-	Bonds	2,500,000	2,500,000	Q1, 2011 ~~Q1, 2013~~	-	2	4
Change Values	Data entry error; Change included in model coding for conformity analysis	Chandler	Chandler Blvd: Colorado Street to McQueen Road	CHN06-213	Widen roadway from 4 to 6 lanes, plus turn lanes	2014 ~~2018~~	Planned		-		-	Impact Fees	14,645,755	14,645,755	Q4, 2014 ~~Q4, 2018~~	0.5	4	6
Change Values	Clarification of descriptive text	Chandler	City of Chandler	CHN15-461	Procure traffic signal controllers ~~Procure and install 201 traffic signal controllers~~	2015	Planned	CMAQ	511,766		-	Local	30,934	542,700	Q4, 2015	136.0	-	0
Change Values	Clarification of descriptive text	Chandler	Citywide	CHN16-401	Signal Equipment Upgrades: Flashing Yellow ~~Add four-section Flashing Yellow Arrows to 114 signalized intersections~~	2016	Planned	CMAQ	633,281		-	HURF	38,279	671,560	Q4, 2016	-	-	0
Change Values	Clarification of descriptive text	Chandler	Western Canal Crossing Improvement at UPRR	CHN16-402	Construct multiuse path and crossing ~~Construct multiuse path~~	2016	Planned	CMAQ	355,275		-	HURF	21,475	376,750	Q4, 2016	-	-	0

Errata Sheet: Changes to the Draft FY 2014 - FY 2018 MAG TIP (Sorted by Agency, Location and Year)*

Action	Note	Agency	Project Location	TIP ID	Work Decription	Program Year	Work Status	Federal Source	Federal Amount	Regional Source	Regional Amount	Local Source	Local Amount	Work Phase Total	Est Project to be in use	Project Length	Lanes Before	Lanes After
Change Values		Fountain Hills	Shea Blvd. and Downtown Area.	FTH14-101	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	2015	Planned	CMAQ	922,616		-	General Fund	289,407	1,212,023	Q4, 2016	-	4	4
Change Values	Clarification of descriptive text	Gilbert	Consolidated Canal at Ray Rd, Eastern Canal at Williams Field Rd, Powerline Trail at McQueen Rd, Powerline Trail at Val Vista Dr, Powerline Trail at Greenfield Rd, Powerline Trail at Recker Rd ~~Consolidated/Ray, Eastern/Williams Field, Powerline/McQueen, Powerline/Val Vista, Powerline/Greenfield, Powerline/Recker~~	GLB13-902	Design and construct bicycle crossings ~~Gilbert Bicycle Crossing Safety and improvement demonstration Phase II Project~~	2014	Planned	CMAQ	583,000		-		-	583,000	Q4, 2015	-	6	6
Delete Pro	Agency indicates project was cancelled by ADOT; This change was not reviewed by the Management Committee	~~Gilbert~~	~~Gilbert Schools~~	~~GLB11-104~~	~~Crossings and sidewalk safety improvement~~	~~2014~~	~~Planned~~	~~SRTS~~	~~300,000~~					~~300,000~~	~~Q4, 2014~~		~~6~~	~~6~~
Change Values	Clarification of descriptive text	Gilbert	Northwest Gilbert Area	GLB16-401	Fiber Installation and ITS Components ~~Install fiber optic cable in new and existing conduit, upgrades traffic controllers and installs CCTV cameras~~	2016	Planned	CMAQ	549,599		-	HURF	33,301	582,900	Q4, 2016	-	-	0
Change Values	Clarification of descriptive text	Gilbert	Northwest Gilbert Area	GLB16-402	Fiber Installation and ITS Components ~~Install fiber optic cable in new and existing conduit, upgrades traffic controllers and CCTV cameras~~	2016	Planned	CMAQ	546,072		-	HURF	33,008	579,080	Q4, 2016	-	-	0
Restore Previous Values	Staff error in Errata sheet submitted to TRC; was listed as changed to be completed in 2010. The submitted data was correct and is included in the conformity analysis for air quality	Gilbert	Ocotillo Rd: 148th St to Greenfield Rd	GLB12-808	Reconstruct roadway to add one lane in each direction	2018	Planned		-		-	Private	3,000,000	3,000,000	Q4, 2018	1.0	2	4
Change Values	Clarification of descriptive text	Gilbert	Pecos Rd.-Greenfield to Power Rd, Power Rd-Pecos to Queen Creek Rd, Germann Rd-Power to Sossaman Rd	GLB13-904	Fiber Installation and ITS Components ~~Install approx. 5 mi. of fiber optic cable and communications equip. to connection the Traffic Operations Centers in Gilbert and Queen Creek.~~	2015	Planned	CMAQ	137,690		-	Sales Tax	57,000	194,690	Q4, 2016	5.0	6	6
Change Values	Clarification of descriptive text	Glendale	Citywide	GLN16-402	Data Collection Station Installation and Database Development ~~Installation of count stations and travel time data collectors at key intersections and develop a database and GUI to manage, query, and present the data.~~	2016	Planned	CMAQ	555,470		-	HURF	33,576	589,046	Q4, 2016	-	-	0
Change Values	Clarification of descriptive text	Glendale	Maryland Ave, 95th Ave to 99th Ave	GLN17-401	Lane Control Signs and Dynamic Message Signs ~~Install 4 lane control signal bridges with overhead signsfor dynamic assignment of lanes along Maryland Ave between 95th and 99th aves. Install dynamic message signs for both east and westbound traffic on two of the structures.~~	2017	Planned	CMAQ	1,222,193		-	HURF	73,876	1,296,069	Q4, 2017	-	-	0

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Change Values	Clarification of descriptive text	Glendale	New River North Shared Use Pathway, Patrick Ln to Hillcrest Blvd ~~New River North Shared Use Pathway~~	GLN16-405	Construct multiuse path and cannal crossing	2016	Planned	CMAQ	330,850		-	HURF	39,998	370,848	Q4, 2016	0.3	-	0
Change Values	Clarification of descriptive text	Glendale	Thunderbird Paseo Pathway at Sweetwater Ave, Thunderbird Paseo Pathway at Hearn Rd, Thunderbird Paseo Pathway at 71st Ave, Skunk Creek Pathway at Sunset Vista Park ~~Thunderbird Paseo Neighborhood Connections to Shared Use Pathway~~	GLN16-404	Construct multiuse pathway access improvements, ,the addition of seating elements, drainage apron enhancements, and specialized, unique signage. At the Skunk Creek connections brick pavers with retaining borders will replace a gravel driveway at Sunset Vista Park.	2016	Planned	CMAQ	107,832		-	HURF	10,517	118,349	Q4, 2016	-	-	0
Change Values	Clarification of descriptive text	Glendale	Various Locations	GLN16-401	Fiber Installation and ITS Components ~~Installation of conduit, fiber optic cable, communications equipment and CCTV cameras at intersections~~	2016	Planned	CMAQ	904,728		-	HURF	54,687	959,415	Q4, 2016	-	-	0
Change Values	Data entry error; Change included in model coding for conformity analysis	Goodyear	Sarival: Indian School to Camelback	GDY13-914	Street Improvement - Construct four lane arterial street	2013 ~~2020~~	Underway ~~Deferred~~		-		-	Private	4,800,000	4,800,000	Q4, 2014 ~~Q4, 2020~~	1.0	2	4
Change Values	Clarification of descriptive text	Goodyear	Van Buren Street - Estrella Parkway to Cotton Lane	GDY12-101	Design for Installation of Signal Communications and ITS Components ~~Design project for traffic signal connection to three existing and one future traffic signal and install CCTV cameras~~	2014	Planned		-		-	General Fund	50,000	50,000	Q4, 2015	2.0	-	0
Change Values	Clarification of descriptive text	Goodyear	Van Buren Street - Estrella Parkway to Cotton Lane	GDY14-101	Install Signal Communications and ITS Components ~~Construct traffic signal connection to three existing and one future traffic signal and install CCTV cameras.~~	2015	Planned	CMAQ	749,164		-	General Fund	250,863	1,000,027	Q4, 2015	2.0	-	0
Change Values	Clarification of descriptive text	Goodyear	Various locations	GDY17-402	Fiber Installation and Signal Communications Hardware ~~Purchase and install approximately 5,500 LF of 2-2" conduits, 5,500 3" conduit, 15,000 LF of 96 strand SMFO cable, 8 fiber optic splice enclosures, 7 field hardened Ethernet switches, 7 video codecs and 7 CCTV cameras.~~	2017	Planned	CMAQ	820,001		-	HURF	49,566	869,567	Q4, 2017	-	-	0
Change Values		Litchfield Park	Old Litchfield Road, Bird Ln to Fairway Dr, ~~6' Sidewalk on Old Litchfield Road~~	LPK17-401	Construct sidewalk and related ADA upgrades with landscaping.	2017	Planned	CMAQ	213,911		-	HURF	30,430	244,341	Q4, 2017	0.5	-	0
Add New Project		**MAG**	**Regionwide**	**MAG10-621P2**	**Purchase PM-10 certified street sweepers**	**2014**	**Planned**	**CMAQ**	**$ 330,599**		**0**	**$ -**	**$ 19,983**	**$ 350,582**	**Q3, 2015**	**0**	**-**	**-**
Add New Project	**Amended into 11-15 TIP**	**Maricopa County**	**Northern Parkway: Dysart to 111th**	**MMA13-118RWZ-R**	**REIMBURSEMENT:: Acquisition of right-of-way for roadway widening**	**2014**	**Planned**	**STP-MAG**	**1,412,066**		**0**	**Local**	**-1,412,066**	**0**	**Q2, 2015**	**2.5**	**2**	**4**
Add New Project	**Amended into 11-15 TIP**	**Maricopa County**	**Northern Parkway: Dysart to 111th**	**MMA13-118RW2Z-R**	**REIMBURSEMENT:: Acquisition of right-of-way for roadway widening**	**2015**	**Planned**	**STP-MAG**	**1,933,575**		**0**	**Local**	**-1,933,575**	**0**	**Q2, 2015**	**2.5**	**2**	**4**
Add New Project	**Amended into 11-15 TIP**	**Maricopa County**	**Northern Parkway: Dysart to 111th**	**MMA14-113CX-R**	**REIMBURSEMENT:: Construct roadway widening**	**2015**	**Planned**	**STP-MAG**	**5,530,207**		**0**	**Local**	**-5,530,207**	**0**	**Q2, 2015**	**2.5**	**2**	**4**
Change Values	Clarification of descriptive text	Maricopa County	Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	MMA17-402	Regional Community Network New Connections ~~Connect traffic signals to the TMC through the RCN network, install 2 CCTV cameras along Riggs Road at S Dobson Road and S Alma School Road.~~	2017	Planned	CMAQ	734,295		-	HURF	44,385	778,680	Q4, 2017	-	-	0

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Change Values	Clarification of descriptive text	Maricopa County	Various	MMA17-401	Fiber Installation and ITS Software Upgrade ~~Install pull boxes and fiber optic cable at mutiple sites. Project will include any required RADS software updates or integration needs.~~	2017	Planned	CMAQ	429,988		-	HURF	25,991	455,979	Q4, 2017	-	-	0
Change Values	Clarification of descriptive text	Mesa	Citywide	MES16-402	Integrate 911 Data in RADS to Support Incident Management ~~Develop an electronic means of sharing CAD data with RADS, filters for integrating Mesa 9-1-1 CAD data in RADS and a user interface that Traffic Management Center operators can use to monitor incidents.~~	2016	Planned	CMAQ	56,580		-	HURF	3,420	60,000	Q4, 2016	-	-	0
Add New Project	**Agency requested the addition of project**	**Mesa**	**Consolidated Canal- phase 2 lighting: Adobe to Lindsay**	**MES14-404**	**Design Light the 10-foot wide share-used path and complete enhancements**	**2014**	**Planned**		**0**		**0**	**Local**	**150,000.00**	**150,000.00**	**Q4, 2016**	**2.6**	**-**	**0**
Add New Project	**Agency requested the addition of project**	**Mesa**	**Consolidated Canal- phase 2 lighting: Adobe to Lindsay**	**MES16-403**	**Construct Light the 10-foot wide share-used path and complete enhancements**	**2016**	**Planned**		**-**		**-**	**Local**	**1,150,000.00**	**1,150,000.00**	**Q4, 2016**	**2.6**	**-**	**0**
Add New Project		**Mesa**	**Mesa Drive: US-60 (Superstition Fwy) to Southern**	**MES14-125CZ3**	**Construct Roadway Widening**	**2014**	**Planned**		**$ -**	**RARF**	**117,171**	**Local**	**50,216**	**167,387**		**1.0**	**4**	**6**
Delete Pro	Transfer funds to MES11-111C; This change was not reviewed by the Management Committee	~~Mesa~~	~~Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High~~	~~MES11-111D~~	~~Design paved shared use path~~	~~2013~~	~~Underway~~	~~SRTS~~	~~76,705~~		~~-~~		~~-~~	~~76,705~~	~~Q1, 2015~~	~~1.0~~	~~-~~	~~0~~
Change Va	Agency requested to amend 11-15TIP and draft 14-18TIP; This change was not reviewed by the TRC; A fund transfer is included from MES11-111D and was not reviewed by the TRC and Management Committee	Mesa	Porter Park Pathway: Mesa Drive and	MES11-111C	Construct paved shared use path	2015 ~~2014~~	Planned	SRTS	170,000 Delete: 93295		-		-	170,000 Delete: 93295	Q1, 2016 ~~Q1, 2015~~	1.0	-	0
Change Va	Agency requested to amend 11-15TIP and draft 14-18TIP; This change was not reviewed by the TRC	Mesa	Porter Park Pathway: Mesa Drive and	MES11-111C2	Construct paved shared use path	2015 ~~2014~~	Planned	TA-MAG	1,358,348		-	Local	82,106	1,440,454	Q1, 2016 ~~Q1, 2015~~	1.0	-	0
Change Values	Clarification of descriptive text	Mesa	Various Locations	MES16-401	Installation of Bluetooth Detectors ~~Install 91 ARID Bluetooth devices in traffic signal cabinets.~~	2016	Planned	CMAQ	655,385		-	HURF	39,615	695,000	Q4, 2016	-	-	0
Change Values	Clarification of descriptive text	Peoria	75th Ave, 2,500 ft north of Greenway to Paradise Ln; Paradise Ln, 75th Ave to 77th Ave	PEO16-401	Traffic Signal Communications Deployment ~~Establish communication between the TMC and two traffic signals near the Peoria Sports Complex.~~	2016	Planned	CMAQ	206,772		-	HURF	12,499	219,271	Q4, 2016	-	-	0
Change Values	Clarification of descriptive text	Peoria	City of Peoria, DCSB Building, TMC 9875 N. 85th Avenue	PEO17-401	TMC Equipment Upgrade ~~Upgrade legacy electronic equipment to continue operation of Peoria's Traffic Mangement Center.~~	2017	Planned	CMAQ	482,345		-	HURF	29,156	511,501	Q4, 2017	-	-	0
Change Values	Clarification of descriptive text	Phoenix	107th Ave, Camelback Rd to Indian School Rd ~~10' Detached Shared Use Pathway 107th Ave*~~	PHX17-418	Construct pedestrian and bicycle improvements	2017	Planned	CMAQ	900,000		-	HURF	2,498,216	3,398,216	Q4, 2017	1.0	-	0
Change Values	Clarification of descriptive text	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	PHX16-414	Construct bike lanes ~~Add new bicycle paths via pavement and stripping improvements~~	2016	Planned	CMAQ	445,568		-	HURF	26,932	472,500	Q4, 2016	7.0	-	0
Delete Project	Data entry error; Change included in model coding for conformity analysis	~~Phoenix~~	~~35th Ave: Olney Dr - Dobbins~~	~~PHX13-184~~	~~Pre-Design Roadway Widening~~	~~2015~~	~~Planned~~		~~-~~		~~-~~	~~HURF~~	~~35,000~~	~~35,000~~	~~Q4, 2018~~	~~0.5~~	~~2~~	~~4~~

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Delete Project	Agency requested change; Change reflected in applicable conformity analysis	~~Phoenix~~	~~35th Ave: Olney Dr - Dobbins~~	~~PHX17-402~~	~~Right of Way acquisition~~	~~2017~~	~~Planned~~		~~———~~		~~———~~	~~HURF~~	~~750,000~~	~~750,000~~	~~Q4, 2018~~	~~0.5~~	~~2~~	~~4~~
Change Values	Data entry error; Change included in model coding for conformity analysis	Phoenix	35th Ave: Olney Dr - Dobbins	PHX18-402	Construction	2014 ~~2018~~	Planned		-		-	Local	2,000,000	2,000,000	Q4, 2018	0.5	2	4
Change Values	TIP Amendment #30	Phoenix	Avondale Regionwide ~~Regionwide~~	PHX13-120T	Purchase bus: standard 40 foot - 4 replacements ~~Purchase bus: standard 40 foot - 2 replacements~~	2013	Planned	5307-AVN UZA	1,822,400 Delete: 911200	PTF	321600 Delete:160800	0	-	2,144,00 Deleted: 1072000	Q,	-	-	0
Change Values	TIP Amendment #30	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	PHX100-07RW	Acquisition of right-of-way for roadway widening	2014	Underway	STP-MAG	1402030 Deleted: 2452030		-	HURF	600870 Deleted: 1050870	2002900 Deleted: 3502900	Q3, 2014	2.0	-	6
Change Values	TIP Amendment #30	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	PHX14-102DZ	Design roadway widening	2014	Underway	STP-MAG	1759000 Deleted: 709000		-	HURF	753857 Delete: 303857	2512857 Delete: 1012857	Q3, 2014	2.0	-	6
Delete Project	Agency requested change; Change reflected in applicable conformity analysis	~~Phoenix~~	~~Dove Valley Rd: I-17 Freeway to North Valley Pkwy~~	~~PHX17-401~~	~~Construct Roadway and Bridge~~	~~2017~~	~~Planned~~		~~———~~		~~———~~	~~HURF~~	~~4,400,000~~	~~4,400,000~~	~~Q4, 2018~~	~~0.3~~	~~———~~	~~6~~
Delete Project	Agency requested change; Change reflected in applicable conformity analysis	~~Phoenix~~	~~Dove Valley Rd: I-17 Freeway to North Valley Pkwy~~	~~PHX18-401~~	~~Construct Roadway and Bridge~~	~~2018~~	~~Planned~~		~~———~~		~~———~~	~~Local~~	~~6,200,000~~	~~6,200,000~~	~~Q4, 2018~~	~~0.3~~	~~———~~	~~6~~
Change Values	Agency requested change; Change reflected in applicable conformity analysis; This change was not reviewed by the TRC	Phoenix	Dove Valley Rd: I-17 Freeway to North Valley Pkwy	PHX13-188	Construct Roadway and Bridge	2013 ~~2016~~	Planned		-		-	Private ~~Local~~	4,500,000 ~~6,200,000~~	4,500,000 ~~6,200,000~~	Q2, 2014 ~~Q4, 2018~~	0.3	-	2 ~~6~~
Change Values	Clarification of descriptive text	Phoenix	Downtown Phoenix	PHX17-416	Downtown Traffic Management System Upgrade, and additional DMSs ~~The existing DTMS software and hardware will be upgraded/expanded to provide additional flexibility for controlling ingress and egress to the special events. 2 new DMSs will be added for inbound and 3 new DMSs will be added for outbound.~~	2017	Planned	CMAQ	566,507		-	HURF	34,243	600,750	Q4, 2017	-	-	0
Change Values	Clarification of descriptive text	Phoenix	Indian School Road: Grand Canal to 16th Street	PHX14-101	Construct multi-use pathway; and multi-use bridge over the Grand Canal. ~~New 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.~~	2015	Deferred	CMAQ	873,422		-	Local	1,335,000	2,208,422	Q4, 2015	0.3	6	6
Change Values	Agency requested change to match 11-15 TIP	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	PHX13-901D	Nevitt Park Bicycle & Pedestrian Bridge Crossing: Design Phase ~~Nevitt park Bicycle & Pedestrian Bridge Crossing: ROW Phase~~	2014	Planned	CMAQ	188,600		-	HURF	46,400	235,000	Q4, 2015	0.1	4	4
Change Values	Clarification of descriptive text	Phoenix	Rio Salado Pathway: 32nd Street to 40th Street ~~Rio Salado 12' Shared Use Pathway, 32nd Street to 40th Street~~	PHX16-415	Construct multiuse path and outlooks	2016	Planned	CMAQ	1,122,642		-	HURF	67,858	1,190,500	Q4, 2016	1.1	-	0

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Change Values	Clarification of descriptive text	Phoenix	Rio Salado Pathway: 40th Street to SR-143 ~~12' Shared Use Pathway Rio Salado Pathway - 40th Street to SR143~~	PHX16-418	construct multiuse path and underpasses	2016	Planned	CMAQ	2,058,310		-	HURF	124,415	2,182,725	Q4, 2016	1.1	-	0
Change Values	Data entry error; Change included in model coding for conformity analysis	Phoenix	Sonoran Desert Drive	PHX11-192	Design	2011	Completed		-		-	Bonds	140,000	140,000	Q4, 2013 ~~Q4, 2017~~	-	-	2
Change Values	Data entry error; Change included in model coding for conformity analysis	Phoenix	Sonoran Desert Drive	PHX12-193	Construct Roadway	2013 ~~2016~~	Completed ~~Planned~~		-		-	HURF	650,000	650,000	Q4, 2013 ~~Q4, 2017~~	-	-	2
		Phoenix	Various Locations (North Area Phase 1/C	PHX09-801	Design & Construction of Pavment Preservation (ARRA FY2010	2011	Completed	ARRA-Transit	13,481,482		-		-	13,481,482	Q4, 2011	30.0	-	0
Change Values		Phoenix	Various Locations in Tempe and Phoenix ~~Regional Bike Share~~	PHX15-446C	Implementation of Regional Bike Share	2015	Planned	CMAQ	1,414,500		-	Local	85,500	1,500,000	Q4, 2015	18.0	-	0
Change Values	Data entry error; Change included in model coding for conformity analysis	Queen Creek	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	QNC08-747	New 6 lane road	2012	Deleted ~~Deferred~~		-		-	Private	3,000,000	3,000,000	Q4, 2013	1.0	-	6
Change Values	Data entry error; Change included in model coding for conformity analysis	Queen Creek	Sossaman Rd: Cloud Rd to Via Park Rd	QNC11-182	Widen roadway	2019 ~~2011~~	Planned		-	RARF	125,000		-	125,000	Q4, 2019 ~~Q1, 2010~~	0.3	2	3
Change Values	Clarification of descriptive text	Salt River Pima-Maricopa Indian Community	Longmore Road, Osborn Rd to McDowell Rd ~~8' Sidewalk Longmore Road Pedestrian Project~~	SRP16-401	Design and construct sidewalk with trees and benches at school bus stops and other locations as needed ~~Design and construct an 8 foot wide pedestrian sidewalk. The project will also include trees for shade and benches located at the school bus stops and other locations as needed.~~	2016	Planned	CMAQ	497,796		-	HURF	80,089	577,885	Q4, 2016	1.6	-	0
Change Values	Clarification of descriptive text	Scottsdale	Citywide	SCT16-401	Traffic Signal Cabinet Upgrades ~~Replace standard Signal Cabinets with Advanced Hybrid Cabinets at 60 major intersections~~	2016	Planned	CMAQ	678,960		-	HURF	41,040	720,000	Q4, 2016	-	-	0
Change Values	Clarification of descriptive text	Scottsdale	Citywide	SCT17-401	Traffic Signal Cabinet Upgrades ~~Replace standard Signal Cabinets with Advanced Hybrid Cabinets at 60 arterial/collector intersections~~	2017	Planned	CMAQ	678,960		-	HURF	41,040	720,000	Q4, 2017	-	-	0
Change Values	Data entry error; Change included in model coding for conformity analysis; This change was not reviewed by the TRC	Scottsdale	Legacy from Hayden to Hualapai	SCT13-116	Construct new road	2015 ~~2014~~	Planned		-		-	Private	13,000,000	13,000,000	Q4, 2016 ~~Q4, 2014~~	-	-	4
Change Values	Data entry error; Change included in model coding for conformity analysis	Scottsdale	Miller Road from Loop 101 to 76th St	SCT13-117	Construct new road	2015 ~~2014~~	Planned		-		-	Private	15,000,000	15,000,000	Q4, 2016 ~~Q4, 2014~~	0.4	-	4
Change Values	Data entry error; Change included in model coding for conformity analysis	Scottsdale	Miller Road from Princess to Loop 101	SCT13-118	Construct new road	2015 ~~2014~~	Planned		-		-	Private	15,000,000	15,000,000	Q4, 2016 ~~Q4, 2014~~	0.6	-	4

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Change Values	Data entry error; Change included in model coding for conformity analysis	Scottsdale	Union Hills from Scottsdale to Hayden	SCT13-115	Construct new road	2015 ~~2014~~	Planned		-		-	Private	18,000,000	18,000,000	Q4, 2016 Q4, 2014	1.0	-	4
Change Values	Requested by Fountain Hills and Scottsdale	Scottsdale ~~Fountain Hills~~	Shea Blvd: 142nd St to Eagle Mountain Pkwy	SCT15-401 ~~FTH11-801~~	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section)	2015	Planned	CMAQ	273,000		-	Sales Tax	117,000	390,000	Q4, 2016	1.0	6	6
Change Values	Clarification of descriptive text	Surprise	Reems Rd, Peoria Ave between Waddell Rd; Reems Rd north of Waddell Rd; Litchfield Rd south of Waddell Rd	SUR17-401	Fiber Installation and Dynamic Message Signs ~~Install a fiber optic backbone on Reems Rd from Peoria Ave to Waddell Ave and install dynamic message signs at two locations.~~	2017	Planned	CMAQ	804,851		-	HURF	123,649	928,500	Q4, 2017	-	-	0
Change Values	Clarification of descriptive text	Tempe	Corridors of Elliot/Guadalupe/ Warner	TMP14-401	Design for Fiber Installation and ITS Components ~~Design for conduit and fiber connection~~	2014	Planned		-		-	Bonds	60,000	60,000	Q4, 2015	11.0	-	0
Change Values	Clarification of descriptive text	Tempe	Corridors of Elliot/Guadalupe/ Warner	TMP14-102	Fiber Installation and ITS Components ~~Construct/Install fiber optic communication to the signals and install wireless radios with CCTVs monitors.~~	2015	Planned	CMAQ	383,333		-	General Fund	164,286	547,619	Q4, 2015	11.0	-	0
Change Values	Clarification of descriptive text	Tempe	Rural Rd within Tempe boundaries	TMP17-402	Conduit and Fiber Installation ~~Install conduit and fiber in the Rural Rd corridor from US 60 south to City Limit. Devices to be installed include pull boxes, splice closures, patch panels, fiber optic jumper cables, and ethernet switches.~~	2017	Planned	CMAQ	887,390		-	HURF	53,638	941,028	Q4, 2017	-	-	0
Change Values	Clarification of descriptive text	Tempe	Rural Rd within Tempe Boundaries	TMP16-403	Conduit and Fiber Installation ~~Install conduit and fiber in the Rural Road corridor from US 60 north to City Limit~~	2016	Planned	CMAQ	983,626		-	HURF	59,455	1,043,081	Q4, 2017 ~~Q4, 2016~~	-	-	0
Delete Project		~~Valley Metro/R~~	~~Regionwide~~	~~VMR16-402T~~	~~Purchase bus: standard 40 foot - 1 replace~~	~~2016~~	~~Planned~~	~~5307-AVN-UZA~~	~~556,436~~		~~-~~		~~-~~	~~556,436~~	Q,	-	-	0
Delete Project		~~Valley Metro/R~~	~~Regionwide~~	~~VMR17-405T~~	~~Purchase bus: standard 40 foot - 1 replace~~	~~2017~~	~~Planned~~	~~5307-AVN-UZA~~	~~556,436~~		~~-~~		~~-~~	~~556,436~~	Q,	-	-	0
Delete Project		~~Valley Metro/R~~	~~Regionwide~~	~~VMR18-410T~~	~~Purchase bus: standard 40 foot - 1 replace~~	~~2018~~	~~Planned~~	~~5307-AVN-UZA~~	~~571,459~~		~~-~~		~~-~~	~~571,459~~	Q,	-	-	0
Change Values		Valley Metro/R	Regionwide	VMT14-425T	Operating:Operating Assistance TBD	2014	Planned	5307-AVN UZA	2,378,490	PTF	2,378,490 Delete: 0	~~Local~~	~~2,378,490~~	4,756,980	Q,	-	-	0
Change Values	TIP Amendment #30	Valley Metro/RPTA	Regionwide: Fixed Route	VMT13-902T	Preventive Maintenance	2013	Planned	5307	3072625 Delete: 3589562		-	Local	897,391	3970016 Delete: 4486953	Q,	-	-	0
Delete Project	TIP Amendment #30	~~Valley Metro/RPTA~~	~~Statewide~~	~~MAG13-102T~~	~~JARC Apportionment~~	~~2013~~	~~Planned~~	~~5307~~	~~1,800,000~~	~~PTF~~	~~360,000~~		~~-~~	~~2,160,000~~	~~Q4, 2013~~	~~-~~	~~-~~	~~0~~
Change Values	TIP Amendment #30	Valley Metro/RPTA ~~Avondale~~	Avondale Regionwide ~~Regionwide~~	VMT13-106T	Operating: Operating Assistance TBD ~~Avondale Regionwide: Support ZOOM and TLCP routes.~~	2013	Planned	5307-AVN UZA	2,246,585 Delete: 1,940,740	321,600 ~~'0~~	-	Local	~~1,940,740~~	2,144,00 Deleted:3881480	Q4, 2015	-	-	0
Change Values		Chandler	Chandler Heights Road: Arizona Avenue to McQueen Road	CHN18-109DZR ~~CHN18-109DZ~~	REIMBURSEMENT - Design roadway widening	2022 ~~2018~~	Planned	STP-MAG	720,825		-	Impact Fees	308,925	1,029,750		1	2	4
Change Values		Maricopa Cour	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	MMA18-105CZR ~~MMA18-105CZ~~	REIMBURSEMENT - Construct roadway widening	2019 ~~2018~~	Planned	STP-MAG	4,708,914		-	Local	2,848,106	7,557,020		1.96	4	6
Change Values		Maricopa Cour	Northern Parkway: Corridorwide ROW Protection	MMA14-119RWZR ~~MMA14-119RWZ~~	REIMBURSEMENT - Acquisition of right-of-way for roadway widening	2016 ~~2014~~	Underway	STP-MAG	350,000		-	HURF	150,000	500,000		12.5	0	0

Errata Sheet: Changes to the Draft FY 2014 - FY 2018 MAG TIP (Sorted by Agency, Location and Year)*

Action	Note	Agency	Project Location	TIP ID	Work Decription	Program Year	Work Status	Federal Source	Federal Amount	Regional Source	Regional Amount	Local Source	Local Amount	Work Phase Total	Est Project to be in use	Project Length	Lanes Before	Lanes After
Change Values		Maricopa County	Northern Parkway: Corridorwide ROW Protection	MMA15-119RWZR ~~MMA15-~~	REIMBURSEMENT - Acquisition of right-of-way for roadway widening	2017 ~~2015~~	Underway	STP-MAG	350,000		-	HURF	400,000	750,000		12.5	0	0
Change Values		Maricopa County	Northern Parkway: Corridorwide ROW Protection	MMA16-119RWZR ~~MMA16-~~	REIMBURSEMENT - Acquisition of right-of-way for roadway widening	2017 ~~2016~~	Underway	STP-MAG	700,000		-	HURF	50,000	750,000		12.5	0	0
Change Values		Maricopa County	Northern Parkway: Dysart Overpass	MMA14-113D2ZR	REIMBURSEMENT - Design roadway widening and overpass	2016 ~~2015~~	Planned	STP-MAG	200,000		-	HURF	400,000	600,000		0.1	0	4
Change Values		Maricopa County	Northern Parkway: Dysart Overpass	MMA16-113DZR	REIMBURSEMENT - Design roadway widening and overpass	2017 ~~2016~~	Planned	STP-MAG	2,449,399		-	HURF	435,457	2,884,856		0.1	0	4
Change Values		Maricopa County	Northern Parkway: Dysart Overpass	MMA16-113CZR	REIMBURSEMENT - Construct roadway widening and overpass	2017 ~~2016~~	Planned	STP-MAG	10,000,000		-	HURF	4,790,429	14,790,429		0.1	0	4
Change Values		Maricopa County	Northern Parkway: Dysart Overpass	MMA16-113CZ2R	REIMBURSEMENT - Construct roadway widening and overpass	2018 ~~2016~~	Planned	STP-MAG	10,707,494		-	HURF	4,082,935	14,790,429		0.1	0	4
Change Values		Maricopa County	Northern Parkway: Dysart to 111th	MMA13-118RWZR	REIMBURSEMENT - Acquisition of right-of-way for roadway widening	2014 ~~2013~~	Underway	STP-MAG	1,412,066		-	Local	85,353	1,497,419		2.5	2	4
Change Values		Maricopa County	Northern Parkway: Dysart to 111th	MMA13-118RW2ZR	REIMBURSEMENT - Acquisition of right-of-way for roadway widening	2015 ~~2014~~	Underway	STP-MAG	1,933,575		-	Local	116,876	2,050,451		2.5	2	4
Change Values		Maricopa County	Northern Parkway: Dysart to 111th	MMA14-113CXR	REIMBURSEMENT - Construct roadway widening	2015 ~~2014~~	Planned	STP-MAG	5,530,207		-	Local	2,370,089	7,900,296		2.5	2	4
Change Values		Maricopa County	Northern Parkway: Dysart to 111th	MMA15-113C2XR	REIMBURSEMENT - Construct bridge and roadway widening	2017 ~~2015~~	Planned	STP-MAG	7,827,638		-	Local	3,354,702	11,182,340		2.5	2	4
Change Values		Maricopa County	Northern Parkway: Dysart to 111th	MMA15-113CXR	REIMBURSEMENT - Construct roadway widening	2016 ~~2015~~	Planned	STP-MAG	4,939,987		-	Local	2,117,137	7,057,124		2.5	2	4
Change Values		Maricopa County	Northern Parkway: El Mirage Alternative Access	MMA18-120DZR ~~MMA18-120DZ~~	REIMBURSEMENT - Design roadway widening	2021 ~~2018~~	Planned	STP-MAG	174,176		-	HURF	169,332	343,508		12.5	0	2
Delete Project		Maricopa County	Northern Parkway: El Mirage Alternative Access	MMA18-120RWZR ~~MMA18-120RWZ~~	REIMBURSEMENT - Acquisition of right-of-way for roadway widening	2021 ~~2018~~	Planned	STP-MAG	563,535		-	HURF	272,956	836,491		12.5	0	2
Change Values		Maricopa County	Northern Parkway: Northern Avenue at Loop 101	MMA14-112DZR	REIMBURSEMENT - Design intersection improvement	2016 ~~2014~~	Planned	STP-MAG	800,660		-	HURF	474,312	1,274,972		0.5	4	6
Change Values		Maricopa County	Northern Parkway: Northern Avenue at Loop 101	MMA15-112DZR	REIMBURSEMENT - Design roadway widening and overpasses	2016 ~~2015~~	Planned	STP-MAG	300,000		-	HURF	227,466	527,466		0.5	4	6
Change Values		Maricopa County	Northern Parkway: Northern Avenue at Loop 101	MMA14-112RWZR	REIMBURSEMENT - Acquisition of right-of-way for roadway widening	2016 ~~2015~~	Planned	STP-MAG	2,339,638		-	HURF	1,002,702	3,342,340		0.5	4	6
Change Values		Maricopa County	Northern Parkway: Northern Avenue at Loop 101	MMA15-112CZ2R	REIMBURSEMENT - Construct intersection improvement	2017 ~~2016~~	Planned	STP-MAG	3,000,000		-	HURF	1,285,714	4,285,714		0.5	4	6

*To reduced the size of the report, the following data fields are not included:

1. MAG ID
2. RTP ID
3. Life-Cycle Program
4. Federal ID
5. ADOT TRACS
6. ALI Number
7. Date Funding Committed
8. Project Type
9. Facility Type
10. Federal Functional Classification
11. Air Quality Area
12. Air Quality Code

Agenda Item #6C

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Approval of the Draft MAG 2035 Regional Transportation Plan

SUMMARY:
The Draft 2035 MAG Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated plan, identifying transportation improvements in the region through FY 2035. The Draft 2035 MAG RTP was approved by the Regional Council for air quality conformity analysis on October 23, 2013. A technical air quality conformity analysis was performed on the RTP and demonstrated that the Plan meets all air quality conformity requirements.

The Draft 2035 RTP extends through FY 2035 and includes regional plans for freeways/highways, arterials streets, and public transit, as well as information on plans for other transportation programs in the region. In addition, the plan addresses topics such as revenue estimates, consultation on environmental mitigation and resource conservation, transportation security and safety, and congestion management. An Executive Summary of the Draft 2035 RTP is enclosed. A full copy of the Draft 2035 RTP may be downloaded from the MAG website at:
http://azmag.gov/Documents/RTP_2013-08-28_Draft-2035-Regional-Transportation-Plan-(RTP).pdf

PUBLIC INPUT:
Several public input opportunities have occurred in conjunction with the preparation of the Draft 2035 RTP, as well as the Draft MAG FY 2014-2018 Transportation Improvement Program. Input was received throughout the Early Phase Input Opportunity conducted from August 2012 through September 2012, which provided an initial opportunity for input on a draft listing of projects that eventually make up the Draft FY 2014-2018 Transportation Improvement Program (TIP) and any draft update to the Regional Transportation Plan (RTP). MAG also received public comment at all MAG policy committees during the phase. In addition, MAG received comment via telephone and online correspondence. Input that was received throughout the Early-Phase Input Opportunity has been included in the FY 2013 Early-Phase Input Opportunity Report, which may be downloaded from the MAG website at:
http://www.azmag.gov/Documents/COMM_2013-11-21_FY2014-EarlyPhase-Input-Opportunity-Report-October-2013.pdf

Input was also received throughout the Mid-Phase Input Opportunity conducted during September 2013, which provided the opportunity for input on the Draft MAG FY 2014-2018 TIP (Listing of Projects) and the Draft MAG 2035 RTP. As part of the Mid-Phase process, a public meeting was held on September 19, 2013 to receive comments on the TIP and RTP, as well as the future of transportation in the region. MAG also received public comment at all MAG policy committees during the phase. In addition, MAG received comment via telephone and online correspondence. Input that was received throughout the Mid-Phase Input Opportunity has been included in the FY 2014 Mid-Phase Input Opportunity Report, which may be downloaded from the MAG website at:

http://www.azmag.gov/Documents/COMM_2013-10-23_FY2014-MidPhase-Input-Opportunity-Report-October-2013.pdf

In addition, input was received during the Final-Phase Input Opportunity, which was conducted in November 2013. The Final-Phase provided the opportunity for input on the Draft MAG 2035 RTP, the Draft MAG FY 2014-2018 TIP (including the Draft FY 2014 and 2015 Transit Program of Projects), and the Draft 2014 Air Quality Conformity Analysis. As part of the Final-Phase process, a public hearing was held on November 25, 2013 to receive comments on the TIP, RTP, and Conformity Analysis. MAG also received public comment at all MAG policy committees, as well as via telephone and online correspondence. Input that was received throughout the Final-Phase Input Opportunity is included in the FY 2014 Final-Phase Input Opportunity Report under a separate agenda item.
Also, at the January 8, 2014 Management Committee meeting, public input was received that greater emphasis should be placed on the advantages of express bus service, and that elevated rail transit should be considered. In addition, the construction of I-11 was encouraged, as well as shifting the 202L/I-10 interchange to the west from 55th Avenue.

PROS & CONS:
PROS: The RTP is a Federal requirement. Approval of the 2035 RTP incorporates the latest information and helps continue the region's eligibility for federal funds.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Updating the RTP ensures consistency between the TIP and RTP for purposes of conformity analysis.

POLICY: Review and updating of the RTP facilitates progress monitoring and assists in the decision-making process regarding possible adjustments to project scopes and priorities.

ACTION NEEDED:
Approval of the Draft MAG 2035 Regional Transportation Plan (RTP), contingent upon a finding of conformity of the FY 2014-2018 MAG Transportation Improvement Program and the 2035 RTP with applicable air quality plans.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: This item is on the January 29, 2014, Transportation Policy Committee agenda for action.

MAG Management Committee: On January 8, 2014, the MAG Management Committee recommended approval of the Draft MAG 2035 Regional Transportation Plan, contingent upon a finding of conformity of the FY 2014-2018 MAG Transportation Improvement Program and the 2035 RTP with applicable air quality plans.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert

Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

Transportation Review Committee: On December 12, 2013, the MAG Transportation Review Committee recommended approval of the Draft MAG 2035 Regional Transportation Plan, contingent upon a finding of conformity of the FY 2014-2018 MAG Transportation Improvement Program and the 2035 RTP with applicable air quality plans.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair
ADOT: Kwi-Sung Kang for Floyd Roehrich
* Buckeye: Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum
Fountain Hills: Randy Harrel
*Gila Bend: Eric Fitzer
Gila River: Tim Oliver
Gilbert: Leah Hubbard
Glendale: Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
Maricopa (City): Paul Jepson
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
* Queen Creek: Mohammed Youssef for Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale
*ITS Committee: Catherine Hollow, City of Tempe
* FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*Transportation Safety Committee: Renate Ehm, City of Mesa

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

CONTACT PERSON:
Roger Herzog, MAG, 602-254-6300.

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2035 REGIONAL TRANSPORTATION PLAN (RTP)

EXECUTIVE SUMMARY

DECEMBER 2013

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

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2035 REGIONAL TRANSPORTATION PLAN

EXECUTIVE SUMMARY

DECEMBER 2013

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INTRODUCTION

The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2035. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety, security and air quality conformity analysis. The RTP is prepared, updated and adopted by the Maricopa Association of Governments, which is the regional planning agency for the Phoenix metropolitan area. The RTP is developed through a cooperative effort among government, business and public interest groups, and includes an aggressive community outreach and public involvement program.

The Maricopa Association of Governments (MAG) was formed in 1967, as the designated Metropolitan Planning Organization (MPO) for transportation planning in Phoenix metropolitan area. On May 9, 2013, the Governor of Arizona approved an expanded metropolitan planning area (MPA) boundary for MAG, which now extends significantly into Pinal County (see Figure ES-1). The new MPA boundary is in accordance with federal regulations, which require that metropolitan planning areas encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast. MAG members include the region's 27 incorporated cities and towns, Maricopa County, Pinal County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee (CTOC), and the Arizona Department of Transportation.

The RTP is developed under the direction of the Transportation Policy Committee (TPC). The TPC is a public/private partnership established by MAG and charged with finding solutions to the region's transportation challenges. The Committee consists of 23 members, including a cross-section of MAG member agencies, community business representatives, and representatives from transit, freight, the Citizens Transportation Oversight Committee, and ADOT. The Committee makes its recommendations to the MAG Regional Council, which adopts the final RTP.

The MAG Regional Council is the final decision-making body of MAG. The Regional Council consists of elected officials from each member agency. The Chairman of CTOC and a Maricopa County representative from the State Transportation Board also sit on the Regional Council, but only vote on transportation-related issues. The MAG Regional Council is the ultimate approving body for the MAG RTP and MAG Transportation Improvement Program. Any changes to the MAG RTP, or the funded projects that affect the Transportation Improvement Program, including priorities, must be approved by the MAG Regional Council.

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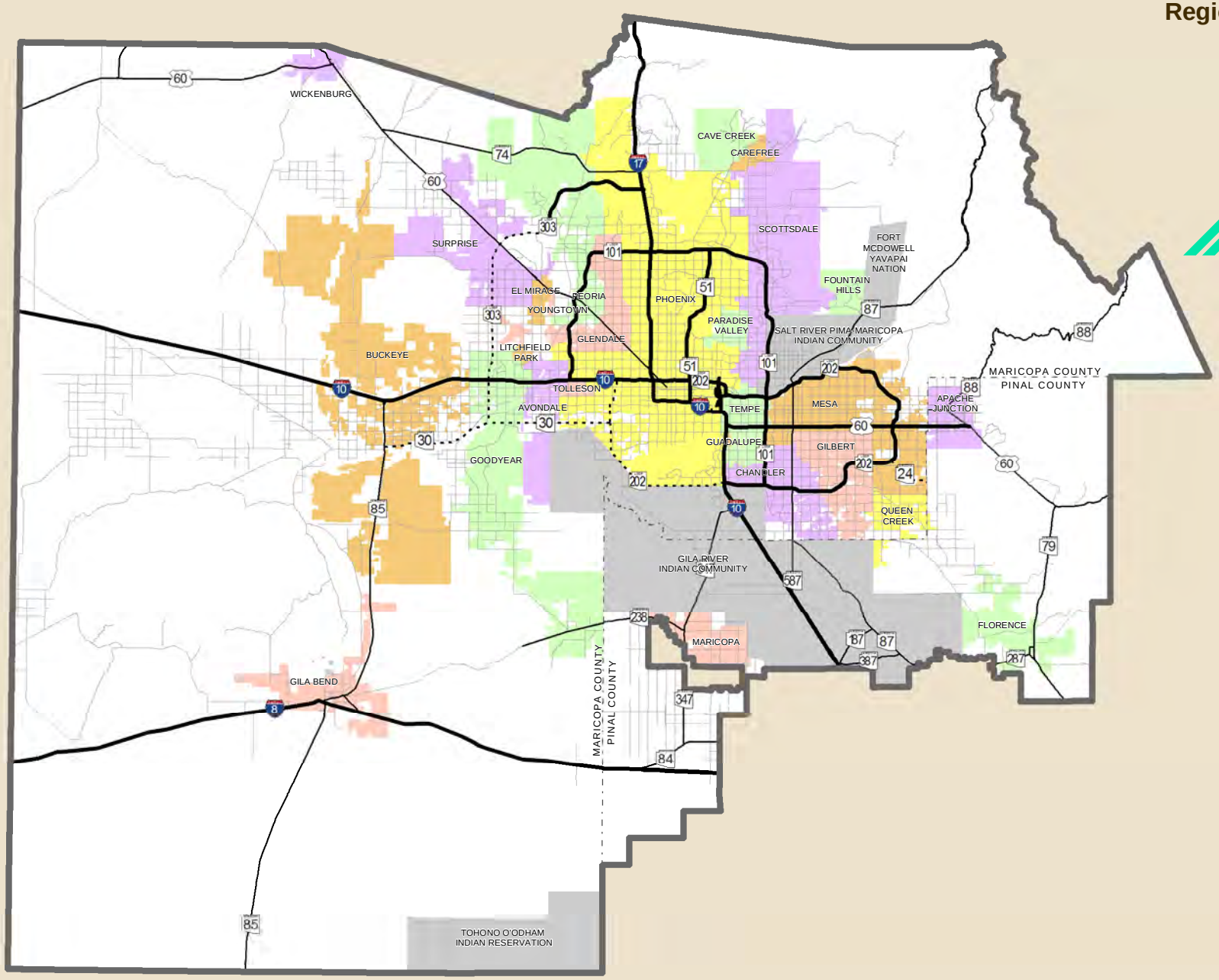
2035
Regional Transportation Plan

Fig. ES-1

REGIONAL TRANSPORTATION PLAN

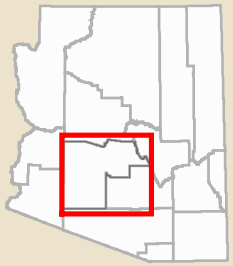
MARICOPA ASSOCIATION of GOVERNMENTS



MAG Region

- Metropolitan Planning Area
- County Boundary
- Indian Communities
- Existing Freeway
- Planned Freeway/Highway
- Highways
- Other Roads

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.

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REGIONAL TRANSPORTATION PLANNING PROCESS

The RTP is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through FY 2035. The regional transportation planning process followed in developing the RTP is guided by a series of goals, objectives and priority criteria; responds to federal and state transportation planning requirements; and incorporates broad-based public input, which is received as the result of extensive public and agency involvement.

Goals, Objectives and Priority Criteria

Regional goals and objectives provide the planning process with a basis for identifying options, evaluating alternatives and making decisions on future transportation investments. The MAG Transportation Policy Committee has identified a total of four goals and 15 objectives, which were approved on February 19, 2003. The overall RTP goals are listed below:

- System Preservation and Safety: Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.

- Access and Mobility: Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.

- Sustaining the Environment: Transportation improvements that help sustain our environment and quality of life.

- Accountability and Planning: Transportation decisions that result in effective and efficient use of public resources and strong public support.

In addition, as called for in Arizona Revised Statute 28-6354.B, MAG has developed criteria to establish the priority of corridors, corridor segments, and other transportation projects. As part of the regional transportation planning process, MAG has applied these kinds of criteria for the development and implementation of the RTP.

Federal and State Regulations

The 2035 Regional Transportation Plan has been developed consistent with the regional transportation planning requirements of the Federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A legacy for Users (SAFETEA-LU). Although new federal transportation legislation (Moving Ahead for Progress in the 21st Century Act, or MAP-21) was signed into law by President Obama on July 6, 2012, it was clear that new federal planning regulations implementing MAP-21 would not available in time to apply them to the development of the 2035 RTP. This was particularly the case, since the MAG planning process for the 2035 RTP was already underway when the legislation was signed. Using SAFETEA-LU

regulations was confirmed with representatives of the Federal Highway Administration and the Federal Transit Administration in July 2012, and the MAG planning process for the 2035 RTP proceeded under SAFETEA-LU federal planning regulations.

In the Spring 2003 Session of the Arizona State Legislature, Arizona House Bill 2292 established guidelines for the MAG RTP, such as the impact of growth on transportation systems and the use of a performance-based planning approach. It identified key features required in the final Plan, including a twenty-year planning horizon, allocation of funds between highways and transit, and priorities for expenditures. The RTP fully complies with the requirements of House Bill 2292.

Public Involvement and Agency Consultation

The transportation planning process for the development of the RTP benefits greatly from incorporating broad-based public and agency input, which is received as the result of an extensive public involvement process. During the comprehensive update of the RTP in 2002 and 2003, MAG interacted with thousands of people in an effort to identify public issues and concerns regarding future transportation needs. Since that effort, MAG has pursued a continuing public involvement process to educate the public on the Plan and receive input on the future direction of the transportation planning process.

In response to requirements of SAFETEA-LU, in 2006 MAG adopted a new Public Participation Plan as outlined in Section 450.31: Interested parties, participation, and consultation. MAG's previous public involvement process was adopted in 1994 and enhanced in 1998, and was pivotal in obtaining ongoing input for the regional transportation planning process. As required under SAFETEA-LU, the purpose of the new MAG Public Participation Plan is to define a process for providing citizens, affected public agencies, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

MAG also recognizes the significance of transportation to all residents of the metropolitan area and the importance of Title VI/Environmental considerations in the transportation planning process. MAG has prepared a Title VI and Environmental Justice Plan, which was approved on July 27, 2011, to fully integrate the needs of these vulnerable populations as part of MAG's activities. The Title VI and Environmental Justice Plan serves as an important element in the regional transportation planning process. MAG's adopted policy for public involvement identifies opportunities for public input early on in the process, during the planning process, and prior to final hearings. The process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and environmental justice communities.

Consistent with SAFETEA-LU, MAG reached out to federal, state, tribal, regional, and local agencies to consult on environmental and resource issues and concerns, as part of the

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development of 2035 RTP. The primary goal of this consultation effort is to make transportation planning decisions and prepare planning products that are sensitive to environmental mitigation and resource conservation considerations. It should also be noted that all MAG member cities and towns, Maricopa County, and ADOT are routinely involved in the RTP and its development. The overall approach to the consultation process has included an agency workshop, individual agency meetings, and participation in the MAG public involvement process.

Costs and Revenue Estimates

Throughout the transportation planning process, it has been recognized that periodic adjustments and updating of the RTP will be needed to respond to changing conditions and new information. In particular, project cost estimates are subject to inflation in the price of materials and construction work, as well as changes in design requirements. In addition, revenue collections in the near-term, as well as the outlook for long-term revenue receipts, are affected by changes in local and national economic conditions.

During the past several years, the life cycle programming process in each of the key transportation modes - freeways, arterials and transit - has had to deal with significantly reduced forecasts of future revenues. For example, current estimates of total 20-year revenues from the half-cent sales tax dedicated to transportation in the MAG area is over 42 percent lower than the estimate prepared before the effects of the 2007-2009 economic recession. Maintaining a balance between program costs and revenues under these circumstances has been an ongoing challenge.

Given the uncertain conditions in the long term outlook, continued adjustments in cost and revenue estimates may be expected in the future.

RTP Planning Period

The planning period for the RTP covers FY 2014 through FY 2035, with fiscal years (FYs) ending on June 30th. To facilitate the discussion of plan concepts and project priorities, three project groupings associated with intervals in the overall planning period have been identified:

- Group 1 (FY 2014 -FY 2018): Corresponds to the period covered by the MAG FY 2014-2018 Transportation Improvement Program (TIP).

- Group 2 (FY 2019 - FY 2026): Corresponds to the period beyond the TIP but within the Life Cycle Programs (LCPs), which extends through FY 2026.

- Group 3 (FY 2027 - FY 2035): Corresponds to the period beyond the LCPs but within the RTP planning period, which extends through FY 2035.

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REGIONAL DEVELOPMENT OVERVIEW

The MAG Metropolitan Planning Organization (MPO) is geographically situated in the south-central region of the State of Arizona, and encompasses an area of 10,654 square miles. The MAG MPO contains 27 incorporated cities and towns, three Native American Indian Communities and a large area of unincorporated land in both Maricopa County and Pinal County. The region is located in the Sonoran Desert with elevations generally ranging from 500 to 2,500 feet above sea level. In 2010, the MAG MPO contained approximately 63 percent of the population in Arizona, as well as nine of the ten cities in Arizona with populations greater than 100,000 people.

Census 2010 and 2012 Population Update

In April 2010 the US Census Bureau conducted Census 2010. The Census found an April 1, 2010 population for the MAG MPO at 4,055,276 people. This represented an increase of 864,874 people, or about 28 percent since Census 2000 found an April 1, 2000 population of 3,160,402. During this time period, many of the fastest-growing cities in the MAG MPO showed annual percentage increases greater than 20 percent. The City of Maricopa had the highest annual percentage increase of 242.8 percent, followed by the Town of Queen Creek (49.2%), Town of Buckeye (48.8%), unincorporated portions of Pinal County (30.5%), and the City of El Mirage (29.2%) The City of Phoenix had the largest net increase in population, with the addition of 143,682 residents.

Population Forecasts

As calculated by the 2013 MAG and Central Arizona Governments (CAG) socioeconomic projections, by 2035, the MAG MPO is projected to increase its population by more than 54% over the 2010 base population, with an anticipated total of 6.2 million people. This means that the region will experience a growth of approximately 88,000 people annually through 2035.

Table ES-1 shows the total resident population for Municipal Planning Areas (MPAs) from July 1, 2010, to July 1, 2035. Total resident population includes the resident population in households, and the resident population in group quarters (dorms, nursing homes, prisons and military establishments). Over the 25-year period (2010-2035), six MPAs are projected to grow by more than 100,000 persons: Phoenix, Buckeye, Surprise, Mesa, Peoria, and Goodyear. Another nine MPAs are projected to experience population growth greater than 50,000 persons: Glendale, Gilbert, Florence, Scottsdale, Maricopa, Chandler, Avondale, Tempe, and Queen Creek.

Currently, there are six MPAs within the MAG Region with populations of over 200,000 persons: Phoenix, Mesa, Glendale, Chandler, Scottsdale, and Gilbert. By 2020, Peoria will surpass 200,000 in population. By 2035, the largest Municipal Planning Area, Phoenix, will contain over two million persons, followed by Mesa at 638,770, Glendale at 350,434, and Peoria at 309,974.

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TABLE ES-1
TOTAL RESIDENT POPULATION BY MPA, 2013 MAG & CAG PROJECTIONS
JULY 1, 2010 and PROJECTIONS JULY 1, 2020 to JULY 1, 2035

MPA	Total Resident Population 2010	Total Resident Population 2020	Total Resident Population 2030	Total Resident Population 2035
Apache Junction	49,671	58,489	76,185	95,430
Avondale	77,900	96,600	121,500	138,667
Buckeye	62,800	103,600	183,800	250,108
Carefree	3,400	3,800	4,200	4,324
Cave Creek	4,900	5,900	7,400	8,150
Chandler	244,600	283,100	307,500	312,041
El Mirage	31,900	34,600	41,000	44,775
Florence	66,555	92,060	126,130	144,849
Fountain Hills	22,400	25,900	31,000	31,112
Fort McDowell	1,000	1,000	1,100	1,100
Gila Bend	2,500	2,800	6,200	11,710
Gila River	11,346	12,153	12,749	12,960
Gilbert	212,400	259,100	293,100	308,051
Glendale	252,800	291,500	343,500	350,434
Goodyear	68,000	115,300	167,700	205,351
Guadalupe	5,500	6,000	6,500	6,657
Litchfield Park	10,500	12,000	13,800	13,800
Maricopa	51,269	73,427	105,157	120,863
Mesa	482,500	543,400	620,300	638,770
Paradise Valley	12,800	13,000	14,100	14,271
Peoria *1	162,500	214,400	276,200	309,974
Phoenix	1,501,300	1,711,600	1,953,800	2,078,320
Queen Creek	35,299	58,328	82,471	87,343
Salt River	6,300	6,400	7,000	7,320
Scottsdale	217,400	252,300	283,000	289,781
Surprise	127,600	159,200	241,900	290,287
Tempe	162,100	183,900	211,700	214,714
Tolleson	6,600	7,000	8,200	8,550
Wickenburg *1	8,000	10,700	16,200	22,068
Youngtown	6,100	6,600	7,400	7,504
Unincorp Maricopa Co	94,600	104,100	119,900	133,929
Unincorp Pinal Co	60,003	66,577	79,951	95,239
TOTAL	**4,062,543**	**4,814,834**	**5,770,643**	**6,258,452**

Notes:

*1 Maricopa County portion only.

Total resident population includes resident population in households and resident population in group quarters

For complete notation on this series please refer to Caveats for Socioeconomic Projections 2013.

Sources: Maricopa Association of Governments, Central Arizona Governments

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FINANCIAL PLAN

A variety of financial resources are devoted to implementing the RTP. These sources are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. Major sources at the regional level include federal, state and county-wide revenues dedicated to the MAG region. In addition to regional level sources, the implementation of the RTP is accomplished through local funds and other state revenues.

Regional Revenue Sources

The major regional level funding sources for the (RTP) include: Half-cent Sales Tax, Arizona Department of Transportation (ADOT) Funds, and MAG Area Federal Transportation Funds.

- Half-Cent Sales Tax: On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region *(*also known as the *Maricopa County Transportation Excise Tax)*. This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement projects and programs identified in the MAG RTP. For purposes of the RTP, it was assumed that the tax would be renewed in January 2026.

- Arizona Department of Transportation Funds: ADOT relies on funding from two primary sources: the Arizona Highway User Revenue Fund (HURF) and Federal transportation funds. The MAG region receives annual funding from ADOT in the form of ADOT 15 Percent Funds, which are allocated from the Highway User Revenue Fund (HURF). In addition, a 37 percent share of ADOT Discretionary Funds is targeted to the MAG region.

- MAG Area Federal Transportation Funds: A number of Federal transportation funding sources are available for use in implementing projects in the MAG RTP. These sources include: Federal Transit Funds, Federal Highway Surface Transportation Funds and Congestion Mitigation and Air Quality Funds.

Revenue Summary

Regional revenue sources for the MAG RTP between FY 2014 and FY 2035 are summarized in Table ES-2 (in YOE $'s) and include: the Proposition 400 half-cent sales tax extension ($13.6 billion); ADOT funds ($6.7 billion); Federal Transit funds ($2.9 billion); Federal Highway Surface Transportation Program (STP) funds ($1.2 billion); Federal Highway Congestion Mitigation and Air Quality (CMAQ) funds ($1.2 billion); and other Federal Highway Funding ($140 million). The total of all these revenue sources is projected to amount to $25.7 billion between FY 2014 and FY 2035.

Table ES-2 also indicates the distribution of regional revenues among the transportation modes

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and programs covered by the RTP. This funding is consistent with the allocation of revenues originally adopted by MAG in November 2003, as part of the major plan update that was prepared prior to the vote on Proposition 400. At that time, modal funding levels were established after the facility planning process was completed, and reflected project needs determined through the technical planning process. In addition, the distribution of regional revenues takes into account federal and state restrictions on how individual funding sources may be applied to specific program areas.

As indicated previously, the regional revenue forecasts are presented in terms of "Year of Expenditure" (YOE) dollars. YOE dollars reflect the actual number of dollars collected/expended in a given year, with no correction or discounting for inflation. Specific assumptions regarding bonding or other debt financing are included in the modal chapters.

In addition to the regional level sources summarized in Table ES-2, the implementation of the RTP is accomplished through local funds and other state revenues. Local resources provide funding for capital projects and maintenance/operations in the arterial street and transit programs; and, in the form of transit farebox receipts, contribute significant funding for transit operations. Local and private sources also provide funding for the expansion of street and transit networks throughout the region in parallel with new residential and commercial development. Other state revenues provide funding for the routine maintenance and operation of the regional freeway/highway system, as well as the pavement preservation program. Since local funds and other state revenue sources generally are program-specific, they are identified in the individual modal chapters.

TABLE ES-2
SOURCES AND DISTRIBUTION OF REGIONAL REVENUES: FY 2014-2035
(Year of Expenditure Dollars in Millions)

	Uses						
Sources	**Highways/ Freeways**	**Arterial Streets**	**Transit**	**Bicycle/ Ped.**	**Air Quality**	**Other Programs**	**Total**
Proposition 400: Half Cent Sales Tax Extension	7,620.7	1,423.8	4,515.5				13,560.0
ADOT Funds (Includes HURF and Federal Aid)	6,663.2						6,663.2
Federal Transit Funds			2,937.8				2,937.8
Federal Highway (MAG STP)	80.9	1,150.7					1,231.6
Federal Highway (MAG CMAQ)	221.1	155.2	415.7	196.8	186.8		1,175.6
Federal Highway (MAG Other)						145.1	145.1
Total	**14,585.9**	**2,729.7**	**7,869.0**	**196.8**	**186.8**	**145.1**	**25,713.3**

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FREEWAYS AND HIGHWAYS

The freeway/highway system in the MAG area represents one of the major elements in the Regional Transportation Plan (RTP). The RTP calls for new freeway/highway corridors, as well as added travel lanes on existing facilities. In addition, a series of new interchanges with arterial streets on existing freeways, along with direct connections between HOV lanes at freeway-to-freeway interchanges, are included. The RTP also provides regional funding for maintenance on the freeway system, directed at litter pickup and landscaping. The need to keep traffic flowing smoothly is addressed through funding identified for freeway management functions.

The freeway/highway system currently serving the MAG area includes routes on the Interstate System, urban freeways and highways, and rural highway mileage. All the facilities in this system are on the State Highway System, which is constructed, maintained and operated by the Arizona Department of Transportation (ADOT). A total of 850 existing centerline miles are included in the freeway/highway network, and an additional 71 miles are planned for future development during the planning period. This leads to a system totaling 921 centerline miles in the year 2035.

Planned Freeway/Highway Corridors and Improvements

The Freeway/Highway Element of the RTP includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed. Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, High Occupancy Vehicle (HOV) ramps at system interchanges, and maintenance and operations programs. The anticipated configuration of the freeway/highway system in 2035, including both new freeway corridors and improvements to existing freeway and highway facilities, is shown in Figure ES-2. A detailed listing of specific projects is provided in Appendix A.

- New Corridors: The new freeway/highway corridors in the RTP include the South Mountain Freeway (202L), the Estrella Freeway (303L), the I-10 Reliever (SR 30), and the Gateway Freeway (SR 24).

- Widen Existing Facilities - General Purpose Lanes and HOV Lanes: In addition to new corridors, the RTP calls for additional general purpose and new high occupancy vehicle (HOV) lanes that will be added to the regional freeway/highway system. This includes additional lanes on I-10, I-17, 101L (the Agua Fria, Pima and Price Freeways), 202L (the Red Mountain and Santan Freeways), State Route 51 (Piestewa Freeway), and on US 60 (Grand Avenue and Superstition Freeway). Widening projects are also identified on State Routes in the Pinal County area.

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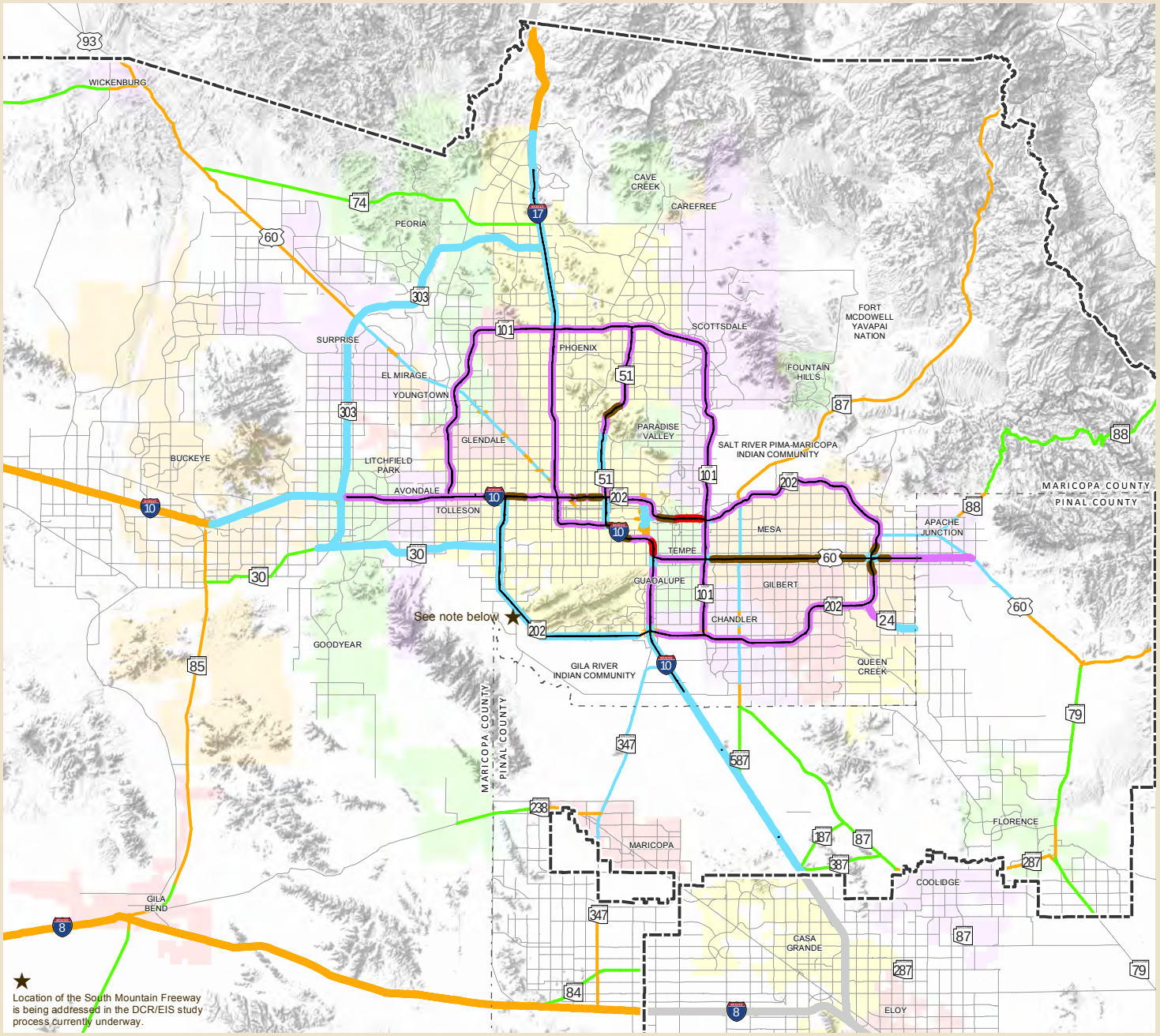
2035 Regional Transportation Plan

Fig. ES-2

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

2035 Freeway/Highway System Number of Lanes



Freeway lanes are represented with thicker lines

- 2 General Use Lanes
- 4 General Use Lanes
- 6 General Use Lanes
- 8 General Use Lanes
- 10 General Use Lanes
- 12 General Use Lanes
- High Occupancy Vehicle (HOV) Lanes
- Other Roads
- County Boundary
- Metropolitan Planning Area Boundary

**The HOV line represents 1 lane in each direction*

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- New Interchanges and New HOV Ramps on Existing Facilities: In addition to new corridors and additional travel lanes, the RTP call for a number of new interchanges on existing freeways at arterial street crossings, as well as improvements at a freeway-to-freeway interchanges to provide direct connections between HOV lanes.

- System-wide Programs: The RTP also identifies programs that address needs throughout the regional freeway/highway system in the MAG area, such as noise mitigation, freeway system management, and maintenance.

- System Operation, Maintenance and Preservation: The RTP includes a block of funding for maintenance of the regional freeway system in the MAG region. These regional resources are focused on litter pick-up, landscaping maintenance, landscaping restoration, and quiet pavements. Routine maintenance and operation of the regional freeway/highway network in the MAG area are accomplished by ADOT using state-level funding through its maintenance districts. Also, the ADOT Pavement Management Section has the responsibility to provide a cost effective pavement rehabilitation program.

Funding and Expenditure Summary

Table ES-3 has been prepared to provide an overview of the funding and expenditures for the freeway/highway element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The revenue sources included in Table ES-3 are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. As indicated, projected future funding is in balance with estimated future program expenditures, indicating that the freeway/highway element can be accomplished using reasonably available funding sources over the planning period.

Funding sources shown in Table ES-3 for the freeway/highway element include the half-cent sales tax ($7.6 billion); MAG area ADOT funds ($6.7 billion); Federal Highway Congestion Mitigation/Air Quality funds and Surface Transportation Program funds ($302 million); ADOT statewide funding ($1.5 billion); other funding ($105 million); bond proceeds ($1.0 billion); and an estimated available beginning cash balance of $750 million. Debt service and other expenses totaling $3.1 billion are deducted from these sources, yielding a net total of $14.9 billion (YOE $'s) for use on freeway/highway construction projects and programs.

Table ES-3 also lists estimated future costs for the freeway/highway element of the RTP, expressed in YOE $'s. Expected expenditures during the planning period also total $14.9 billion. This includes: $6.2 billion for construction of new corridors; $5.1 billion for construction of additional lanes and new interchanges on existing freeways; and $1.0 billion for system-wide programs, such as preliminary engineering, right-of-way administration, and freeway system traffic management. In addition, $2.7 billion is identified for roadway operations and maintenance functions, including routine roadway and right-of-way maintenance, quiet pavement rehabilitation, and litter pick-up, sweeping and landscape maintenance.

TABLE ES-3
FREEWAY/HIGHWAY FUNDING PLAN FY 2014 - 2035

FUNDING (Year of Expenditure $'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	7,620.7	
MAG Area ADOT Funds	6,663.2	
MAG Federal CMAQ and STP	302.0	
Other Income	105.2	
Beginning Available Cash	750.1	
Bond Proceeds	1,040.0	
Allowance for Debt Service and Other Expenses	(3,063.6)	
Total Regional Funds		13,417.6
Other Funding		
ADOT Statewide Funding	1,526.4	
Total Other Funding		1,526.4
Total Funding		**14,944.0**
EXPENDITURES (Year of Expenditure $'s in Millions)		
		Totals
Regionally Funded Projects		
New Corridors	6,214.5	
Improvements to Existing Facilities: General Purpose Lanes, HOV Lanes, Interchanges	5,051.7	
Freeway Management System, Freeway Safety Patrol	253.0	
Preliminary Engr., Risk Mgmt., R/W Management, Advance R/W Acquisition	444.6	
Quiet Pavement Rehab.	204.0	
Litter Pick-Up, Sweeping, Landscaping	437.4	
Other Maintenance Programs	504.3	
Other Regionally Funded Projects	308.1	
Total Regionally Funded Projects		13,417.6
Other Funded Projects		
System Operation, Maintenance and Preservation		1,526.4
Total Expenditures		**14,944.0**

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ARTERIAL STREETS

The arterial street grid system is a vital component of the regional transportation system in the MAG area and is a key element of the Regional Transportation Plan (RTP). Development of this system is accomplished through regionally funded projects, as well as projects constructed through a combination of local government and private sources. Local jurisdictions are also responsible for the maintenance of these facilities.

Planned Arterial Facilities and Improvements

As the MAG area grows in the future, the continued expansion and improvement of the arterial street system will be vital to the functioning of the regional transportation system. The Regional Transportation Plan identifies a long-range regional arterial grid system that provides for access to existing and newly developing areas in the region. This system is characterized by a one-mile grid network of streets and will be developed through a combination of public and private funding sources. The RTP identifies regional funding for improving the arterial grid system. A detailed listing of the specific projects covered by these improvements is provided in Appendix B. In addition, local government and private sources provide funding for a variety of projects for the construction of new arterial linkages, widening of existing streets, and improvement of intersections. The anticipated configuration of the arterial street system in 2035 is shown in Figure ES-3.

MAG member agencies also seek to maintain and operate the arterial street system in a way that preserves past investments and obtains the maximum capacity from existing facilities. To achieve this goal, agencies apply local funds and their share of State Highway User Revenue Funds to a range of expenditures, including street lighting, street sweeping, landscaping, sign maintenance, lane markings, pavement maintenance, storm drains, the operation of traffic signals, and other recurring costs necessary to maintain the arterial street network. A particularly important part of the maintenance effort involves the application of pavement management systems. MAG member agencies have developed a range of pavement management programs for roads within their jurisdictions.

Funding and Expenditure Summary

Table ES-4 has been prepared to provide a summary of the funding scenario for the streets element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between the funds that are available and the potential expenditures indicates that the arterial element of the RTP can be accomplished by using reasonably available funding sources over the planning period.

Regional funding sources for the arterial streets element of the RTP total $2.9 billion (YOE $'s). These regional funds are complemented by local/other sources totaling $22.5 billion, for a total

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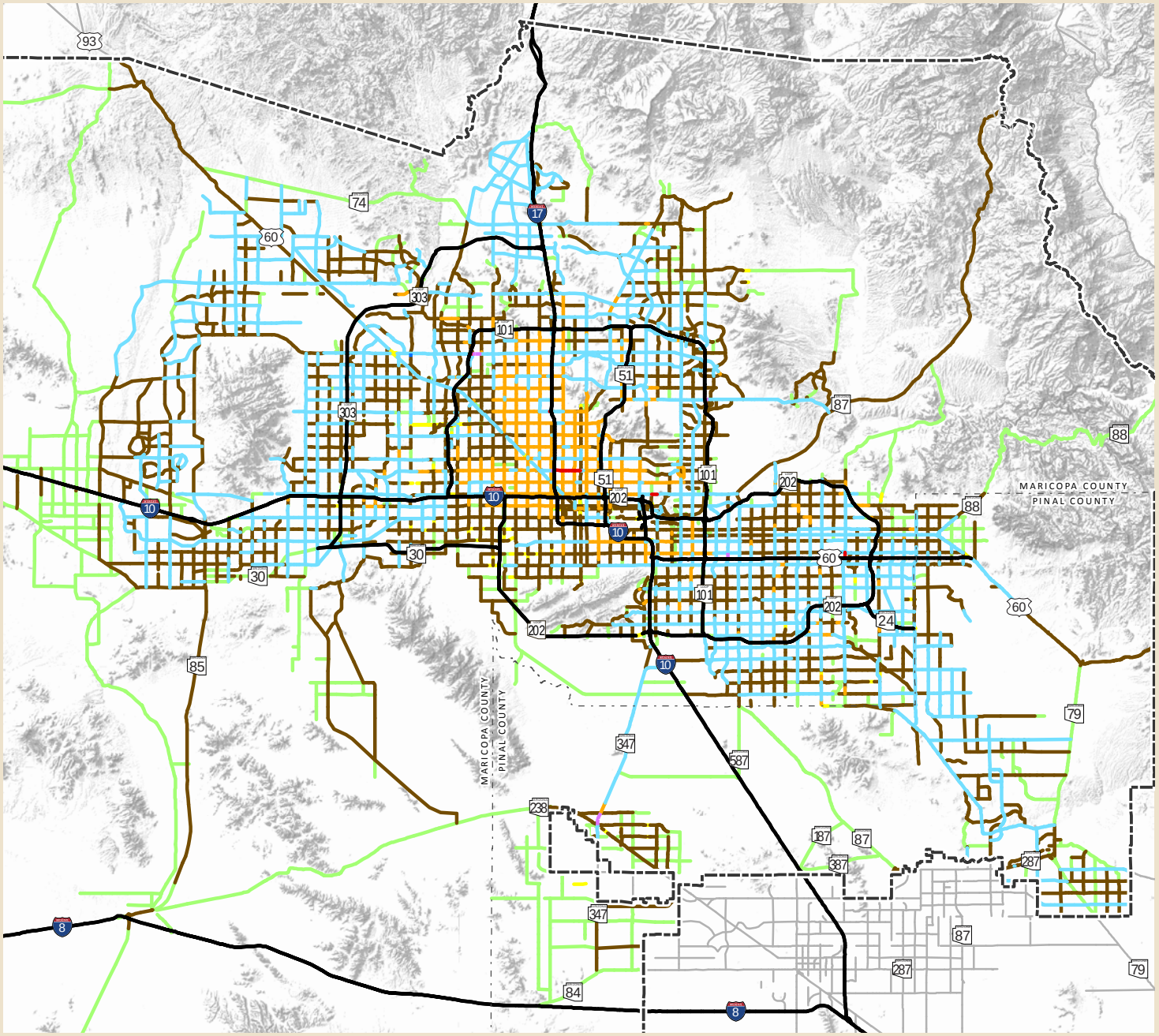
2035
Regional Transportation Plan
Fig. ES-3

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

2035 Arterial Street System Total Through Lanes



- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 10 Lanes
- Freeways
- Other Roads
- County Boundary
- Metropolitan Planning Area Boundary

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

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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of $25.4 billion for use on arterial street projects and programs. Estimated expenditures during the planning period also total $25.4 billion, including $11.1 billion for street improvements and $14.3 billion for operations, maintenance and preservation.

TABLE ES-4
ARTERIAL STREET FUNDING PLAN FY 2014 - 2035

FUNDING (Year of Expenditure $'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	1,423.8	
MAG Federal STP	1,150.7	
MAG Federal CMAQ (For arterial improvements)	155.2	
MAG Federal CMAQ (For PM-10 and other air quality programs)	186.8	
Beginning Balance (Regional Funds)	2.0	
Total Regional Funds		2,918.5
Local/Other Funds		
City/County Highway User Revenue Funds and County VLT	10,231.8	
Local Sources (General Funds, Local Sales Taxes, etc.)	9,998.3	
Private Funds (PAD Improvements, Developer Contributions, etc.)	2,251.6	
Total Local/Other Funds		22,481.7
Total Funding		**25,400.2**
EXPENDITURES (Year of Expenditure $'s in Millions)		
		Totals
Regionally Funded Projects		
Capacity/Intersection Improvements (ALCP)	1,368.7	
Intelligent Transportation Systems (ALCP)	25.9	
MAG Implementation Studies (ALCP)	52.0	
PM-10 and Other Air Quality Programs	186.8	
Other Arterial Grid Improvements	1,285.1	
Total Regionally Funded Projects		2,918.5
Local/Other Funded Projects		
Match for Regionally Funded and Other Projects	2,019.9	
Future Arterial Grid Extensions, Widenings and Improvements	6,121.5	
System Operation, Maintenance and Preservation	14,340.3	
Total Local/Other Funded Projects		22,481.7
Total Expenditures		**25,400.2**

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PUBLIC TRANSIT

The 2035 Regional Transportation Plan (RTP) includes a regional transit network that encompasses all transit modes in the region, including bus operations, paratransit, and light rail transit/high capacity transit. The regional transit system is supported by federal, regional, and local funding sources. With the passage of Proposition 400 in November 2004, approximately one-third of the regional half-cent sales tax for transportation will be devoted to mass transit. The RTP reflects transit plans and programs that provide for expanded regional bus service and new light rail transit/high capacity transit facilities throughout the region. A detailed listing of the timing and cost of planned transit services and capital improvements that are regionally funded are provided in Appendix C.

Planned Transit Facilities and Service Improvements

The 2035 Regional Transportation Plan includes a broad vision for future transit facilities and services in the region. Future bus service in the MAG Region will be a critical component of the planned regional transportation network. Paratransit services will also be essential, providing transportation for passengers unable to access conventional transit services. High capacity transit, which typically operates in an exclusive guideway, addresses higher volume transit needs and has demonstrated the ability to provide significant economic development benefits.

- Bus Service: Fixed route bus service in the MAG region represents an increasingly important component of the regional transportation network. These services operate on arterial streets, and in some cases on freeways, to serve a range of trip needs, including work, shopping, medical appointments and school trips. Types of bus services include: circulators/shuttles, local, regional super grid, rural/flex, limited routes, RAPID/express, and LINK. The anticipated configuration of the bus network in 2035 is shown in Figure ES-4.

- Paratransit Service: Paratransit service includes various types of passenger transportation that offers a shared-ride origin to destination service that provides transportation for passengers unable to access fixed route local bus service. It can also allow groups of employees to self-organize and operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling.

- Light Rail Transit (LRT)/High Capacity Transit (HCT): LRT/HCT operates in an exclusive guideway, providing higher speed higher volume transit service. Typically passenger access is available at stations located approximately every half-mile to one-mile. The RTP includes a 59.7-mile HCT system, which incorporates existing 20-mile LRT system, which was completed in December 2008, and eight future extensions. The anticipated configuration of the LRT/HCT network in 2035 is shown in Figure ES-5. Extensions are tabulated in Table ES-5.

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2035 Regional Transportation Plan

Fig. ES-4

REGIONAL TRANSPORTATION PLAN

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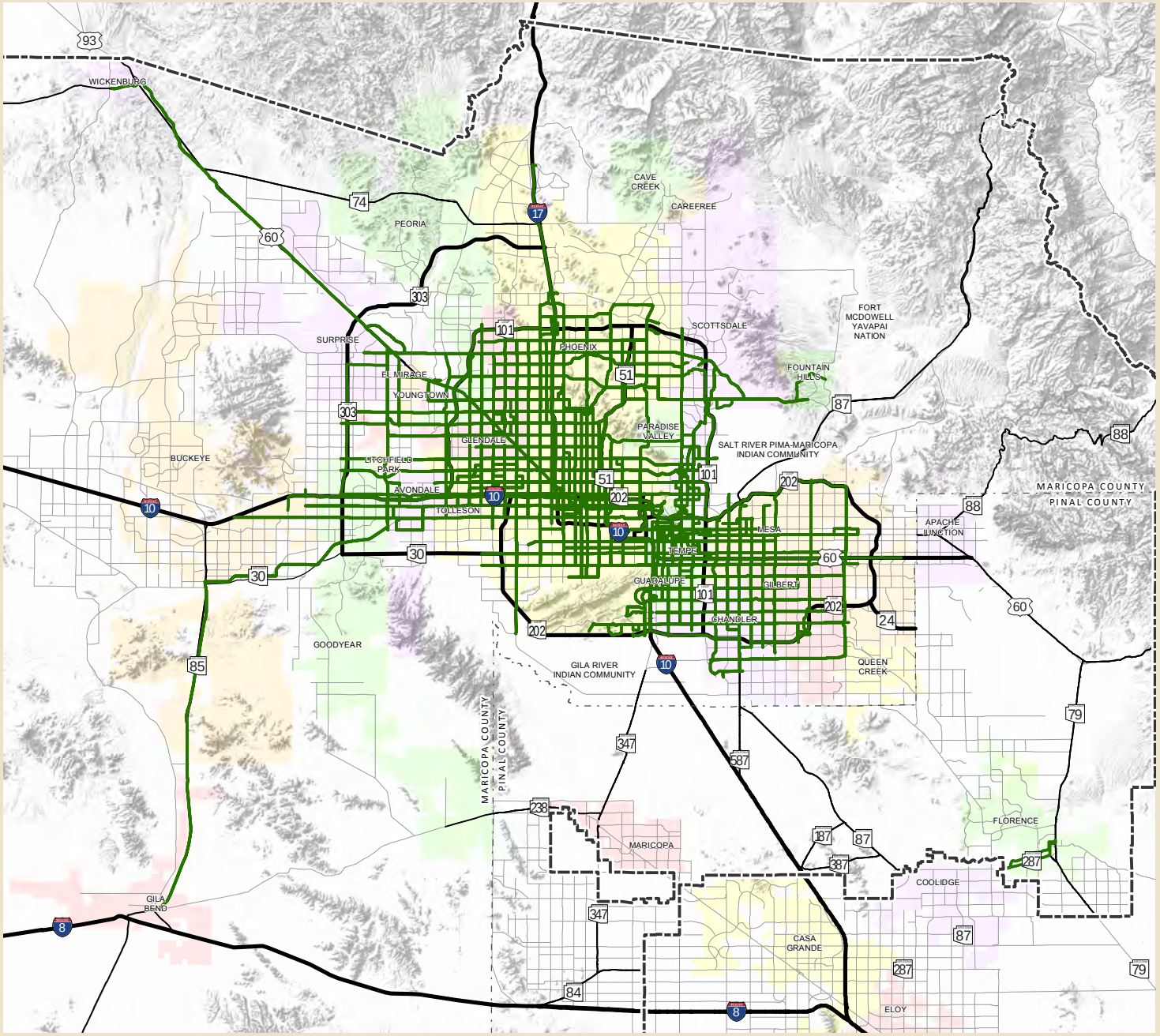
2035 Bus Service Network



- Bus Network
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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2035
Regional Transportation Plan
Fig. ES-5

REGIONAL TRANSPORTATION PLAN

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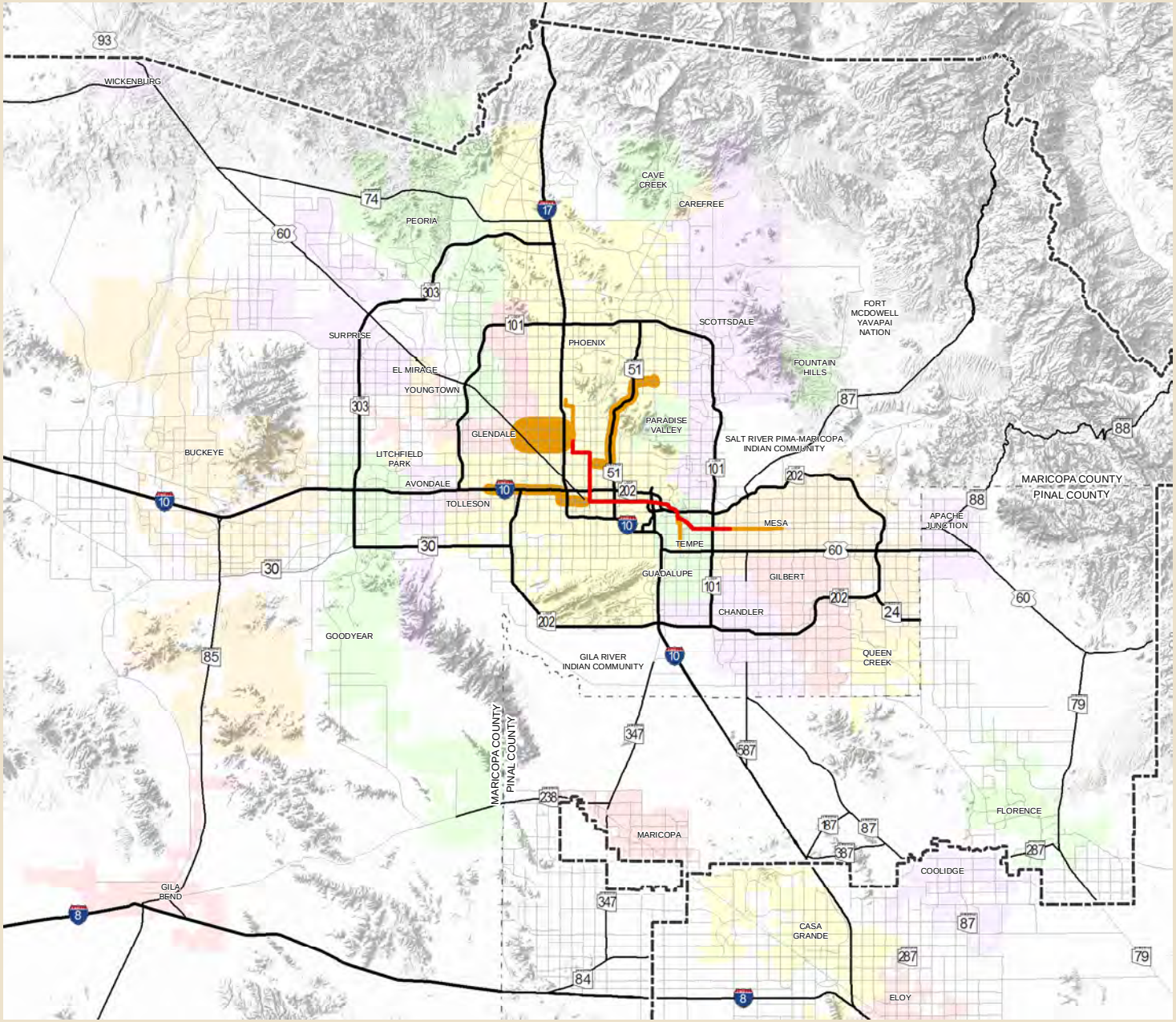
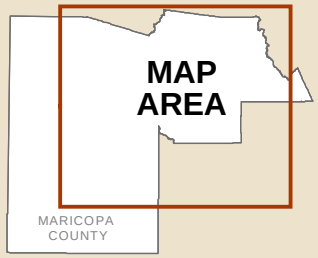
2035
Light Rail Transit (LRT)/ High Capacity Transit



- Completed Minimum Operating Segment
- Future High Capacity Transit Corridor
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary



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Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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TABLE ES-5
HIGH CAPACITY TRANSIT/LIGHT RAIL - EXTENSIONS

Extension Route Name	Technology	Length	Year Open
Main Street, Mesa	LRT	3.1	2016
Northwest Phoenix - Phase 1	LRT	3.2	2016
Northwest Phoenix - Phase 2	LRT	To be determined	2026
Tempe Street Car	Street Car	2.6	2017
West Phoenix/Central Glendale	To be determined	5.0	2026
Phoenix West/I-10	LRT	11.0	2023
Paradise Valley Mall	To be determined	12.0	2034
Gilbert Rd., Mesa	LRT	1.9	2018

- Commuter Rail: The RTP recognizes that commuter rail corridors may potentially serve a vital function in addressing future travel needs in the region, and commuter rail studies are being pursued for continuing development of commuter rail concepts for the region.

- Sky Harbor Automated Train System: The Sky Train is a fully automated, grade separated transit system that connects the major facilities at Sky Harbor International Airport with the LRT system. The 1.7 mile long, Stage-One service opened in April 2013. Stage One-A, which continues for an additional 0.7 miles, will open in early 2015.

Funding and Expenditure Summary

Table ES-6 has been prepared to provide a summary of the funding plan for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between funds available and expended indicates that the transit element can be accomplished within reasonably available funding sources over the planning period.

Regional funding sources for transit for the period FY 2014-2035 total $7.8 billion in terms of YOE $'s. These regional funds are complemented by $9.3 billion from local/other sources, which include passenger fares, lottery transportation funds (LTAF), and local funding sources. This yields a net total of $17.1 billion (YOE $'s) for use on transit services and projects.

Table ES-6 also lists estimated future costs for the transit element of the RTP, expressed in YOE $'s. Expected expenditures during the planning period total $17.1 billion. This includes $11.0 billion for bus capital and operating (including vanpool, dial-a-ride and rideshare); and $6.1 billion for light rail transit capital and operating.

TABLE ES-6: TRANSIT FUNDING PLAN: FY 2014 through FY 2035

FUNDING (Year of Expenditure $'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	4,515.5	
MAG Federal Transit Funds	2,937.8	
MAG Federal CMAQ	415.7	
Beginning Balance (Regional Funds)	68.1	
Bond Proceeds	225.0	
Allowance for Debt Service and Other Expenses	(381.4)	
Total Regional Funds		7,780.7
Local / Other		
Fixed Route Bus Fares	1,675.4	
Light Rail Transit/High Capacity Transit Fares	498.1	
Paratransit Vehicle Fares	130.6	
Vanpool Fares	68.1	
LTAF	299.1	
Local Funds	6,602.4	
Total Local/Other Funds		9,273.7
Total Funding		**17,054.4**
EXPENDITURES (Year of Expenditure $'s in Millions)		
		Totals
Regionally Funded Projects		
Capital		
Regional Bus Fleet	1,084.7	
Bus Maintenance and Passenger Facilities	357.4	
Light Rail Transit/High Capacity Transit Regional Infrastructure	350.2	
Light Rail Transit/High Capacity Transit Extensions	3,063.1	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	79.9	
Vanpool	42.0	
Rural/Non-Fixed Route Transit	2.2	
Total Capital		4,979.5
Operating		
Supergrid	1,457.3	
Freeway Rapid Bus and Express Bus	269.2	
LINK Service	148.8	
Regional Passenger Support Services	203.3	
Paratransit (ADA-compliant)	768.5	
Light Rail Transit/High Capacity Transit	0.0	
Rural/Non-Fixed Route Transit	10.5	
Vanpool	68.1	
Planning and Programming	97.5	
Total Operating		3,023.2
FTA Funds Forecast Contingency		(222.0)
Total Regionally Funded Projects		7,780.7
Locally / Other Funded Projects		
Capital		
Local Fixed Route Service	964.2	
Paratransit	52.5	
Light Rail Transit/High Capacity Transit	841.6	
Total Capital		1,858.3
Operating Costs		
Local Fixed Route Bus Service	4,485.8	
Paratransit	694.6	
Light Rail Transit/High Capacity Transit	1,836.2	
Planning, Programming and Other Support	176.8	
Total Operating		7,193.4
FTA Funds Forecast Contingency		222.0
Total Locally/Other Funded Projects		9,273.7
Total Expenditures		**17,054.4**

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ILLUSTRATIVE CORRIDORS/PROJECTS

Long range, transportation studies represent collaborative efforts between MAG and other agencies, communities, counties and regions, and have implications for the extended planning effort beyond the currently adopted MAG RTP. An important aspect in identifying potential new corridors/projects or other transportation improvements that might be considered for inclusion in future updates of the RTP is the concept of illustrative projects.

Illustrative Corridor/Project Concept

Federal regulations for metropolitan transportation planning identify the concept of "illustrative projects" as an element of the planning process. These are projects that could potentially be included in the plan, if additional resources beyond the reasonably available financial resources identified in the plan were available. They are discussed in the metropolitan transportation plan for illustrative purposes only, and are not included in the financial plan or air quality conformity determination. There is no requirement to select any project from an illustrative list of projects in a metropolitan transportation plan at some future date, when funding might become available. In addition, no priorities are stated or implied by inclusion as an illustrative corridor.

An illustrative project may not be needed until after the planning horizon of the RTP. However, illustrative projects can be helpful in guiding transportation and land use planning efforts at both the regional and local level, and in seeking funding from other sources to implement the project, since the project has been vetted through a planning study or process and through MAG.

An illustrative project must be identified through a transportation planning process such as a framework study, corridor or modal analysis, or other similar transportation studies. The illustrative project must be for a regionally significant project and is a corridor or link in the regional transportation system that enhances mobility in the region. The inclusion of an illustrative project in the Regional Transportation Plan does not imply in any way that the project has priority for future funding over other illustrative projects in the RTP or future projects yet be identified. The MAG Regional Council, acting on a recommendation from the Transportation Policy Committee, can add or delete an illustrative project in the MAG Regional Transportation Plan.

2035 RTP

The illustrative corridors/projects included in the 2035 Regional Transportation Plan are listed below.

- Interstate 10/Hassayampa Valley Transportation Framework Study: On February 27, 2008, the MAG Regional Council accepted the findings and implementation strategies as

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described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

- Interstates 8 and 10/ Hidden Valley Transportation Framework Study: On September 30, 2009, the MAG Regional Council accepted the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

- New River Corridor: On November 25, 2003, the Regional Council approved inclusion of a connection between Loop 303 and I-17 in the vicinity of New River Road as a corridor for further study.

- Sky Harbor Automated Train System: On April 22, 2009, the Regional Council approved inclusion of Stage Two of the Sky Harbor Automated Train System (Sky Train) as an illustrative project in the RTP.

- Regional Transit Framework Study: On March 31, 2010, the MAG Regional Council accepted the Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the RTP, as well as the future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process.

- Central Mesa Light Rail Transit - Phase II: On September 30, 2009, the Regional Council approved a recommendation to improve service frequency on the Main Street LINK Bus Rapid Transit to match the LRT, as an illustrative project in the RTP.

- Tempe South Alternatives Analysis: On December 8, 2010 the MAG Regional Council approved a recommendation for inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road, as an illustrative transit corridor in the MAG Regional Transportation Plan.

- Potential Improvements to the Existing Freeway/Highway System: Certain additional projects to improve the existing freeway/highway system have been identified as a result of various ADOT corridor and design concept studies. These illustrative projects are:

  - I-10 (SR-101L/Agua Fria to I-17) - Capacity improvements after completion of the I-10/SR-202L interchange and possible enhancements to the I-10 “Stack”.

  - SR-85 (I-10 to I-8) - Upgrading SR-85 to a full freeway, including construction of a fully directional interchange at I-8.

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

OTHER TRANSPORTATION MODES

The RTP includes a full range of transportation modes and transportation functions. In addition to freeways, streets and public transit, the Plan covers needs that address airport facilities, freight, bicycle and pedestrian travel, special transportation functions and transportation enhancement projects.

Aviation

The existing airport system in the MAG region consists of 16 airports, including one major commercial facility, Phoenix Sky Harbor International Airport, seven general aviation reliever airports and six additional general aviation airports. One of the airports, Phoenix-Mesa Gateway, is currently classified as a non-hub commercial airport, providing commercial flights around the United States that supplement Phoenix Sky Harbor International Airport.

In 2006 the MAG aviation planning program was completed. The program examined the future air transportation needs of the region with the aim of maximizing the transportation and economic benefits of airports which minimizing any adverse impacts related to congestion, the environment and airspace. The Federal Aviation Administration (FAA) is the agency responsible for the planning and management of airspace.

Future planning efforts will focus upon ground access needs to airports in terms of both highway and transit facilities, interacting with the region's airport personnel and exploring opportunities for improving the regional aviation system, and developing an aviation database that will support the MAG airport model that develops air pollutant emissions inventory for airports in Maricopa County.

Bicycle and Pedestrian Facilities

The Maricopa Association of Governments (MAG) has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists and pedestrians for many years. MAG is also a leader in promoting improvement in the Valley's street-side environments to better accommodate pedestrian travel.

In 2007, MAG developed the MAG Regional Bikeway Master Plan, which provides a guide for the development of a convenient and efficient transportation system where people can bike safely to all destinations. MAG also develops and prints a regional bikeway map indicating bike lanes, shared use paths, off street trails, and canals. In 2012, MAG expanded the print version of the map to include an electronic version for the smart phone. In 2011 MAG, completed a Complete Streets Guide. The purpose of the Guide is to ensure that bicycle and pedestrian facilities are included in all street designs, to the greatest extent possible, and are ultimately being considered as integral to a street as a fundamental component of community mobility, health, and safety.

The MAG Pedestrian Design Assistance Program encourages the development of designs for pedestrian facilities according to the MAG *Pedestrian Policies and Design Guidelines*. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. Through the program, the design of pedestrian facilities that are compatible with existing land use and transportation practices is promoted.

Freight

Freight transport involves a complexity of networks and users who use a variety of methods, modes, and equipment to move raw materials, and processed goods through regional, national and international markets for the purpose of commerce. The movement of goods is conducted through the utilization of multiple modes of transport, such as air, pipeline, water, truck, rail, or other non-traditional means. Freight issues are very complex and usually are not restrained by a county border or to a state. Supply chains, market demand and competitive transportation corridors are constantly changing, requiring neighboring regions and countries to collaborate and create unified plans for moving freight efficiently and keeping the region globally competitive.

In 2012, MAG in cooperation with the Joint Planning Advisory Council (JPAC) completed the Freight Transportation Framework Study. The goal of the Freight Transportation Framework Study was to identify freight related economic development opportunities in the Arizona Sun Corridor. The framework study completed an extensive freight survey that: (1) included 2,500 shippers and carriers across the United States, (2) conducted phone and in-person interviews with local freight stakeholders, (3) evaluated commodity flows and truck rates, (4) identified 16 freight focus areas, (5) analyzed the industry real estate market, (6) completed a detailed assessment of four emerging focus areas that included the evaluation of the industry market, land use plans (existing and future), inventory of existing businesses, education, travel times, commodities, transportation infrastructure and economic development incentives.

Building on the findings from the Freight Transportation Framework Study, MAG will be initiating, in late (FY) 2013, the MAG Freight Plan, which will analyze the flow of goods through Maricopa County, identify hazardous cargo routes, freight sub-corridors, bottlenecks, and link freight corridors to major clusters located throughout the region. This effort will be structured to complement the freight infrastructure needs identified in the Freight Transportation Framework Study, and advance the effort to stake out a prominent role in global freight distribution for the MAG region and the Sun Corridor.

Special Needs Transportation

The transportation needs of special populations are a regional concern. Limitations caused by age or disability often complicate the process of securing transportation for a portion of the population. In addition, those who are seeking employment or training and those who lack financial resources, find limited transportation options available to reach second or third shifts

and weekend employment. In the MAG region, human services transportation is facing increasing demand.

As part of the effort to plan and coordinate special needs transportation services, MAG has prepared a Public Transit/Human Services Transportation Plan. The plan is developed and updated through a process that includes representatives of the public and private sectors, non-profit transportation and human services providers, and members of the general public. The first plan was approved by the MAG Regional Council in 2007. Updates have been approved from 2008 through 2013. The plan seeks to standardize operations and policies among the human services transportation service providers, and to maximize the capacity of the current system by providing more rides for the targeted populations for the same or fewer resources.

The plan's strategies aim to: (1) simplify customer access to transportation, (2) reduce duplication of transportation services, (3) streamline federal rules and regulations that may impede the coordinated delivery of services, and (4) improve the efficiency of services by using existing resources to provide more rides at the same or lower cost.

Transportation Enhancement Activities

Transportation Enhancements are a category of federal funding that comes directly to the State of Arizona through federal transportation legislation known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Transportation Enhancement Program was originally enacted by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was created to improve surface transportation activities by developing projects that go "above and beyond" normal, or routine transportation activities and funding.

Since the inception of the Transportation Enhancement Program, the MAG region has been awarded funding for: (1) multi-use or shared use pathways along existing routes and canals, including projects for sidewalks and pedestrian crossings, (2) projects directly related to bike routes and bike facilities, and (3) projects pertaining to streetscapes and pedestrian alleyways, historic preservation and lighting, transportation-related museums, archaeological projects and street signs. Although the majority of enhancement projects within the MAG Region have focused on the provision of facilities for pedestrians and bicycles, many of these projects have strong intermodal ties to regional transit activities.

In July 2012, federal transportation legislation -- the Moving Ahead for Progress in the 21st Century Act (MAP-21) -- was enacted. MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. MAG is working closely with ADOT to interpret the new transportation alternatives program and identify procedures for transitioning enhancement project funding from SAFETEA-LU to MAP-21.

SYSTEM OPERATION AND MANAGEMENT

The efficient operation of the transportation system is vital in the effort to obtain the maximum capacity from the region's investment in existing transportation facilities and services. This includes activities involving functions such as intelligent transportation system (ITS) management, demand management, congestion management, and transportation safety and security.

System Management / ITS Planning

Transportation System Management (TSM) programs help accommodate the safe and efficient movement of people and vehicles within the transportation system. The full spectrum of transportation technology applications, known as Intelligent Transportation Systems (ITS), now forms the basis for all of these programs. Since 1996, the Maricopa Association of Governments (MAG) has taken progressive steps toward mainstreaming the development of regional ITS within the transportation planning process. All planning activities for public sector owned, regional ITS infrastructure are currently coordinated and led by MAG.

In April 2001, MAG approved the first comprehensive ITS Strategic Plan and ITS Architecture for the region. This Plan has provided direction for ITS implementation throughout the region. In December 2012, a new ITS Strategic Plan was approved by MAG. Oversight for this Plan was provided by members of the MAG ITS Committee. The Plan recommended a shift of focus from specific future projects to programs or emphasis areas. It identified the following emphasis areas for future investments in ITS in the MAG region: (1) improving freeway operations, (2) improving transit operations, (3) improving arterial operations, and (4) improving road safety. In 2003, MAG developed the Regional Concept of Transportation Operations (RCTO), a high-level plan for the coordination of transportation operations in the region.

Demand Management

The MAG Region benefits from a broad range of travel demand management (TDM) techniques and programs. These programs lessen vehicular congestion by helping to reduce the number of vehicles on the roadway network and making more efficient use of existing transportation facilities. This reduction in vehicle miles of travel also helps improve air quality by decreasing the level of vehicular emissions that contribute to the total amount of pollutants in the air. A number of demand management activities are utilized throughout the MAG region.

TDM programs encourage reductions in travel demand within the transportation system. TDM activities generally focus on both improved travel choice and incentives to reduce driving alone. These programs promote alternatives to driving alone, including carpooling, vanpooling, transit, walking, and bicycling. TDM also encourages alternative work schedules that reduce trips, including teleworking and compressed work schedules. TDM activities generally focus on commute trips and student trips during peak travel periods. In this region, MAG provides funding for TDM activities conducted by the Regional Public Transportation Authority (Valley

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Metro/RPTA), the Arizona Department of Administration, and Maricopa County Air Quality Department.

Performance Monitoring and Congestion Management

MAG maintains an ongoing transportation system performance monitoring and assessment program. This program has developed various reporting methodologies and web-based components, allowing policymakers, technical users and the public in general easy access to performance data and visualization. MAG publishes performance reports in various formats including hard-copy, web-based, map and interactive dashboards. Recognizing the close relationship between performance monitoring and congestion management, key performance measurement indicators are aligned with the congestion management process.

As part of the regional transportation planning effort, MAG maintains a congestion management process (CMP) to improve traffic flow and mitigate congestion throughout the metropolitan area. The CMP makes use of the performance measurement systems that monitor and report on the status of the transportation network. These measures are an integral part of the CMP analysis process, which incorporates evaluative elements for each of the modes. The CMP provides input to the development of the Transportation Improvement Program (TIP), using quantitative and qualitative methods to assist MAG committees in considering the merits of proposed projects under consideration for competitive funding. As new funding sources become available, the updated CMP will play a greater role in the planning and programming of future transportation investments in the MAG Region.

Transportation Safety and Security

Transportation safety is addressed at two levels within the MAG planning process. The first involves the consideration of road safety as a criterion in comprehensive planning, such as the RTP. Decision-making is supported by an assessment of different regional transportation alternatives from a safety viewpoint. At the second level, transportation safety planning addresses short to medium-term needs, comprehensively described in the 2005 MAG Strategic Transportation Safety Plan. This Plan identifies general strategies and potential actions to be carried out with oversight provided by the MAG Transportation Safety Committee. A study to update the MAG Strategic Transportation Safety Plan is planned to commence in 2013.

Safety can be described as the “freedom from danger,” whereas security is the “freedom from *intentional* danger.” Agencies in the MAG region that address transportation security issues include: Arizona Office of Homeland Security, Arizona Department of Public Safety, Arizona Department of Transportation, Maricopa County Department of Emergency Management, MAG 9-1-1 Emergency Telephone, Valley Metro/Regional Public Transportation Authority, and local municipalities. Although it does not currently have a direct role in transportation security policy decisions, MAG will work to coordinate activities with local, state and federal agencies, as appropriate, in order to provide a regional forum on security issues.

AIR QUALITY CONFORMITY

As required by the Clean Air Act, an air quality conformity analysis will be conducted on the MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) as a whole. For a finding of conformity, the analysis must demonstrate that the TIP and RTP are in conformance with regional air quality plans and will not contribute to air quality violations. The conformity analysis must also demonstrate that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A description of the conformity tests and results of the conformity analysis will be provided upon completion of the 2013 Conformity Analysis.

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are:

- The TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate or approved by EPA for transportation conformity purposes, or interim emissions tests.

- The latest planning assumptions and emission models in force at the time the conformity analysis begins must be employed.

- The TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans.

- Consultation generally occurs at the beginning of the conformity analysis process; on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed; and at the end of the process, on the draft conformity analysis report.

The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

Appendix A

Regional Freeway/Highway Projects

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TABLE A-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL FREEWAY/ HIGHWAY PROJECTS

PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
I-10 PAPAGO CORRIDOR				
GPL	10	SR101L, Agua Fria - I-17 (Utilities)	14,400	Group 1
TI	10	Fairview Dr (TI)	20,300	Group 2
GPL	10	SR85 - Verrado Way	42,800	Group 3
		Sub-total	77,500	
I-10 MARICOPA CORRIDOR				
GPL	10	32nd St. - 202L, Santan	492,300	Group 2
HOV/GPL	10	SR202L, Santan - Riggs Rd	73,700	Group 2
TI	10	Sky Harbor West Airport Access	50,600	Group 2
TI	10	Chandler Heights	22,900	Group 2
GPL	10	Riggs Rd - MPA Boundry ***	216,000	Group 2
		Sub-total	855,500	
I-17 BLACK CANYON CORRIDOR				
MISC	17	Peoria Ave - Greenway Rd (Drainage Improvements)	16,500	Group 2
HOV/GPL	17	I-10/I-17 Split -SR101L, Agua Fria	877,400	Group 2
HOV	17	SR74, Carefree Highway - Anthem Way	89,500	Group 3
GPL	17	Anthem Way - New River	57,400	Group 3
		Sub-total	1,040,800	
SR24 GATEWAY CORRIDOR				
NEW	24	SR202L, Santan - Ellsworth Rd Ph 2 (Full Freeway Upgrade)	46,900	Group 3
NEW	24	Ellsworth Rd - Meridian Rd	212,600	Group 3
		Sub-total	259,500	
SR30 I-10 RELIEVER CORRIDOR				
NEW	30	SR303L - SR202L, South Mountain (R/W Protection)	55,900	Group 2-3
NEW	30	SR85 - SR303L	192,700	Group 3
NEW	30	303L - Estrella Pkwy	279,400	Group 3
NEW	30	Estrella Pkwy - Dysart Rd	243,400	Group 3
NEW	30	Dysart Rd - Avondale Blvd	116,600	Group 3
NEW	30	Avondale Blvd - 97th Ave	148,900	Group 3
NEW	30	97th Ave - 67th Ave	223,200	Group 3
NEW	30	67th Ave - 202L South Mountain	296,800	Group 3
		Sub-total	1,556,900	
SR51 PIESTEWA CORRIDOR				
GPL	51	Shea Blvd - SR101L, Pima	60,200	Group 3
US60 GRAND AVENUE CORRIDOR				
TI	60G	Bell Rd TI	45,000	Group 1
TI	60G	Thompson Ranch/Thunderbird (TI)	13,000	Group 1
IMP	60G	SR101L, Agua Fria - Van Buren St (Phase 2)	22,825	Group 1
GPL/IMP	60G	SR101L, Agua Fria - Van Buren St (Phase 3)	86,200	Group 3
		Sub-total	167,025	
US60 SUPERSTITION CORRIDOR				
TI	60S	Meridian Rd (Half Interchange)	11,700	Group 1
HOV/GPL	60S	Crismon Rd - Meridian Rd	28,400	Group 2
GPL	60S	Mountain Rd - Ren. Fest. (Az Parkway) ***	24,000	Group 3
TI	60S	Lindsay Rd Half Interchange	8,200	Group 3
		Sub-total	72,300	
SR74 CAREFREE CORRIDOR				
GPL	74	US60, Grand - SR303L, Bob Stump (R/W Protection)	1,860	Group 3
GPL	74	US60, Grand Ave - I-17 Black Canyon (R/W Protection)	40,100	Group 3
		Sub-total	41,960	

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PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
SR79 PINAL PARKWAY				
GPL	79	Butte Ave. - CAP ***	15,000	Group 3
SR85 CORRIDOR				
GPL	85	Warner Street Bridge	5,300	Group 1
SR87 DUTHIE-MARTIN CORRIDOR			0	N/A
SR88 CORRIDOR			0	N/A
US93 CORRIDOR			0	N/A
101L AGUA FRIA CORRIDOR				
GPL	101AF	I-10 - US60, Grand Ave	116,400	Group 3
GPL	101AF	US60, Grand Ave - I-17	150,400	Group 3
		Sub-total	266,800	
101L PIMA CORRIDOR				
MISC	101PI	Pima Road Extension (JPA)	3,931	Group 1
GPL	101PI	Shea Blvd - SR202L, Red Mountain	91,000	Group 1
GPL	101PI	Princess Dr - Shea Blvd	56,400	Group 2
GPL	101PI	SR51 - Princess Dr	77,900	Group 2
GPL	101PI	I-17 - SR51	73,500	Group 2
		Sub-total	302,731	
101L PRICE CORRIDOR				
MISC	101PR	Balboa Dr, Multi-use Path, Local	2,000	Group 1
GPL	101PR	Baseline Rd - SR202L, Santan	53,400	Group 2
		Sub-total	55,400	
SR143 HOHOKAM CORRIDOR			0	N/A
202L RED MOUNTAIN CORRIDOR				
GPL	202RM	SR101L - Gilbert Rd ** (R/W only)	4,500	Group 1
HOV	202RM	Broadway Rd - US60, Superstition	5,650	Group 2
HOV	202RM	Gilbert Rd - Broadway Rd **	0	Group 1
GPL	202RM	Gilbert Rd - Higley Rd	51,900	Group 3
GPL	202RM	Higley Rd - US60, Superstition	108,300	Group 3
RAMP	202RM	US60, Superstition System TI	42,100	Group 3
TI	202RM	Mesa Dr, Ramps Only	13,500	Group 3
		Sub-total	225,950	
202L SANTAN CORRIDOR				
HOV	202SAN	US60, Superstition - Gilbert	50,200	Group 2
GPL	202SAN	Dobson Rd - I-10	50,300	Group 3
GPL	202SAN	Val Vista Dr - Dobson Rd	83,500	Group 3
GPL	202SAN	US60, Superstition - Val Vista Dr	104,000	Group 3
		Sub-total	288,000	
202L SOUTH MOUNTAIN CORRIDOR				
NEW	202SM	17th Ave - 51st Ave	387,240	Group 1
NEW	202SM	Salt River Bridge	92,900	Group 1
NEW	202SM	Salt River - Buckeye Rd	181,000	Group 1
NEW	202SM	24th St - 17th Ave	138,800	Group 1
NEW	202SM	I-10 Maricopa - 24th St	178,300	Group 1
NEW	202SM	I-10 Papago/ SR202L System Interchange	594,100	Group 1
NEW	202SM	Baseline Rd - Salt River	53,200	Group 2
NEW	202SM	51st Ave - Elliot Rd	69,400	Group 2
NEW	202SM	Elliot Rd - Baseline Rd	96,800	Group 2
		Sub-total	1,791,740	

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PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
SR238 MOBILE HIGHWAY				
GPL	238	SR347 - Warren Rd. ***	25,000	Group 3
SR287 FLORENCE-COOLIDGE HIGHWAY				
GPL	287	SR79 - SR87 ***	15,000	Group 3
303L ESTRELLA CORRIDOR				
LNDSCP	303	I-10/SR303L TI - US60 Grand Avenue	18,490	Group 1
TI	303	US60 Grand Avenue/SR303L (Interim TI)	48,400	Group 1
NEW	303	I-10/303L TI, Phase II	62,000	Group 1
TI	303	El Mirage Rd TI	33,500	Group 1
TI	303	US60 Grand Avenue/SR303L (Final TI)	124,600	Group 2
NEW	303	Van Buren Street - MC85/I-10 Reliver	248,800	Group 2-3
NEW	302	US60, Grand Ave -Happy Valley Rd (Final Freeway) ** (R/W only)	1,000	Group 1
NEW	303	Happy Valley Rd - I-17 (Final Freeway)	227,400	Group 3
TI	303	Northern Parkway System (Final TI)	85,600	Group 3
NEW	303	Riggs Rd - I-10 Reliever (R/W Protection)	46,600	Group 3
		Sub-total	896,390	
SR347 MARICOPA ROAD				
TI	347	Casa Grande Hwy/R.R. Overpass ***	60,000	Group 1
GPL	347	I-10 - SR238 ***	80,000	Group 3
		Sub-total	140,000	
NORTH-SOUTH FREEWAY CORRIDOR				
NEW	N/A	R/W Protection (Including SR24 Corridor)	65,000	Group 3
FREEWAY MANAGEMENT SYSTEM (FMS)				
FMS	SW	Freeway Management System Preservation and Projects	160,130	Group 1-2
MAINTENANCE				
MAINT	SW	Maintenance (Landscape, Litter & Sweep)	321,600	Group 1-3
MINOR PROJECTS				
MISC	SW	Freeway Service Patrol	25,900	Group 1-3
NOISE MITIGATION				
NOISE	SW	Quiet Pavement Preservation	150,000	Group 3
PRELIMINARY ENGINEERING				
ADMIN	SW	Preliminary Engineering	258,900	Group 1-3
RIGHT OF WAY				
R/W	SW	R/W Management and Advance Acquisition	67,950	Group 1-3
		GRAND TOTAL	9,268,476	

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PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP

* Plan Groups:
  Group 1 - (FY 2014 - FY 2018)
  Group 2 - (FY 2019 - FY 2026)
  Group 3 - (FY 2027 - FY 2035)

** Amended into FY 2013 on June 19, 2013.

*** Project is not part of Freeway/Highway Life Cycle Program. Cost covers MAG area portion only.

For freeway/expressway projects, the Plan Group generally indicates the period in which a project is programmed for construction activity. Projects may be programmed for design and/or right-of-way acquisition in earlier periods.

Abbreviations:

FMS - Freeway Management System
GPL - General Purpose Lanes
HOV - High Occupancy Vehicle (Lanes)
IMP - Spot Roadway and Access Control Improvements
LNDSCP - Landscaping
NEW - New Freeway on New Right-of-Way
RAMP - Ramps to HOV Lanes in Interchanges
R/W - Right-of-Way
SW - Systemwide
TI - Traffic Interchange

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Appendix B

Regional Arterial Street Projects

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TABLE B-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONALLY FUNDED ARTERIAL STREET PROJECTS

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
CHANDLER				
Arizona Ave/Chandler Blvd	0	0	0	Project Completed
Arizona Ave/Elliot Rd	0	0	0	Project Completed
Arizona Ave/Ray Rd	0	0	0	Project Completed
Arizona Ave: Ocotillo Rd to Hunt Highway	4,433	3,018	16,692	Group 2
Chandler Blvd/Alma School Rd	2,606	942	10,832	Group 1
Chandler Blvd/Dobson Rd	0	0	0	Project Completed
Chandler Blvd/Kyrene Rd	0	3,776	8,385	Group 3
Gilbert Rd: SR-202L to Hunt Hwy				
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	0	0	0	Project Completed
Gilbert Rd: Queen Creek to Hunt Hwy	0	0	0	Project Completed
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	1,869	0	0	Project Completed
Gilbert Rd: Ocotillo Rd to Chandler Heights	6,160	0	4,853	Group 1
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	3,528	2,649	5,298	Group 1
Kyrene Rd/Ray Rd	3,775	0	8,753	Group 2
Price Rd Substitute Projects				
Chandler Heights Rd: Arizona Avenue to McQueen Road	7,325	0	11,157	Group 2
Chandler Heights Road: McQueen Road to Gilbert Road	6,535	0	27,903	Group 2
McQueen Road: Ocotillo Road to Riggs Road	6,482	0	10,766	Group 1
Ocotillo Road: Arizona Avenue to McQueen Road	5,295	1,408	13,486	Group 1
Ocotillo Road: Cooper Road to Gilbert Road	6,499	0	13,637	Group 2
Price Rd at Germann Rd: Intersection Improvements	3,178	0	5,415	Group 2
Price Rd at Queen Creek Rd: Intersection Improvements	5,222	0	6,687	Group 2
Price Rd: Santan to Germann	0	0	0	Project Completed
Ray Rd/Alma School Rd	0	0	0	Project Completed
Ray Rd/Dobson Rd	6,718	0	10,515	Group 2
Ray Rd/McClintock Dr	5,646	0	8,419	Group 1
Ray Rd/Rural Rd	3,775	0	7,907	Group 2
CHANDLER/GILBERT				
Queen Creek Rd: Arizona Ave to Higley Rd				

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Queen Creek Rd: Arizona Ave to McQueen Rd (CHA)	0	0	0	Project Completed
Queen Creek Rd: McQueen Rd to Gilbert Rd (CHA)	7,448	5,112	18,146	Group 2
Queen Creek Rd: Greenfield Rd to Higley (GIL)	0	0	0	Project Completed. Savings reallocated to AIIGUD3003 and ACIGER2003B
EL MIRAGE/MARICOPA COUNTY				
El Mirage Rd: Northern Ave to Bell Rd (Phase I)				
El Mirage Road Design Concept Report	0	0	0	Project Completed
El Mirage Rd: Bell Rd to Picerne Dr (MC)	0	0	2,570	Group 1
El Mirage Rd: Northern Ave to Cactus (MC)	0	0	0	Project Completed
El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand (ELM)	1,788	0	1,044	Group 1
El Mirage Rd: Northern Ave to Peoria Ave (MC)	9,856	0	12,604	Group 1
Thunderbird Rd: 127th Ave to Grand Avenue (ELM)	2,817	0	4,024	Group 1
El Mirage Rd: Peoria Ave to Cactus Rd (ELM)	7,612	0	10,875	Group 1
El Mirage Rd: Northern Ave to Bell Rd (Phase II)				
El Mirage Rd: Cactus to Grand Avenue (ELM)	13,553	0	19,361	Group 2
El Mirage Rd: Grand Avenue to Picerne Drive (MC)	0	0	2,000	Group 3
FOUNTAIN HILLS				
Shea Blvd: Palisades Blvd to Cereus Wash				
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	0	0	0	Project Completed
Shea Blvd: Technology Dr to Cereus Wash	2,803	0	4484.78	Group 1
Shea Blvd: Fountain Hills Blvd to Technology Dr	2,131	692	4,826	Group 2
GILBERT				
Elliot Rd/Cooper Rd	4,140	0	7,615	Group 1
Elliot Rd/Gilbert Rd	3,775	3,600	9,382	Group 2
Elliot Rd/Greenfield Rd	3,774	0	7,895	Group 2
Elliot Rd/Higley Rd	3,775	1,137	7,615	Group 2
Elliot Rd/Val Vista Dr	3,775	699	7,615	Group 2
Germann Rd: Gilbert Rd to Power Rd				
Germann Rd: Gilbert Rd to Val Vista Dr	5,285	1,458	12,386	Group 2
Germann Rd: Val Vista Dr to Higley Rd	17,816	0	20,257	Group 1
Greenfield Rd: Elliot Rd to Ray Rd	3,775	0	5,254	Group 3

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Guadalupe Rd/Cooper Rd	3,518	0	5,937	Group 1
Guadalupe Rd/Gilbert Rd	2,775	0	6,670	Group 1
Guadalupe Rd/Greenfield Rd	2,992	1,919	9,534	Group 2
Guadalupe Rd/Power Rd	2,379	3,901	9,704	Group 2
Guadalupe Rd/Val Vista Dr	3,775	0	7,615	Group 2
Ray Rd: Val Vista Dr to Power Rd	16,683	0	21,239	Group 2
Ray Rd/Gilbert Rd	0	3,775	7,615	Group 2
Val Vista Dr: Warner Rd to Pecos	0	0	0	Project Completed
Warner Rd/Cooper Rd	0	0	0	Project Completed
Warner Rd/Greenfield Rd	3,775	0	7,615	Group 2
GILBERT/MESA/MARICOPA COUNTY				
Power Rd: Santan Fwy to Chandler Heights				
Power Rd/Pecos (GIL)	0	0	0	Project Completed
Power Rd: Santan Fwy to Pecos Rd (MES)	11,957	0	17,738	Group 1
Power Rd: Pecos to Chandler Heights (GIL)	0	0	27,993	Group 2
Power Rd: Baseline Rd to Santan Fwy				
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202 (MES)	8,193	0	11,785	Group 2
Power Rd: Baseline Rd to East Maricopa Floodway (MC)	0	0	11,507	Group 1
MARICOPA COUNTY				
Dobson Rd: Bridge over Salt River	18,632	0	47,110	Group 2
El Mirage Rd: Bell Rd to Jomax Rd				
El Mirage Rd: Bell Rd to Deer Valley Dr	9,725	0	0	Project Completed
El Mirage Rd: L303 to Jomax	0	0	17,889	Group 3
El Mirage Rd: Deer Valley Dr to L303	0	0	0	Project Completed
Gilbert Rd: Bridge over Salt River	12,332	0	41,200	Group 2
Jomax Rd: SR-303L to Sun Valley Parkway	6,830	17,761	35,130	Group 2
McKellips Rd: Bridge over Salt River	0	14,005	27,418	Group 3
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	22,885	14,567	44,715	Group 2
Northern Pkwy: Sarival to Grand (Phase I)				
Northern Parkway: Sarival to Dysart	0	0	0	Project Completed
Northern Parkway: ROW Protection	0	0	0	Project Completed
Northern Pkwy: Sarival to Grand (Phase II)				
Northern Parkway: Sarival to Dysart	2,410	0	2,545	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Northern Pkwy: Dysart to 111th	23,639	0	30,989	Group 1
Northern Parkway: Reems and Litchfield Overpasses	6,866	0	12,495	Group 1
Northern Pkwy: Northern Ave at L101	8,448	0	12,299	Group 1
Northern Pkwy: Dysart Overpass	23,357	0	33,066	Group 1
Northern Pkwy: ROW Protection	1,400	0	2,000	Group 1
Northern Parkway: Interim Construction	17,880	0	23,630	Group 2
Northern Pkwy: Sarival to Grand (Phase III)				
Northern Pkwy: El Mirage Alternative Access	2,915	0	4,164	Group 2
Northern Pkwy: El Mirage Overpass	21,515	0	30,587	Group 2
Northern Pkwy: Agua Fria to 111th	2,817	0	3,874	Group 2
Northern Pkwy: 111th to 107th	15,424	0	21,883	Group 2
Northern Pkwy: 107th to 99th	20,572	0	29,239	Group 2
Northern Pkwy: Loop 101 to 91st	3,575	0	4,957	Group 2
Northern Pkwy: 91st to Grand Intersection Improvements	5,907	0	8,229	Group 2
Northern Pkwy: ROW Protection	0	0	4,250	Group 2
Northern Pkwy: Ultimate Construction	15,840	0	18,591	Group 2
MESA				
Baseline Rd: Power Rd to Meridian Rd				
Baseline Rd: Power Rd to Ellsworth Rd	8,936	0	LRT Deletion	LRT Deletion
Baseline Rd: Ellsworth Rd to Meridian Rd	9,361	0	LRT Deletion	LRT Deletion
Broadway Rd: Dobson Rd to Country Club	3,751	4,741	20,002	Group 2
Country Club/University Dr	8,325	0	21,138	Group 2
Country Club/Brown Rd	4,030	0	LRT Deletion	LRT Deletion
Crismon Rd: Broadway Rd to Germann Rd				
Crismon Rd: Broadway Rd to Guadalupe Rd	0	9,919	17,965	Group 2
Crismon Rd: Guadalupe Rd to Ray Rd	12,406	0	18,094	Group 2
Crismon Rd: Ray Rd to Germann Rd	12,327	0	LRT Deletion	LRT Deletion
Dobson Rd/Guadalupe Rd	0	0	0	Project Completed
Dobson Rd/University Dr	0	4,921	8223.7	Group 3
Elliot Rd: Power Rd to Meridian Rd				
Elliot Rd: Power Rd to Ellsworth Rd	0	8,646	13,396	Group 2
Elliot Rd: Ellsworth Rd to Meridian Rd	9,330	0	13,607	Group 2
Germann Rd: Ellsworth Rd to Signal Butte Rd	12,795	0	LRT Deletion	LRT Deletion
Gilbert Rd/University Dr	0	0	0	Project Completed

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Greenfield Rd: University Rd to Baseline Rd				
Greenfield Rd: Baseline Rd to Southern Ave	0	0	0	Project Completed
Greenfield Rd: Southern Ave to University Rd	0	6,585	11,756	Group 2
Guadalupe Rd: Power Rd to Meridian Rd				
Guadalupe Rd: Power Rd to Hawes Rd	8,790	0	LRT Deletion	LRT Deletion
Guadalupe Rd: Hawes Rd to Crimson Rd	8,921	0	LRT Deletion	LRT Deletion
Guadalupe Rd: Crimson Rd to Meridian Rd	7,558	0	LRT Deletion	LRT Deletion
Hawes Rd: Broadway Rd to Ray Rd				
Hawes Rd: Broadway Rd to US60	0	0	10,697	Group 2
Hawes Rd: Baseline Rd to Elliot Rd	7,108	0	10,368	Group 2
Hawes Rd: Elliot Rd to Santan Freeway	4,415	0	5,581	Group 2
Hawes Rd: Santan Freeway to Ray Rd	0	0	0	Project Completed
Higley Rd Parkway: US 60 to SR-202L				
Higley Rd Parkway: SR-202L to Brown Rd	8,582	0	LRT Deletion	LRT Deletion
Higley Rd Parkway: Brown Rd to US-60	8,582	0	LRT Deletion	LRT Deletion
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	22,490	0	LRT Deletion	LRT Deletion
Lindsay Rd/Brown Rd	3,919	0	5,565	Group 2
McKellips Rd: East of Sossaman to Meridian				
McKellips Rd: East of Sossaman to Crismon Rd	12,283	0	17,444	Group 2
McKellips Rd: Crismon Rd to Meridian Rd	0	0	11,545	Group 2
McKellips Rd: Gilbert Rd to Power Rd				
McKellips Rd/Lindsay Rd	6,137	0	9,690	Group 2
McKellips Rd/Greenfield Rd	2,630	0	3,396	Group 2
McKellips Rd/Higley Rd	6,310	0	9,157	Group 2
McKellips Rd/Power Rd	3,393	0	LRT Deletion	LRT Deletion
McKellips Rd/Recker Rd	3,393	0	5,210	Group 2
McKellips Rd/Val Vista Dr	2,911	0	LRT Deletion	LRT Deletion
Meridian Rd: Baseline Rd to Germann Rd				
Meridian Rd: Baseline Rd to Ray Rd	17,224	0	LRT Deletion	LRT Deletion
Meridian Rd: Ray Rd to Germann Rd	12,721	0	LRT Deletion	LRT Deletion
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd				
Mesa Dr: US 60 to Southern Ave	6,461	0	23,131	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Mesa Dr/Broadway Rd	8,217	0	19,990	Group 1
Pecos Rd: Ellsworth Rd to Meridian Rd	15,381	0	22,158	Group 2
Ray Rd: Sossaman Rd to Meridian Rd				
Ray Rd: Sossaman Rd to Ellsworth Rd	0	0	0	Project Completed
Ray Rd: Ellsworth Rd to Meridian Rd	21,848	0	31,865	Group 2
Signal Butte Rd: Broadway to Pecos Rd				
Signal Butte Rd: Broadway Rd to Elliot Rd	17,217	0	25,051	Group 2
Signal Butte Rd: Elliot Rd to Pecos Rd	16,576	0	24,175	Group 2
Southern Ave: Country Club Dr to Recker Rd				
Southern/Country Club Dr	5,559	0	7,453	Group 1
Southern Ave/Stapley Dr	8,948	0	20,450	Group 2
Southern Ave/Lindsay Rd	4,251	0	6,189	Group 2
Southern Ave/Higley Rd	6,287	0	9,170	Group 2
Southern Ave: Sossaman Rd to Meridian Rd				
Southern Ave: Sossaman Rd to Crismon Rd	0	8,014	15,735	Group 2
Southern Ave: Crismon Rd to Meridian Rd	0	5,296	10,788	Group 2
Stapley Dr/University Dr	7,785	0	21,532	Group 2
Thomas Rd: Gilbert Rd to Val Vista Dr	4,746	0	LRT Deletion	LRT Deletion
University Dr: Val Vista Dr to Hawes Rd				
University Dr: Val Vista Dr to Higley Rd	11,204	0	16,340	Group 2
University Dr: Higley Rd to Hawes Rd	10,829	0	16,127	Group 2
Val Vista Dr: University Dr to Baseline Rd				
Val Vista Dr: Baseline Rd to Southern Ave	8,320	0	15,104	Group 2
Val Vista Dr: Southern Ave to University Dr	0	4,722	12,150	Group 2
PEORIA				
Beardsley Connection: SR-101L to Beardsley Rd				
Beardsley Connection: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	0	0	0	Project Completed.
Loop 101 (Agua Fria Fwy) at Beardsley Rd/Union Hills Dr	0	0	0	Project Completed
83rd Avenue: Butler Rd to Mountain View	2,593	0	0	Project Completed
75th Ave at Thunderbird Rd: Intersection Improvement	0	0	0	Project Completed
Happy Valley Rd: L303 to 67th Avenue				
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	0	0	25,000	Group 3
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	0	0	0	Project Completed

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Lake Pleasant Pkwy: Union Hills to SR74				
Lake Pleasant Pkwy: Dynamite Blvd to CAP	13,867	11,114	24,746	Group 1
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	0	0	0	Project Completed
Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	0	0	47,500	Group 3
PHOENIX				
Avenida Rio Salado: 51st Ave. to 7th St.	14,336	0	22,797	Group 1
Black Mountain Blvd: SR-51and Loop 101/Pima Fwy to Deer Valley Rd	17,490	0	24,986	Group 1
Happy Valley Rd: 67th Ave to I-17				
Happy Valley: I-17 to 35th Ave	5,343	78	0	Project Completed
Happy Valley: 35th Ave to 43rd Ave	0	5,232	11,700	Group 2
Happy Valley: 43rd Ave to 55th Ave	0	4,671	11,159	Group 3
Happy Valley: 55th Ave to 67th Ave	0	3,310	10,645	Group 3
Sonoran Blvd: 15th Avenue to Cave Creek	9,194	0	0	Project Completed
SCOTTSDALE/CAREFREE				
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek				
Pima Rd: Thompson Peak Parkway to Pinnacle Peak (SCT)	0	0	0	Project completed.
Pima Rd/Happy Valley (SCT)	0	0	0	Project Completed
Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	15,991	0	22,844	Group 1
Pima Rd: Dynamite Blvd to Stagecoach Rd (SCT)	37,892	0	55,270	Group 2
Pima Rd: Stagecoach Rd to Cave Creek (CFR)	4,933	625	7,940	Group 2
Pima Rd: SR101L to Thompson Peak Pkwy (SCT)	0	0	0	Project Completed
SCOTTSDALE				
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	8,012	0	14,344	Group 2
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd				
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	0	0	0	Project Completed
SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	0	29,014	41,449	Group 3
SR-101L South Frontage Rd: Hayden Rd to Pima	0	0	3,857	Group 1
Miller Rd/SR-101L Underpass	14,005	0	20,007	Group 2
Pima Rd: Happy Valley Rd to Dynamite Blvd	23,747	0	33,925	Group 1
Pima Rd: McKellips Rd to Via Linda				
Pima Rd: Via Linda to Via De Ventura	1,339	0	2,354	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Pima Rd: Via De Ventura to Krail	0	0	0	Project Completed
Pima Rd: Krail to Chaparral	9,463	0	16,551	Group 1
Pima Rd: Chaparral Rd to Thomas Rd	6,326	0	11,041	Group 1
Pima Rd: Thomas Rd to McDowell Rd	6,080	0	8,761	Group 1
Scottsdale Airport: Runway Tunnel				
Frank Lloyd Wright -Loop 101 Traffic Interchange	5,633	0	8,047	Group 2
Raintree -Loop 101 Traffic Interchange	2,817	0	4,024	Group 1
Northsight Blvd: Hayden to Frank Lloyd Wright	4,929	0	3,924	Group 1
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	7,746	0	10,059	Group 1
Redfield Rd: Scottsdale Rd to Hayden	3,873	0	5,030	Group 1
Raintree Extension: Hayden to Redfield	12,147	0	17,809	Group 1
Raintree Drive: Loop 101 to Hayden	11,266	0	16,423	Group 1
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	704	0	1,006	Group 1
Southbound Loop 101 Frontage Road Connections	3,052	0	3,857	Group 1
Hayden Rd - Loop 101 Interchange Improvements	11,427	0	16,652	Group 2
Airpark DCR	0	0	0	Project Completed
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd				
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	13,211	0	18,873	Group 1
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	1,800	0	38,032	Group 2
Scottsdale Rd: Jomax Rd to Carefree Hwy				
Scottsdale Rd: Jomax Rd to Dixileta Dr	9,499	0	18,801	Group 2
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	9,499	0	16,624	Group 2
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	9,499	0	16,624	Group 2
Shea Blvd: SR-101L to SR-87				
Shea Blvd at 90th/92nd/96th	0	0	0	Project Completed
Shea Auxiliary Lane from 90th St to Loop 101	6,390	0	9,129	Group 2
Shea Blvd at Via Linda (Phase1)	0	0	0	Project Completed
Shea Blvd at Via Linda (Phase 2)	2,086	0	2,980	Group 1
Shea Blvd at 120/124th St	0	0	0	Project Completed
Shea Blvd at Mayo/134th St	0	0	0	Project Completed
Shea Blvd: SR-101L to 96th St, ITS Improvements	0	0	0	Project Completed
Shea Blvd: 96th St to 144th St, ITS Improvements	2,360	0	3,372	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Shea Blvd at Loop 101	3,688	0	5,269	Group 1
Shea Blvd at 110th St	266	0	379	Group 1
Shea Blvd at 114th St	266	0	379	Group 2
Shea Blvd at Frank Lloyd Wright Blvd	664	0	738	Group 1
Shea Blvd at 115th St	111	0	159	Group 2
Shea Blvd at 125th St	880	0	1,257	Group 1
Shea Blvd at 135th St	111	0	159	Group 2
Shea Blvd at 136th St	376	0	211	Group 1
Legacy Dr: Hayden Rd to 88th Street	2,073	10,021	21,910	Group 2
TOTAL	**1,171,423.9**	**197,329.5**	**2,098,713.7**	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)
Group 2 (FY 2019 - FY 2026)
Group 3 (FY 2027 - FY 2035)

For arterial projects, the Plan Group indicates the period in which a project is anticipated to be completed. Reimbursements from regional funding sources for arterial projects may occur in later periods.

Appendix C

Regional Transit Projects

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TABLE C-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL BUS ROUTES - OPERATING

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP *
Express and LINK			
511	Tempe/Scottsdale Airpark Express	6,672	Existing
512	Scottsdale Express	5,474	Existing
520	Tempe Express	2,824	Existing
521	Tempe Express	5,241	Existing
522	Tempe Express SC	6,099	Existing
531	Mesa/Gilbert Express	11,228	Existing
533	Mesa Express	12,614	Existing
535	Northeast Mesa/Downtown Express	10,196	Existing
541	Chandler Express	7,821	Existing
542	Chandler/Downtown Express	10,140	Existing
562	Goodyear Express	5,327	Existing
563	Buckeye Express	2,622	Existing
571	Surprise Express	3,489	Existing
573	Northwest Valley/Downtown Express	11,922	Existing
575	Northwest Valley/Downtown Express	7,704	Existing
	Ahwatukee Connector	1,334	Group 3
	Anthem Express	3,350	Group 3
	Apache Junction Express	4,440	Group 3
	Arizona Ave/Country Club LINK	31,339	Existing
	Avondale Express	4,108	Group 2
	Black Canyon Freeway Connector	2,179	Group 3
	Buckeye Express	4,043	Group 3
	Chandler Blvd LINK	8,908	Group 3
	Grand Ave Limited	3,153	Existing
	Loop 303 Express	4,006	Group 3
	Main St LINK	36,220	Existing
	North I-17 Express	3,617	Group 3
	Peoria Express	3,639	Group 3
	Pima Express	3,358	Group 3
	Red Mountain Freeway Connector	3,086	Group 3
	San Tan Express	8,780	Group 3
	Scottsdale/Rural Rd LINK	22,426	Group 1
	South Central Express	19,924	Existing
	South Central LINK A	2,783	Group 3
	South Central LINK B	2,919	Group 3
	Superstition Freeway Connector	1,341	Group 3
	Superstition Springs Express	4,685	Group 3
Sub-total		**289,012**	
Supergrid Routes			
3	Van Buren St	18,782	Existing
13	Buckeye Rd	5,312	Group 3
17	McDowell/McKellips	25,067	Existing
29	Thomas Rd	12,983	Group 1
30	University Dr	28,530	Group 2
40	Main St	48,617	Existing
41	Indian School Rd	8,301	Group 3

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ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
44	44th St/Tatum	1,075	Group 3
45	Broadway Rd	13,238	Existing
48	48th St/Rio Salado Pkwy	2,518	Existing
50	Camelback Rd	8,788	Existing
56	56th St	4,626	Existing
59	59th Ave	24,142	Existing
61	Southern Ave	80,558	Existing
66	Mill/Kyrene	8,052	Existing
70	Glendale Ave	43,607	Existing
72	Scottsdale/Rural	129,647	Existing
77	Baseline Rd	26,945	Group 2
81	Hayden/McClintock	63,168	Existing
83	83rd/75th Ave	21,638	Group 3
90	Dunlap/Olive	9,522	Group 3
96	Dobson Rd	41,888	Existing
99	99th Ave	11,494	Group 3
104	Alma School Rd	28,251	Group 1
106	Peoria/Shea	38,286	Existing
108	Elliot Rd	39,838	Existing
112	Arizona Ave/Country Club Dr	32,427	Existing
131	Dysart Rd	3,616	Group 3
136	Gilbert Rd	32,965	Existing
138	Wadell/Thunderbird	20,360	Group 1
139	Litchfield Rd	18,249	Group 3
140	Ray Rd	23,232	Group 3
156	Chandler Blvd	66,756	Existing
160	Greenfield Rd	15,295	Group 3
170	Bell Rd	18,052	Group 2
184	Power Rd	39,045	Existing
204	Queen Creek Rd	4,506	Group 3
Sub-total		**1,019,377**	
Rural Service			
	Gila Bend connector	7,585	Existing
	Wickenburg connector	0	N/A
Sub-total		**7,585**	
Other Services			
	ADA Complementary Paratransit	556,905	Existing
	Regional Customer Services	132,076	Existing
	RPTA Planning and Administration	71,010	Existing
	Safety and Security Programs	17,050	Existing
	Operating Contingency	0	N/A
Sub-total		**777,040**	
Total		**2,093,015**	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

Existing (in operation and being funded prior to the "Group 1" period)

DRAFT

For bus operations, the "Group" designations represents the first period in which at least some regional funding was provided for the route. Funding for these routes continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. Routes designated as "Existing" may also receive service enhancements in later periods which are not specifically indicated. For detailed service enhancements please refer to the latest version of the Transit Life Cycle Program.

DRAFT

TABLE C-2
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL BUS ROUTES - CAPITAL

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP *
Fleet			
	Fixed Route Buses	790,465	Group 1,2,3
	Rural Routes	1,610	Group 1,2,3
	Paratransit	58,330	Group 1,2,3
	Vanpool	33,656	Group 1,2,3
Sub-total		**884,061**	
Park and Rides			
	Baseline/24th St	3,895	Group 1
	Camelback/101	5,628	Group 3
	Elliot/-I-10	116	Group 3
	Laveen/59th Ave	5,795	Group 1
	Peoria Grand	5,631	Group 1
Total Park and Rides		**21,065**	
Transit Centers			
	19thAveCamelback 6-bay	3,434	Group 3
	44th Cactus 6-bay	3,434	Group 3
	Arrowhead	10,462	Group 1
	Downtown Chandler 4-bay	2,389	Group 3
	Glendale/Grand 4-bay	2,389	Group 3
	Mesa Downtown 6-bay	2,126	Group 1
	Metrocenter TC Rehab	8,212	Group 3
	Peoria 4-bay	2,317	Group 1
	Scottsdale 4-bay	2,389	Group 3
	South Chandler	2,389	Group 3
	South Tempe 4-bay	2,389	Group 3
Total Transit Centers		**41,931**	
Operations and Maintenance Facilities			
	Heavy Maintenance	59,726	Group 3
	Mesa Rehab	12,169	Group 3
	Paratransit Phoenix	11,860	Group 3
	South Rehab	12,169	Group 3
Total O & M Facilities		**95,925**	
BRT Right-of-Way Improvements			
	Scottsdale/Rural Rd LINK	44,019.5	Group 1,3
	South Central LINK	20,665.2	Group 3
Total BRT ROW Improvements		**64,685**	
Other Capital Improvements			
	Bus Stop Improvements	0	N/A
	Vehicle Upgrades	18,257	Group 1
Total Other Capital		**18,257**	
Contingency for Capital Projects		0	N/A
TOTAL		**1,125,924**	

DRAFT

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded.

DRAFT

TABLE C-3
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - OPERATING

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP *
LRT/HCT Segments			
	CP/EV	810,885	Group 1
	Northwest Phase 1	67,743	Group 1
	Northwest Phase 2	13,620	Group 3
	Central Mesa	65,626	Group 1
	Tempe Streetcar	52,963	Group 1
	Phoenix West	143,087	Group 2
	Northeast Phoenix	37,011	Group 3
	Gilbert Rd Extension	40,808	Group 1
	Glendale	48,645	Group 3
Total		**1,280,387**	

TABLE C-4
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - CAPITAL

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
LRT/HCT Segments			
	NW Extension Phase I	174,369	Group 1
	Central Mesa	111,438	Group 1
	Tempe Streetcar	105,908	Group 1
	Glendale	411,692	Group 2,3
	NW Extension Phase II	115,651	Group 2,3
	Phoenix West	895,920	Group 1,2
	NE Phoenix	961,216	Group 2,3
	Gilbert Road Extension	122,814	Group 1
Sub-total		**2,899,009**	
LRT Systemwide Support			
	Systemwide Support Infrastructure	91,238	Group 1,2
	Capital Project Development	36,301	Group 1,2,3
	System Planning and Design	2,939	Group 1
	Utility Reimbursements	142,924	Group 1,2,3
Sub-total		**273,402**	Group 1,2,3
TOTAL		**3,172,410**	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)
Group 2 (FY 2019 - FY 2026)
Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded. For light rail transit/high capacity transit (LRT/HCT) operations, the group designation indicates the period when service is initiated. Funding continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. No regional funding is provided for LRT/HCT operating expenses

DRAFT

Agenda Item #8

The New York Times

http://nyti.ms/1eH1lmX

U.S.

Program to End Homelessness Among Veterans Hits Milestone in Arizona

By FERNANDA SANTOS JAN. 15, 2014

PHOENIX — Their descent into homelessness began almost as soon as they had closed a dignified chapter in their lives: their military service.

Dexter Mackenstadt, 63, a sailor who spent the Vietnam War tracking submarines along the East Coast, slipped into alcoholism. Robert Stone, 56, who spent three years stationed at naval bases in California, fell to that, too, and to a failing heart. John Hankins, 52, who repaired intercontinental ballistic missiles at an Air Force base in Wyoming, spent years as a drifter, living in a methamphetamine lab in the Arizona desert.

Today they are neighbors and participants in a program that White House officials have said has led Phoenix to become the first community in the country to end homelessness among veterans with long or recurrent histories of living on the streets.

In 2011, by a city count, there were 222 chronically homeless veterans here, a vulnerable, hard-to-reach population of mostly middle-age men, virtually all battling some type of physical or mental ailment along with substance abuse. Federal and city officials acknowledged that was not an exact number, but it is widely regarded as the best measure of the veteran population.

Last month, the last 41 members of that group were placed in temporary housing. Shane Groen, a director at the Arizona Coalition to End Homelessness, one of the city's partners in the program, said the goal was to have them all in permanent housing by Feb. 14.

Mr. Stone, 56, said, "I'm coming up on nine months sober, and a big part of it is because I have a roof over my head." He lived on the streets off and on for 15 years until he moved into an apartment here in March.

Earlier this month, Salt Lake City placed the last of its chronically homeless veterans in housing, its mayor, Ralph Becker, announced.

These milestones are the first significant achievements by individual communities in the federal government's plan to end homelessness among veterans by 2015, part of its ambitious and complex push to eliminate homelessness over all by 2020. Although officials have conceded that the plan is behind schedule, they point to the significant decline in the number of homeless veterans – to roughly 58,000, or 12 percent of the homeless population, last January from 76,000, or 24 percent of the nation's homeless, in 2010 – as a hopeful sign, given that it happened in spite of the difficult economic times. (The number of homeless people over all fell by 5 percent during the same period.)

"We do think we can get to the point where we can say there are no more homeless veterans in the country," Laura Zeilinger, deputy director of the United States Interagency Council on Homelessness, which coordinates the federal response to homelessness, said in an interview. "And if we do this for veterans, it's something that as a nation, if we set our mind to, we can achieve for other populations as well."

Arizona has a higher number of homeless veterans than most other states – roughly one in five homeless adults, according to statistics from the state's Department of Veterans' Services. In an interview, Greg Stanton, the mayor of Phoenix and a longtime proponent of increasing investment and partnerships on homeless outreach, characterized the recent achievement as "important because we're helping people in need, but also important because it helps our economy."

According to local and national surveys, it is more expensive to cover the costs of emergency room visits or nights in jail for homeless people than it is to give them a home. A 2009 analysis commissioned by the Los Angeles Homeless Services Authority, which handles the largest population of homeless veterans in the country, found that the monthly cost of housing and supportive services for one person was $605, while the public costs of a person living on the streets were roughly $2,900 a month.

Across the country, the strategy is centered on an approach called Housing First, through which a home is not treated as a reward for good behavior. As Ms. Zeilinger put it, it is instead "the platform of stability that lets previously homeless people work on the other issues they're facing," like mental illness and addiction, which are particularly common among the chronically homeless, a term defined as those who have continuously lived on the streets for a year or have done so at least four times over three years.

Some advocates say the concept works more easily in places like Phoenix, where there is room to build. Victory Place, the 104-apartment complex where Mr. Mackenstadt and Mr. Hankins live, opened last year on the city's south side. (An additional 96 units are under construction on the same campus.) Meanwhile, in cities like Los Angeles, building is expensive and competition is stiff for existing affordable-housing units, which are already scarce, said Steve Peck, president and chief executive of U.S. Vets, the nation's largest nonprofit service provider for veterans.

There is also the challenge of sustaining the investment, given the steady stream of soldiers back from Iraq and Afghanistan who have been ending up on the streets.

"The question," said Mr. Peck, who served in the Marine Corps in Vietnam, "is how we create enough housing units to house those who are homeless and where we find the money to provide all the services that are essential to keep them in those units."

Through a joint program that is the backbone of the federal effort, the Departments of Housing and Urban Development and Veterans Affairs have given $913 million since 2010 in vouchers, as well as clinical and social services, to chronically homeless veterans in or near the communities where they live. (The veterans contribute 30 percent of their gross income toward housing.)

In cities like Philadelphia and Salt Lake City, private donors and religious groups have helped pay for the types of expenses not covered by the vouchers, like furniture and security deposits. Here the United Way is funding 14 workers known as navigators, who have been deployed to walk the homeless veterans through the confusing process of applying for benefits and housing. One of them, James Roberson, 57, who served in the Navy in the Persian Gulf, said the job also

involved more mundane tasks, like making sure the veterans had food at home, that they were clean and that their apartments were in order.

Patience is crucial, he said. “You can’t force things on people who have been on the streets so long. They won’t take it.”

While the retention rate for homeless veterans placed in permanent housing stood at 85 percent nationally after one year, a survey by the Arizona Coalition to End Homelessness put it at 94 percent in Phoenix, a success attributed largely to the navigator program.

Mr. Hankins, the former airman, was homeless for six years when a Veterans Affairs social worker stationed at the agency where he had gone to recharge his food stamps card pulled him aside and offered to help. He is one of eight clients of Mr. Roberson’s at Victory Place.

“If I had to do this on my own,” Mr. Hankins said one recent morning as he strolled in Victory Place, “I’d never have made it here.”

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Agenda Item #10

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
January 22, 2014

SUBJECT:
Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

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

Due to the uncertainty of economic conditions, a fifty-percent reduction to the members' Dues and Assessments total for FY 2009 was approved beginning with the FY 2010 budget. Dues and Assessments continued to be maintained at the fifty percent level each year through FY 2014. During the time MAG Dues and Assessments have been reduced, these additional costs have been covered using MAG reserve funds. At the May 22, 2013 Regional Council meeting the members discussed MAG keeping the Dues and Assessments at the 50 percent level for FY 2014 and stated that Dues and Assessments would need to go to the 100 percent level for FY 2015 and this would keep MAG financially sound. A motion was made and approved at the May 22, 2013 meeting that member Dues and Assessments would continue at the 50 percent rate for FY 2014 with the understanding that the Dues and Assessments rate would be increased to 100 percent for FY 2015.

On May 24, 2006, the MAG Regional Council approved applying the CPI-U average for the last calendar year to the draft MAG Dues and Assessments. In order to go forward adjusting for inflation increases, we are recommending for FY 2015 that Dues and Assessments be increased to 100 percent and that the CPI-U average of 8.59 percent for the calendar years 2009 through 2013 be applied.

At the January 10 and February 14, 2005, MAG Regional Council Executive Committee meetings, the committee discussed that a minimum dues and assessments amount be set to cover some administrative costs of MAG committee meetings. The minimum amount of $350 for MAG Dues and Assessments was recommended in the February 14, 2005, meeting to cover administrative costs associated with MAG membership. This minimum amount was adopted beginning with the FY 2006 MAG Unified Planning Work Program and Annual Budget. The MAG draft Dues and Assessments for FY 2015 are presented in Attachment A.

This overview of MAG's draft Dues and Assessments for FY 2015 (Attachment A) provides an opportunity for early input into the development of the FY 2015 Work Program and Budget. The draft Dues and Assessments documents are footnoted for your information.

- The population numbers used in the draft Dues and Assessments calculation are updated using the most recently approved population estimates for 2013 as indicated on the draft Dues and Assessments for FY 2015 in Attachment A.

- The information in the footnotes to the draft Dues and Assessments, (b), (c), (d), (e), (f), (g) and (h) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the county portion of the population calculation, respectively.

- MAG staff is proposing that draft Dues and Assessments be increased from 50 percent to 100 percent for FY 2015 with an increase for the average CPI-U change from calendar year 2009 through 2013. The CPI-U for December 2013 is not included in the estimate and will be used to update the draft Dues and Assessments when this number is published. Changes for individual members are due to population shifts and the application of minimum dues and assessments. The application of a minimum dues and assessments amount of $350 affects two members and is discussed in footnote (d). The draft Dues and Assessments increase each fiscal year prior to FY 2010 has been calculated using the average CPI-U for the prior calendar years 2010 through 2013 and will increase annually as approved by the MAG Regional Council on May 24, 2006.

- The Homeless Prevention Assessment is only charged to those cities that are CDBG recipients with populations over 50,000 and to Maricopa County and Pinal County.

A draft budget timeline is included for your review as Attachment B. The Webinar presentation of the draft budget is tentatively scheduled for Friday, February 21, 2014, at 1:00 p.m. in the MAG Cottonwood Room.

PUBLIC INPUT:
No public comments have been received.

PROS & CONS:
PROS: MAG is providing the draft budget timeline and information on draft estimates for Fiscal Year 2015 Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: None.

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
This item was on the January 21, 2014, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

* Mayor Scott Smith, Mesa, Chair
Mayor Michael LeVault, Youngtown, Vice Chair
Mayor W.J. "Jim" Lane, Scottsdale, Treasurer
* Mayor Gail Barney, Queen Creek
Mayor Marie Lopez Rogers, Avondale
Mayor Lana Mook, El Mirage
Mayor Greg Stanton, Phoenix

* Not present
# Participated by video or telephone conference call

This item was on the January 8, 2014 MAG Management Committee for information.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Christopher Brady, Mesa, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
# Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Marc Skocypec for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
* Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

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

Maricopa Association of Governments

ATTACHMENT A

December 30, 2013 estimate for Fiscal Year 2015

Draft Dues And Assessments

Jurisdiction	FY 2014 Budget (a) Population Totals	MAG Member Dues	Solid Waste Planning Assessment	Water Quality (j) Planning Assessment	9-1-1 (b) Planning Assessment	Human Services Planning Assessment	Homeless (c) Prevention Assessment	Total (d) FY 2015 Estimated Dues & Assessments	Total FY 2014 Dues & Assessments
Apache Junction (f)	37,623	$1,978	$97	$1,201	$2,194	$704		$6,174	$2,835
Avondale	77,511	$4,075	$201	$2,475	$4,520	$1,451	$1,336	$14,058	$6,520
Buckeye	56,460	$2,968	$146	$1,803	$3,292	$1,057		$9,266	$4,154
Carefree	3,424	$180	$9	$109	$200	$64		$562	$350
Cave Creek	5,228	$275	$14	$167	$305	$98		$859	$392
Chandler	246,197	$12,942	$638	$7,862	$14,356	$4,608	$4,243	$44,649	$20,458
El Mirage	32,472	$1,707	$84	$1,037	$1,893	$608		$5,329	$2,462
Florence (i)	25,512	$1,341	$66			$478		$1,885	$924
Fort McDowell Yavapai Nation (d) (h)	984	$241	$3	$31	$57	$18		$350	$350
Fountain Hills	22,893	$1,203	$59	$731	$1,335	$429		$3,757	$1,742
Gila Bend (d)	1,948	$133	$5	$62	$114	$36		$350	$350
Gila River Indian Community (i)	11,918	$627	$31	$381	$695	$223		$1,957	$905
Gilbert	227,603	$11,965	$590	$7,268	$13,271	$4,260	$3,923	$41,277	$18,629
Glendale	231,109	$12,149	$599	$7,380	$13,476	$4,326	$3,983	$41,913	$19,421
Goodyear	72,275	$3,799	$187	$2,308	$4,214	$1,353		$11,861	$5,299
Guadalupe	6,019	$316	$16	$192	$351	$113		$988	$456
Litchfield Park	5,759	$303	$15	$184	$336	$108		$946	$431
Maricopa (i)	46,140	$2,425	$120		$2,690	$864		$6,099	$2,779
Maricopa County (e)	277,846	$14,606	$720	$8,872	$16,201	$5,201	$4,789	$50,389	$23,461
Mesa	450,310	$23,672	$1,167	$14,379	$26,257	$8,429	$7,761	$81,665	$37,726
Paradise Valley	13,282	$698	$34	$424	$774	$249		$2,179	$1,007
Peoria (g)	160,552	$8,440	$416	$5,127	$9,362	$3,005	$2,767	$29,117	$13,372
Phoenix	1,485,751	$78,103	$3,850	$47,443		$27,811	$25,607	$182,814	$83,681
Pinal County (c)(i)	127,351	$6,695	$330		$7,426	$2,384	$2,195	$19,030	$8,735
Queen Creek (f)	29,510	$1,551	$76	$942	$1,721	$552		$4,842	$2,127
Salt River Pima-Maricopa (h)	6,498	$342	$17	$207	$379	$122		$1,067	$494
Scottsdale	222,213	$11,681	$576	$7,096	$12,957	$4,160	$3,830	$40,300	$18,635
Surprise	121,629	$6,394	$315	$3,884	$7,092	$2,277	$2,096	$22,058	$10,138
Tempe	165,158	$8,682	$428	$5,274	$9,630	$3,092	$2,847	$29,953	$13,965
Tolleson	6,632	$349	$17	$212	$387	$124		$1,089	$506
Wickenburg (g)	6,511	$342	$17	$208	$380	$122		$1,069	$498
Youngtown	6,236	$328	$16	$199	$364	$117		$1,024	$474
TOTALS	4,190,554	$220,510	$10,859	$127,458	$156,229	$78,443	$65,377	$658,876	$303,276

FY 2014 Total Costs		$101,432	$5,000	$58,688	$71,935	$36,118	$30,103
Based on Population		$119,078	$5,859	$68,770	$84,294	$42,325	$35,274
		117.40%	117.18%	117.18%	117.18%	117.19%	117.18%
Per Capita Cost		$0.05262	$0.00259	$0.03042	$0.03728	$0.01872	$0.01560

Each year, the MAG annual Dues and Assessments are apportioned according to per capita populations and the CPI-U from the prior calendar year is applied to the Dues and Assessments. From FY 2010 through FY 2014, Dues and Assessments were reduced by 50% from the FY 2009 amount and this overall lower amount was held constant due to economic conditions. The FY 2015 estimated Dues and Assessments are increased to 100% of the FY 2009 amount and the CPI-U increase from calendar year 2009 to the present of 8.59% has been applied. Changes in population coupled with the addition of 3 new members account for the individual member differences between the FY 2014 and FY 2015 Dues and Assessments totals.

(a) MAG July 1, 2013 Approved Population within one percent of the approved Maricopa County control total. The population updates are needed by the State Economic Estimates Commission by December 15th of each year and in order to project the final estimates.

(b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix that performs 9-1-1 operations and the Town of Florence that is not part of the Maricopa Region 9-1-1 system.

(c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County and Pinal County.

(d) Total Dues and Assessments minimum at $350 per member results in an overall increase for these members and a slight adjustment for the other members.

(e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding the Fort McDowell Yavapai Nation and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).

(f) Maricopa and Pinal County portions.

(g) Maricopa and Yavapai County portions.

(h) Maricopa County portion only.

(i) The Pinal County portion of the dues and assessments includes unincorporated areas in Pinal County in the the MAG Metropolitan Planning Organization Area planning boundaries; also included is the entire population of the Gila River Indian Community as well as the Town of Florence and the City of Maricopa.

(j) The Water Quality Planning Assessment is applied to the members that have their Water Quality Planning performed by the Maricopa Region.

Attachment B

Maricopa Association of Governments
Fiscal Year 2015
DRAFT December 31, 2013
Work Program and Annual Budget Proposed Timeline

01/06/14	Monday	Intergovernmental Meeting
01/08/14	Wednesday	Management Committee Meeting-dues/assessments; timeline
01/21/14	Tuesday	Regional Council Executive Committee Meeting-dues/assessments; timeline
01/29/14	Wednesday	Regional Council-dues/assessments; timeline
02/06/14	Thursday	Intergovernmental Meeting
02/12/14	Wednesday	Management Committee Meeting- present new projects; presentation of summary budget documents
02/18/14	Tuesday	Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents
02/20/14	Friday	Budget Workshop-webinar 1:00 p.m.Cottonwood Room, 2nd Floor, MAG Building
02/26/14	Wednesday	Regional Council Meeting- present new projects; presentation of summary budget documents
03/06/14	Thursday	Intergovernmental Meeting
03/12/14	Wednesday	Management Committee Meeting- information and review of draft budget documents
03/17/14	Monday	Regional Council Executive Committee Meeting- information and review of draft budget documents
03/26/14	Wednesday	Regional Council Meeting- information and review of draft budget documents
April	TBD	IPG meeting with FHWA, FTA, ADOT and others
04/03/14	Thursday	Intergovernmental Meeting
04/09/14	Wednesday	Management Committee Meeting- information and review of draft budget documents
04/14/14	Monday	Regional Council Executive Committee Meeting- information and review of draft budget documents
04/23/14	Wednesday	Regional Council Meeting- information and review of draft budget documents
April		Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)
05/08/14	Thursday	Intergovernmental Meeting
05/14/14	Wednesday	Management Committee meeting - present draft Budget for recommendation of approval
05/19/14	Monday	Regional Council Executive Committee meeting - present draft Budget for recommendation of approval
05/28/14	Wednesday	Regional Council meeting - present draft Budget for approval

Agenda Item #11

ASUNTO: *AGENDA*

2nd Binational Economic Forum April 10th & 11th 2014
Nogales, Sonora, México, Fiesta Inn Hotel
"Mega Region Consolidation"

DRAFT

Thursday April 10th

10:30 a.m. - 11:00 a.m. Registration and Name cards

11:00 a.m. -11:30 a.m. Inauguration Ceremony

Welcome
Mayor of Nogales, Sonora México
- Ramón Guzmán Muñoz

Meeting Objective
Economic Development Director
- Manuel Hopkins Ruiz

11:30 a.m. - 1:20 p.m. Presentation of Association presidents & Sonoran Mayors

- MAG President and Mayor of Mesa, AZ
  Scott Smith
- Mayor of Guaymas, SON
  Otto Claussen Iberri
- PAG President and Mayor of Tucson, AZ
  Jonathan Rothschild
- Mayor Ciudad Obregón, SON
  Rogelio Díaz Brown
- Mayor Nogales, AZ
  Mr. Arturo Garino
- Mayor Hermosillo, SON
  Alejandro López Caballero
- CAG President and Mayor of Florence, AZ
  Tom Rankin
- SCMPO President and Mayor of Casa Grande, AZ
  Bob Jackson

1:20 p.m. - 2:20 p.m. Lunch
- Artistic Presentation " Folkloric Dance"

2:20 p.m. - 3:30 p.m. Open Dialogue Table
3:30 p.m. - 3:45 p.m. Following steps
7:00 p.m. Cocktail at Fiesta Inn

AL CONTESTAR ESTE OFICIO, CITENSE LOS DATOS CONTENIDOS EN EL ANGULO SUPERIOR DERECHO

ASUNTO: AGENDA

Friday April 11th
Second day of activities:

9:00 a.m. - 9:30 a.m. Continental Breakfast

9:30 a.m. - 10:00 a.m. Opening Ceremony

Economic Development Director.
- Manuel Hopkins Ruiz

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10:00 a.m. - 11:00 a.m.Presentation of Sonoran Mayors

- Presentation of Sonoran Mountain Range.
- Presentation of Sonoran River area.
- Presentation of Sonoran Coastline.

11:00 a. m. - 12:00 p.m.

- Nogales Mayor presentation "Mega Region"
  Lic. Ramón Guzmán Muñoz
- Message from Mesa, AZ Mayor Mr. Scott Smith.
- Collaboration agreement signature between " MAG, PAG, CAG and SCMPO with AAS"

12:00 p.m. - 2:00 p.m. Lunch

2:00 p.m. - 2:30 p.m. Closing by Dr. Luis Núñez, Federal Economic delegate for the State of Sonora.

MAG "Maricopa Association of Governments", CAG "Central Arizona governments",PAG "Pima Association of Governments ", SCMPO "Sun Corridor Metropolitan Planning Organization", AAS "Sonoran Mayors Association".

AL CONTESTAR ESTE OFICIO, CITENSE LOS DATOS CONTENIDOS EN EL ANGULO SUPERIOR DERECHO

MEGA-REGION PROPOSAL INICIATIVE PRESENTED BY THE MAYOR OF NOGALES, SONORA

The Mega-Region project is a local policy initiative proposed by Lic. Ramón Guzmán Muñoz, Mayor of Nogales, Sonora, which consists of the following:

OBJECTIVE: To join efforts to build a international framework dedicated to addressing important issues impacting regional growth, in cooperation with local governments, trade associations and chambers of commerce in Sonora and Arizona.

MISSION: To promote a strong and dynamic relationship of binational cooperation and exchange that directly impacts economic, cultural, social and security efforts in the two states in the Mega-Region.

VISION: To be a región recognized internationally as a worldwide center of attraction for national and international markets.

METHOLODGY FOR DEVELOPMENT OF THE MEGA-REGION

Implement actions that directly impact the development of the "Mega-Region Initiative SONARIZ, which establish a formal program and agenda for the binational effort, aligned with impactful economic activities.

Joint Binational Agenda

Short-Term Objectives (Within 3-5 months)

1. Consider the proposed organizational structure of the Mega-Region to be SONARIZ.
2. Identify and include as many associations, organizations, chambers and other possible participants to join SONARIZ.
3. Establish working committees for developing and executing a joint binational agenda.

   Proposed Committees:

   1. Border Security/Public Safety Committee
   2. Infrastructure Development Committee
   3. Transportation Committee
   4. Education Committee
   5. Trade and Tourism Committee
   6. Economic Development Committee
   7. Arts and Culture Committee
   8. Promotion and Marketing Committee

DRAFT

Mid-Term Objectives (Within 6-12 months)

1. Define activities and/or action plans for each committee under the joint binational agenda, to initiate a work program impacting the development of the Mega-Region.
2. Develop and implement a worldwide promotional and marketing plan for the Mega-Region trade area.

Long-Term Objectives

Establish the SONARIZ Mega-Region as a proactive, dynamic public body to address the needs of the states and municipalities belonging to it and provide a framework for continuing stated objectives.

DRAFT

U.S. EPA FACT SHEET

EPA Proposes to Approve the 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area

January 14, 2013

Summary

- EPA is proposing to approve the 2012 Five Percent Plan for the Maricopa County Nonattainment Area because the plan shows annual reductions of PM-10 emissions of at least 5% between 2007 and 2012 and demonstrates attainment of the PM -10 National Ambient Air Quality Standard (PM-10 NAAQS) by December 31, 2012.

- Today's proposal recognizes continued air quality improvement in Arizona accomplished through the efforts of the Arizona Department of Environmental Quality (ADEQ), the Maricopa County Air Quality Department, the Maricopa Association of Governments, multiple industry, business and agricultural stakeholders, and EPA to protect public health.

Background

- The nonattainment area is located in the eastern portion of Maricopa County and encompasses the cities of Phoenix, Mesa, Scottsdale, Tempe, Chandler, Glendale, as well as the other jurisdictions that comprise the Phoenix metropolitan area. The nonattainment area also includes the town of Apache Junction in Pinal County.
- The State of Arizona was required to submit a 5% PM-10 Plan (also known as a 189(d) plan) after the Maricopa County nonattainment area failed to attain the PM-10 NAAQS by the required attainment date of December 31, 2006.
- The failure to attain triggered the requirements of section 189(d) of the Clean Air Act (CAA), which requires a PM-10 reduction of 5% per year until attainment.
- The State of Arizona originally submitted a 5% Plan to EPA on December 21, 2007, which EPA proposed to partially disapprove due to issues with the attainment demonstration and the emissions inventory.
- The State of Arizona subsequently withdrew the 2007 5% Plan and resubmitted a revised plan on May 25, 2012. This is the plan that EPA is proposing action on today.
- EPA is required by the terms of a consent decree with the Arizona Center for Law in the Public Interest (ACLPI) to propose action on the plan by January 14, 2014, and finalize action by June 2, 2014.

Particulate Matter and Public Health

- Reducing PM10 levels is essential because airborne particles are a serious threat to human health. Major concerns include effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease and asthma are especially sensitive to the effects of particulate matter.
- A study released in 2009 by Arizona State University showed that when levels of PM-10 in central Phoenix were high, there was a significant increase in asthma incidents in children.

Next Steps

- Today's proposal will be published in the Federal Register in approximately two to three weeks. EPA will accept public comment for 30 days after publication.

For More Information:

http://www.epa.gov/region9/air/actions/az.html

Alexis Strauss signed the following proposed rule on January 14, 2014 on behalf of the EPA Region 9 Regional Administrator, Jared Blumenfeld. EPA is submitting it for publication in the *Federal Register* (FR). While we have taken steps to ensure the accuracy of this Internet version of the rule, it is not the official version of the rule for purposes of compliance. Please refer to the official version in a forthcoming FR publication, which will appear on the Government Printing Office's FDsys website (http://fdsys.gpo.gov/fdsys/search/home.action) and on Regulations.gov (http://www.regulations.gov) in Docket No. EPA-R09-OAR-2013-0762.

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R09-OAR-2013-0762; FRL-]

Approval and Promulgation of Implementation Plans – Maricopa County (Phoenix) PM-10 Nonattainment Area; Serious Area Plan for Attainment of the 24-Hour PM-10 Standard; Clean Air Act Section 189(d)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

EPA is proposing to approve a state implementation plan (SIP) revision submitted by the State of Arizona to meet Clean Air Act (CAA) requirements applicable to the Maricopa County (Phoenix) PM-10 Nonattainment Area. The Maricopa County PM-10 Nonattainment Area is located in the eastern portion of Maricopa County and encompasses the cities of Phoenix, Mesa, Scottsdale, Tempe, Chandler, Glendale, several other smaller jurisdictions, unincorporated County lands, as well as the town of Apache Junction in Pinal County. The Maricopa County PM-10 Nonattainment Area is designated as a serious nonattainment area for the national ambient air quality standards (NAAQS) for particulate matter of ten microns or less (PM-10). The submitted SIP revision is the *Maricopa Association of Governments Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area* (2012 Five Percent Plan). Arizona's obligation to submit the 2012 Five Percent Plan was triggered by EPA's June 6, 2007 finding that the Maricopa PM-10 Nonattainment Area had failed to meet its December 31, 2006 deadline to attain the PM-10 NAAQS. CAA section 189(d) requires a serious PM-10 nonattainment area

that fails to meet its attainment deadline to submit a plan providing for attainment of the PM-10 NAAQS and for an annual emission reduction in PM-10 or PM-10 precursors of not less than five percent until attainment. EPA is proposing to approve the 2012 Five Percent Plan as meeting all relevant statutory and regulatory requirements.

DATES: Any comments must arrive by [Insert date 30 days from the date of publication in the Federal Register].

ADDRESSES: Submit comments, identified by docket number EPA-R09-OAR-2013-0762, by one of the following methods:

1. Federal eRulemaking Portal: www.regulations.gov. Follow the on-line instructions.

2. E-mail: nudd.gregory@epa.gov.

3. Mail or deliver: Gregory Nudd (Air-2), U.S. Environmental Protection Agency Region IX, 75 Hawthorne Street, San Francisco, CA 94105-3901.

Instructions: All comments will be included in the public docket without change and may be made available online at www.regulations.gov, including any personal information provided, unless the comment includes Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Information that you consider CBI or otherwise protected should be clearly identified as such and should not be submitted through www.regulations.gov or e-mail. www.regulations.gov is an "anonymous access" system, and EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send e-mail directly to EPA, your e-mail address will be automatically captured and included as part of the public comment. If EPA cannot read your comment due to technical

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difficulties and cannot contact you for clarification, EPA may not be able to consider your comment.

Docket: The index to the docket for this action is available electronically at www.regulations.gov and in hard copy at EPA Region IX, 75 Hawthorne Street, San Francisco, California. While all documents in the docket are listed in the index, some information may be publicly available only at the hard copy location (e.g., copyrighted material), and some may not be publicly available in either location (e.g., CBI). To inspect the hard copy materials, please schedule an appointment during normal business hours with the contact listed in the **FOR FURTHER INFORMATION CONTACT** section.

FOR FURTHER INFORMATION CONTACT: Gregory Nudd, U.S. EPA Region 9, 415-947-4107, nudd.gregory@epa.gov or www.epa.gov/region09/air/actions.

SUPPLEMENTARY INFORMATION: Throughout this document, the terms "we," "us," and "our" mean U.S. EPA.

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I. PM-10 Air Quality Planning in the Maricopa PM-10 Non-Attainment Area.

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The NAAQS are standards for certain ambient air pollutants set by EPA to protect public health and welfare. PM-10 is among the ambient air pollutants for which EPA has established health-based standards. PM-10 causes adverse health effects by penetrating deep in the lungs, aggravating the cardiopulmonary system. Children, the elderly, and people with asthma and heart conditions are the most vulnerable.

On July 1, 1987 EPA revised the health-based national ambient air quality standards, replacing the standards for total suspended particulates with new standards applying only to particulate matter up to ten microns in diameter (PM-10). 52 FR 24672. At that time, EPA established two PM-10 standards, annual and 24-hour. Effective December 18, 2006, EPA revoked the annual PM-10 standard but retained the 24-hour PM-10 standard. 71 FR 61144 (October 17, 2006). The 24-hour PM-10 standard of 150 micrograms per cubic meter ($\mu g/m^3$) is attained when the expected number of days with a 24-hour average concentration above 150 $\mu g/m^3$ per calendar year averaged over a three year period, as determined in accordance with appendix K to 40 CFR part 50, is equal to or less than one. 40 CFR 50.6 and 40 CFR part 50, appendix K.

On the date of enactment of the 1990 Clean Air Act Amendments (CAA or the Act), many areas, including the Maricopa PM-10 Nonattainment Area, meeting the qualifications of section 107(d)(4)(B) of the amended Act were designated nonattainment by operation of law. 56 FR 11101 (March 15, 1991). The Maricopa PM-10 Nonattainment Area is located in the eastern portion of Maricopa County and encompasses the cities of Phoenix, Mesa, Scottsdale, Tempe, Chandler, Glendale, as well as 15 other jurisdictions, four tribes and unincorporated County lands. The nonattainment area also includes the town of Apache Junction in Pinal County. EPA codified the boundaries of the Maricopa PM-10 Nonattainment Area at 40 CFR 81.303.

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Once an area is designated nonattainment for PM-10, section 188 of the CAA outlines the process for classifying the area as moderate or serious and establishes the area's attainment deadline. In accordance with section 188(a), at the time of designation, all PM-10 nonattainment areas, including the Maricopa PM-10 Nonattainment Area, were initially classified as moderate.

A moderate PM-10 nonattainment area must be reclassified to serious PM-10 nonattainment by operation of law if EPA determines after the applicable attainment date that, based on air quality, the area failed to attain by that date. CAA sections 179(c) and 188(b)(2). On May 10, 1996, EPA reclassified the Maricopa PM-10 Nonattainment Area as a serious PM-10 nonattainment area. 61 FR 21372.

As a serious PM-10 nonattainment area, the area acquired a new attainment deadline of no later than December 31, 2001. CAA section 188(c)(2). However, CAA section 188(e) authorizes EPA to grant up to a 5-year extension of that attainment deadline if certain conditions are met by the state. In order to obtain the extension, the state must make a SIP submission showing that: (1) attainment by the applicable attainment date would be impracticable; (2) the state complied with all requirements and commitments pertaining to the area in the implementation plan for the area; and (3) the plan for the area includes the most stringent measures (MSM) that are included in the implementation plan of any state or are achieved in practice in any state, and can feasibly be implemented in the specific area. Arizona requested an attainment date extension under CAA section 188(e) for the Maricopa PM-10 Nonattainment Area from December 31, 2001 to December 31, 2006.

On July 25, 2002, EPA approved the serious area PM-10 plan for the Maricopa PM-10 Nonattainment Area as meeting the requirements for such areas in CAA sections 189(b) and (c), including the requirements for implementation of best available control measures (BACM) in

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section 189(b)(1)(B) and MSM in section 188(e). In the same action, EPA approved the submission with respect to the requirements of section 188(e) and granted Arizona's request to extend the attainment date for the area to December 31, 2006. 67 FR 48718. This final action, as well as the two proposals preceding it, provide a more detailed discussion of the history of PM-10 planning in the Maricopa PM-10 Nonattainment Area. *See* 67 FR 48718 (July 25, 2002); 65 FR 19964 (April 13, 2000); and 66 FR 50252 (October 2, 2001).

On June 6, 2007, EPA found that the Maricopa PM-10 Nonattainment Area failed to attain the 24-hour PM-10 NAAQS by the applicable attainment date of December 31, 2006 (72 FR 31183). Accordingly, the state was required to submit a new plan meeting the requirements of section 189(d) by December 31, 2007.

On December 19, 2007, the Maricopa Association of Governments (MAG) adopted the "MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area" (2007 Five Percent Plan).[1] On December 21, 2007 the Arizona Department of Environmental Quality (ADEQ) submitted the 2007 Five Percent Plan and two Pinal County resolutions. EPA proposed to partially disapprove this plan on September 9, 2010. 75 FR 54806. On January 25, 2011, prior to EPA's final action on the 2007 Five Percent Plan, Arizona withdrew the plan from the Agency's consideration. As a result of the withdrawal of the 2007 Five Percent Plan, on February 14, 2011, EPA made a finding of failure to make a required SIP submittal. 76 FR 8300. This finding of failure to submit obligated EPA to promulgate a federal implementation plan (FIP) within two years after that date, unless the state submits and EPA approves a SIP submission meeting the requirements of section 189(d) by such date. CAA section 110(c).

[1] MAG has responsibility for air quality and transportation planning in the metropolitan Phoenix region. MAG develops air quality plans in coordination with ADEQ, the Arizona Department of Transportation, and the Maricopa County Air Quality Department. *See* 2012 Five Percent Plan at ES-1; Appendix E., Exh. 2 (Resolution to Adopt the MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area).

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Because EPA's evaluation of the 2012 Five Percent Plan indicates that it meets the requirements of section 189(d), EPA is proposing to approve the submission in today's action.

The 2012 Five Percent Plan was adopted by MAG on May 23, 2012 and submitted to EPA by ADEQ on May 25, 2012.[2] MAG adopted and ADEQ submitted the 2012 Five Percent Plan specifically to address the CAA requirements in section 189(d) for the Maricopa PM-10 Nonattainment Area. EPA reviewed the submission and found it to be complete on July 20, 2012.[3] EPA is proposing approval of the submission as meeting the requirements of section 189(d) in today's action.

II. Overview of Applicable CAA Requirements

As a serious PM-10 nonattainment area that failed to meet its applicable attainment date, December 31, 2006, the Maricopa PM-10 Nonattainment Area is subject to CAA section 189(d). Section 189(d) provides that the state shall "submit within 12 months after the applicable attainment date, plan revisions which provide for attainment of the PM-10 air quality standard and, from the date of such submission until attainment, for an annual reduction of PM-10 or PM-10 precursor emissions within the area of not less than 5 percent of the amount of such emissions as reported in the most recent inventory prepared for the area."

The general planning and control requirements for all nonattainment plans are found in CAA sections 110 and 172. More specific planning and control requirements relevant to the PM-10 NAAQS are found in Part D, Subpart 4, in CAA sections 188 and 189. EPA has issued a

[2] Also on May 25, 2012, Arizona submitted several Arizona statutes, Maricopa County rules, a Maricopa County ordinance, and related appendices for approval into the Arizona SIP. By letter dated May 21, 2013, Arizona submitted redacted materials to clarify its May 25, 2012 submittal. By letter dated September 26, 2013, Arizona withdrew its May 21, 2013 submittal and submitted a table and redacted materials as a supplement to the May 25, 2012 submittal to clarify the materials it is requesting EPA to approve into the Arizona SIP.

[3] Letter from Deborah Jordan, Director, Air Division, USEPA Region 9 to Henry Darwin, Director, Arizona Department of Environmental Quality dated July 20, 2012.

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General Preamble[4] and Addendum to the General Preamble[5] to provide guidance to states for meeting the CAA's requirements for the PM-10 NAAQS. The General Preamble mainly addresses the requirements for moderate nonattainment areas and the Addendum addresses the requirements for serious nonattainment areas. EPA has also issued other guidance documents related to PM-10 plans which are discussed and cited below. The specific PM-10 plan requirements addressed by this proposed action are summarized below.

A. Emissions Inventories

CAA section 172(c)(3) requires that an attainment plan include a comprehensive, accurate, and current inventory of actual emissions from all sources of the relevant pollutants.

B. Section 189(d) Attainment Demonstration and Five Percent Requirement

For serious PM-10 nonattainment areas that do not attain the PM-10 NAAQS by the applicable attainment date, CAA section 189(d) requires the state to submit plan revisions that provide for attainment of the NAAQS (i.e., an attainment demonstration) and provide for an annual five percent reduction in PM-10 or PM-10 precursor emissions for each year from the date of submission until attainment.[6] Section 189(d) specifies that the state must submit these plan revisions within 12 months of the applicable attainment date that the area failed to meet.

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[4] "State Implementation Plans; General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990," 57 FR 13498 (April 16, 1992) (General Preamble) and 57 FR 18070 (April 28, 1992).

[5] "State Implementation Plans for Serious PM-10 Nonattainment Areas, and Attainment Date Waivers for PM-10 Nonattainment Areas Generally; Addendum to the General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990," 59 FR 41998 (August 16, 1994) (Addendum).

[6] EPA has previously determined that PM-10 precursors are not significant contributors to PM-10 levels in the Maricopa County PM-10 Nonattainment Area. See 65 FR 19971 (April 13, 2000); 67 FR 48718 (July 25, 2002). In those rulemaking notices, EPA specifically determined that the contribution from major stationary sources of PM-10 precursors was less than 0.5 percent of the annual PM-10 NAAQS. *See e.g.*, 65 FR 19971. Subsequent technical studies confirm that ambient PM-10 levels in the nonattainment area are primarily from crustal material and are not derived from organic compounds, nitrates or sulfates. *See e.g.*, "PM-10 Source Attribution and Deposition Study," prepared by Sierra Research, Inc. for Maricopa Association of Governments (March 2008) at pg. 2 ("Local monitoring by co-located PM-10 and PM-2.5 monitors confirms that PM-2.5 on high PM-10 days is a small fraction

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C. Reasonable Further Progress and Quantitative Milestones

CAA section 172(c)(2) requires that implementation plans demonstrate reasonable further progress (RFP) as defined in section 171(1). Section 171(1) defines RFP as "such annual incremental reductions in emissions of the relevant air pollutant as are required by this part [part D of title I] or may reasonably be required by the Administrator for the purpose of ensuring attainment of the applicable national ambient air quality standard by the applicable date." The general RFP requirement of section 172(c)(2) applies to SIP submissions necessary to meet CAA section 189(d) for the PM-10 NAAQS.

In addition, CAA section 189(c)(1) specifically applicable to the PM-10 NAAQS requires that an implementation plan contain quantitative milestones which will be achieved every 3 years and which will demonstrate that RFP is being met.

D. Contingency Measures

CAA section 172(c)(9) requires that implementation plans provide for "the implementation of specific measures to be undertaken if the area fails to make reasonable further progress, or to attain the NAAQS by the attainment date applicable under this part [part D of title I]. Such measures are to take effect in any such case without further action by the State or the Administrator." The contingency measure requirement of CAA section 179(c)(9) applies to the SIP submissions necessary to meet CAA section 189(d) for the PM-10 NAAQS.

E. Transportation Conformity and Motor Vehicle Emissions Budgets

Transportation conformity is required by CAA section 176(c). Our conformity rule (40 CFR part 93, subpart A) requires that transportation plans, programs, and projects conform to state air quality implementation plans and establishes the criteria and procedures for determining

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of the PM-10 concentrations. Therefore, the PM-10 problem in the Maricopa County nonattainment area is largely attributable to coarse particles, comprised primarily of geologic material."); *see also, id*. at Chapter 3.

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whether or not they do so. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any interim milestone. Once a SIP that contains motor vehicle emissions budgets (MVEBs) has been submitted to EPA, and EPA has found them adequate, these budgets are used for determining conformity: emissions from planned transportation activities must be less than or equal to the budgets.

F. Adequate Authority

CAA section 110(a)(2)(E)(i) requires that implementation plans provide necessary assurances that the state (or the general purpose local government or regional agency designated by the state for this purpose) will have adequate personnel, funding and authority under state law to carry out the requirements of such plan. Requirements for legal authority are further defined in 40 CFR part 51, subpart L (51.230-51.232) and for resources in 40 CFR 51.280. States and responsible local agencies must also demonstrate that they have the legal authority to adopt and enforce provisions of the SIP and to obtain information necessary to determine compliance.

III. Evaluation of the 2012 Five Percent Plan's Compliance with CAA Requirements

A. Emissions Inventories

CAA section 172(c)(3) requires all nonattainment area plans to include a comprehensive, accurate, and current inventory of actual emissions from all sources of the relevant pollutant or pollutants in the area at issue. Our policies require that the inventory be fully documented. The 2012 Five Percent Plan uses the comprehensive "2008 PM-10 Periodic Emissions Inventory for Maricopa County, Revised 2011" (2008 PM-10 Inventory) as a starting point in the analysis.[7]

[7] The 2008 PM-10 Inventory is included as Appendix A, Exhibit 1 to the 2012 Five Percent Plan. The 2008 PM-10 Inventory includes revisions made by MAG in 2011 to incorporate more recent vehicle registration data, and updated models and planning assumptions. *See* 2012 Five Percent Plan, Appendix B, Exh. 1, at II-10 to II-17.

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The 2008 PM-10 Inventory was developed by the Maricopa County Air Quality Department (MCAQD) and the Maricopa Association of Governments (MAG) -- MCAQD prepared emission estimates for point sources and most area and nonroad mobile sources, and MAG prepared emission estimates for onroad mobile, biogenic and certain area and nonroad mobile sources. 2012 Five Percent Plan, Appendix A, Exhibit 1. The 2008 PM-10 Inventory was adjusted by MAG for economic and population changes to provide projected emissions inventories for 2007 through 2012. 2012 Five Percent Plan at p. 3-2; Appendix B, Exh. 1, Section II.

The 2008 PM-10 Inventory describes annual emissions from point, area, nonroad, on-road, and nonanthropogenic sources in the Maricopa County and the Pinal County portion of the nonattainment area.[8,9] The 2008 PM-10 Inventory shows that the most significant sources of emissions in the Maricopa County Nonattainment Area are unpaved roads and alleys (21 percent), construction-related fugitive dust (17 percent), paved road dust (17 percent) and windblown dust (9 percent). 2012 Five Percent Plan, Table 5–3. The 2008 PM-10 Inventory and related inventories for 2007 through 2012 are well documented by documentation meeting our guidance criteria. *See* "Emissions Inventory Guidance for Implementation of Ozone and Particulate Matter National Ambient Air Quality Standards (NAAQS) and Regional Haze Regulations", EPA, August 2005 (2005 EI Guidance).

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[8] The 2008 PM-10 Inventory notes that Maricopa County is approximately 9,223 square miles, whereas the Maricopa County PM-10 Nonattainment Area is approximately 2,888 square miles. *See* 2012 Five Percent Plan at p. 3-2.

[9] The 2008 PM-10 Inventory also references "typical daily emissions." The 2012 Five Percent Plan does not rely on "typical daily emissions" for the attainment demonstration or the five percent reduction in annual emissions; therefore, we did not comprehensively analyze these values in connection with today's proposed action.

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The base year, 2008, is a reasonably current year, considering the length of time needed to develop an inventory, perform the modeling, develop and adopt control measures, and hold public hearings on such a large and technically-complex plan.

The MAG plan inventories are sufficiently comprehensive, covering all sources of PM-10 that have been found to be important sources of relevant emissions in this and other PM-10 nonattainment areas. The 2008 PM-10 Inventory includes emissions for certain PM-10 precursors (nitrogen oxides, sulfur dioxide, and ammonia). The 2007 – 2012 projected inventories based on the 2008 PM-10 Inventory do not include emissions of PM-10 precursors; however, EPA has previously determined that these precursors do not play a significant part in the PM-10 problems in the Maricopa County PM-10 Nonattainment Area. *See* 65 FR 19971 (April 13, 2000); *see also*, note 6. EPA proposes to find again that precursors still do not play a significant part in PM-10 problems in the Maricopa County PM-10 Nonattainment Area.

In developing the inventory, MAG and MCAQD followed EPA's 2005 guidance and recommendations regarding the use of emission factors, activity estimates, and control factors, and the other source specific emission estimation methodologies. The relative accuracy of each estimate underwent the prescribed quality assurance procedures, documented in the 2008 PM-10 Inventory, Sections 2.7, 3.7, 4.14 and 5.5, to minimize possible errors. MCAQD used reasonable and accurate methods to calculate rule effectiveness.

Rule effectiveness is the estimate of the extent to which a state rule in the SIP is achieving the intended reductions. A rule is 100 percent effective only if every impacted source is in compliance at all times. Often, rules are not 100 percent effective, and this aspect must be considered when calculating the emissions reductions from the rule. The 2008 PM-10 Inventory

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generally complies with EPA's guidance on calculating rule effectiveness found in Appendix B of EPA's 2005 EI Guidance.

EPA's analysis indicates the inventory is sufficiently accurate for the purposes of the 2012 Five Percent Plan. Because we find that the inventory is current, comprehensive, and accurate, we propose to approve the 2008 PM-10 Inventory and the adjusted inventories for 2007, 2009, 2010, 2011 and 2012 under CAA section 172(c)(3).

B. Attainment Demonstration

EPA determines whether an area's air quality is meeting the PM-10 NAAQS based on complete, quality assured, and certified data collected at state and local air monitoring stations (SLAMS) in the nonattainment area. Attainment of the 24-hour PM-10 standard is determined by calculating the average number of expected exceedances of the standard over a three-year period. Specifically, the 24-hour PM-10 standard is attained when the expected number of exceedances averaged over a three-year period is less than or equal to one at each monitoring site within the nonattainment area.[10] In the case of a monitor that collects daily data, and has a full three years worth of adequate data, that monitor should show no more than one exceedance of the standard in a three year period. If all of the monitors in the nonattainment area meet the standard for the requisite period reflecting the form of the 24 hour PM-10 NAAQS, then the area has attained the standard. This point is discussed in more detail in our technical support document (TSD).[11]

1. Attainment Deadline

The 2012 Five Percent Plan predicts attainment of the PM-10 NAAQS by December 31, 2012. For an area determined by EPA to have failed to attain by the applicable attainment date

[10] 40 CFR 50.6(a); 40 CFR part 50, Appendix K.
[11] Technical Support Document for EPA's Action on the 2012 Five Percent Plan, U.S. EPA Region 9, January 14, 2014, Section III.

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for a serious PM-10 nonattainment area, CAA sections 172(a)(2) and 179(d)(3) specify that the new attainment date is as soon as practicable, but no later than 5 years from the date of publication of the nonattainment finding in the *Federal Register*. Pursuant to these provisions, the attainment date for the Maricopa PM-10 Nonattainment Area would be as expeditiously as practicable, but not later than June 6, 2012.[12] CAA section 172(a)(2), however, authorizes EPA to extend the attainment deadline to the extent it deems appropriate for a period no greater than 10 years from the publication of the nonattainment finding, "considering the severity of nonattainment and the availability and feasibility of pollution control measures." EPA believes such an extension to December 31, 2012, is warranted, based on various factors, including the following.

First, EPA notes that the PM-10 NAAQS is an calendar-based standard, which makes setting a mid-year attainment deadline (such as June 6) less appropriate than setting an end of calendar year date that would include the entire year of monitored data for comparison against the NAAQS. In addition, the 2012 Five Percent Plan explains that an extension is reasonable because modeled attainment of the PM-10 NAAQS requires implementation of a new measure, the Dust Action General Permit. *See* 2012 Five Percent Plan at p. 6-45 through 6-47. The Dust Action General Permit is a new measure developed by ADEQ and MAG following EPA's identification of approvability issues in the 2007 Five Percent Plan, including flaws in the emissions inventory. These flaws required Arizona and MAG to develop a new emissions inventory and new attainment demonstration and to convene technical and stakeholder groups for appropriate input. One result of these processes was the Dust Action General Permit, which identifies a series of Best Management Practices (BMPs) for specific dust generating operations. When ADEQ's Maricopa County Dust Control Forecast predicts that a day is at high risk for

[12] *See* 72 FR 31183 (June 6, 2007).

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dust generation, those dust generating operations that are not already required to control dust through a permit issued by the Arizona Department of Environmental Quality (ADEQ) or the Maricopa County Air Quality Department (MCAQD) are expected to choose and implement at least one BMP to reduce or prevent PM-10 emissions. The Dust Action General Permit required action by the Arizona Legislature and was not finalized until December 30, 2011.[13] ADEQ and MAG estimate that the Dust Action General Permit will increase the rule effectiveness of Rule 310.01 by one percent on high wind days, or 190 tons on an annual basis. 2012 Five Percent Plan at p. 5-4 and p. 6-45. ADEQ and MAG also state that modeled attainment cannot be shown without the reductions attributable to the Dust Action General Permit. It was necessary to extend the attainment date until December 2012 in order for the Dust Action General Permit to be adopted and implemented.

For these reasons, EPA concurs that an extension of the attainment deadline to December 31, 2012 is warranted.

2. Modeled Attainment Demonstration

The 2012 Five Percent Plan shows attainment of the PM-10 NAAQS through modeled attainment demonstrations for the area near the Salt River in central Phoenix, (including the West 43rd Avenue monitor which recorded the most PM-10 exceedances during high wind conditions for the period 2005 - 2010) and for the entire Maricopa County PM-10 Nonattainment Area. *See generally,* 2012 Five Percent Plan, Chapter 6. MAG conducted modeling for two design days: May 4, 2007 (based on data from the West 43rd Avenue monitor), and June 6, 2007 (based on data from the Higley and West 43rd Avenue monitors). In consultation with ADEQ and EPA, MAG selected the design days and locations based on the fact that, for the past few years,

[13] Arizona House Bill 2208, which added ARS 49-457.05 and authorized creation of the Dust Action General Permit, was enacted in April 2011.

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measured exceedances of the PM-10 NAAQS have been associated with elevated winds. MAG's selected design days were not days that would be likely to be considered a high wind exceptional event (i.e., the geographic extent of the exceedances did not suggest the occurrence of an area-wide storm event). EPA's detailed analysis of the modeling can be found in Section IV of the TSD for this action. The modeling was conducted in a way that was consistent with EPA guidance and the input of EPA technical experts. The modeling indicates that the emission reductions in the plan should result in PM-10 levels that are consistent with the NAAQS by December 31. 2012. This attainment modeling was confirmed by the monitoring data as described in the next section of this proposal. Therefore, EPA proposes to find that the 2012 Five Percent Plan's attainment demonstration provides sufficient assurance that the control measures implemented in the nonattainment area will be sufficient to ensure ongoing compliance with the PM-10 standard in the Maricopa County PM-10 Nonattainment Area.

3. Monitoring Data Showing Attainment

EPA is also taking into account the fact that monitoring data recorded at air quality monitors throughout the Maricopa County PM-10 Nonattainment Area show that the area in fact reached attainment of the PM-10 NAAQS by December 31, 2012. Attainment of the 24-hour PM-10 standard is determined by calculating the average number of expected exceedances of the standard over a three-year period. Specifically, the 24-hour PM-10 standard is attained when the expected number of exceedances averaged over a three-year period is less than or equal to one at each monitoring site within the nonattainment area. During the 2010-2012 time period, MCAQD operated fifteen PM-10 monitors, while ADEQ and the Pinal County Air Quality Control District (PCAQCD) operated an additional three PM-10 monitoring stations in the area. EPA's analysis

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indicates that all of these monitors have an expected exceedance of less than one for the years 2010-2012.

EPA's review of monitoring data for the 24-hour PM-10 NAAQS for the Maricopa County PM-10 Nonattainment Area includes exceedances of the standard recorded during the 2010 – 2012 time period. However, EPA does not consider these exceedances of the NAAQS to be violations because they were the result of exceptional events. ADEQ submitted three packages containing demonstrations for high wind PM-10 exceptional events covering a total of one hundred thirty-three measured exceedances occurring over twenty-seven days in the years 2011 and 2012 at monitors within the Maricopa County PM-10 Nonattainment Area. EPA reviewed the documentation that ADEQ provided to demonstrate that the exceedances on these days meet the criteria for an exceptional event in EPA's Exceptional Events Rule (EER).[14] EPA concurred with ADEQ's requests for exceptional event determinations, based on the weight of evidence, that one hundred thirty-one of the one hundred thirty-three exceedances were caused by high wind exceptional events.[15] Accordingly EPA has determined that the monitored exceedances associated with these exceptional events should not be used for regulatory purposes, including for evaluation of the CAA section 189(d) plan submission. Excluding these exceedances caused predominantly by uncontrollable emissions, EPA proposes to determine that the Maricopa County PM-10 Nonattainment Area has attained the 24-hour PM-10 NAAQS based on the monitors operated by ADEQ, MCAQD and PCAQD. This is consistent with attainment of the standard projected by the state in the 2012 Five Percent Plan.

Monitors operated by tribal governments in the nonattainment area also provide data that can be considered to evaluate attainment. The Salt River Pima-Maricopa Indian Community

[14] 40 CFR §§50.1(j), (k), (l); 50.14; 51.930.

[15] *See* Letters from Jared Blumenthal, Regional Administrator, EPA Region 9, to Eric Massey, Director, Air Division, ADEQ, dated September 6, 2012, May 6, 2013, and July 1, 2013.

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operates three PM-10 monitoring stations on tribal land within the Maricopa County PM-10 Nonattainment Area that meet the requirements of 40 CFR part 58 and are therefore appropriate to consider when determining if the area has attained the standard. As our analysis in Section III of the TSD indicates, these monitors show exceedances of the standard on three days during the 2010-2012 time period. Two of those exceedances (both on July 8, 2011) were during area-wide storms that resulted in exceedances at the non-tribal monitors that EPA has already determined were caused by exceptional events. EPA TSD Section III. The third exceedance (on July 2, 2011) appears to be related to local sources rather than an exceptional event. Pursuant to 40 CFR 49.10, however, EPA cannot disapprove a state SIP submittal because of the "failure to address air resources within the exterior boundaries of an Indian Reservation or other areas within the jurisdiction of an Indian tribe." Therefore, we did not further consider these exceedances as part of this proposed action to approve the 2012 Five Percent Plan.

The plan submitted by the state projected that the Maricopa County PM-10 Nonattainment Area would attain by December 31, 2012, because that was the most expeditious attainment date practicable considering the severity of nonattainment and the availability of controls in the area. Monitoring data for the years 2010-2012, taking into account EPA's determinations with respect to exceptional events during that period, indicate that the area attained the standard as of December 31, 2012.[16]

EPA proposes to find that the 2012 Five Percent Plan meets the requirement to demonstrate attainment by the appropriate attainment date. This proposed finding is based on our

[16] Additional exceedances of the PM-10 NAAQS occurred on six days between April and October 2013. Arizona has indicated its intent to submit documentation regarding these exceedances to EPA and to request that EPA concur with the state's determination that they qualify as exceptional events. EPA will evaluate the state's submissions and requests consistent with the EER and relevant guidance.

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analysis of the modeling described in the plan and analysis of the monitoring data for the years 2010-2012.

C. Five Percent Requirement

CAA section 189(d) requires a state with a serious PM-10 nonattainment area that fails to attain the PM-10 NAAQS by the applicable attainment deadlines to submit within 12 months after the applicable attainment date plan revisions which provide an annual five percent reduction in emissions of PM-10 or PM-10 precursors in the area from the date of the submission until attainment, based on the most recent inventory.

The 2012 Five Percent Plan's demonstration of annual five percent reductions is found in Chapter 5. Arizona and MAG used the 2008 PM-10 Inventory as the "most recent inventory" and derived emissions levels for years 2007-2012 based upon the 2008 PM-10 Inventory. *See* Five Percent Plan at p. 5-4. The demonstration of annual five percent reductions uses 2007 as the baseline from which the five percent reductions are calculated and as point at which the reductions should start.[17] The 2012 Five Percent Plan's demonstration is summarized in Table 1, below.

Table 1: 2012 Five Percent Plan Emissions by Year

Year	2007	2008	2009	2010	2011	2012

[17] EPA believes Arizona's use of 2007 as the baseline for five percent reductions is reasonable and consistent with Congress' intent. Section 189(d) states that plans are due *within 12 months of the missed attainment deadline* and that the plans should provide for annual five percent reductions *from the date of the submission until attainment*. Arizona's attainment deadline was December 31, 2006. 67 FR 48718 (July 25, 2002). Accordingly, a submittal to fulfill section 189(d) was due by December 31, 2007, and reductions should have begun to occur as of that date. *See* 72 FR 31183 (June 6, 2007). The decline in emissions from 2007 to 2008 shows that reductions did, in fact, begin to occur within that time frame. *See* Table 1. Arguably, these reductions occurred outside the literal time frame specified by Congress (i.e., "the date of the submission" of the plan) because the 2012 Five Percent Plan was not submitted until May 26, 2012. We note that Arizona had submitted the 2007 Five Percent Plan on December 21, 2007 (although it withdrew the plan on January 25, 2011). EPA believes that it is appropriate and consistent with Congress's intent for expeditious attainment of the NAAQS that we consider reductions that occurred prior to the submittal of the 2012 Five Percent Plan.

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Baseline Inventory[18]	59,218	56,681	52,123	50,497	49,743	49,673
Controlled Inventory[19]	59,218	49,231	45,600	44,062	43,438	43,130
Annual Reduction		9,987	3,631	1,538	624	308
Cumulative Reduction		9,987	13,618	15,156	15,780	16,088
Target Reduction		2,961	5,922	8,883	11,844	14,805

The "baseline inventory" values are derived from the 2008 PM-10 Inventory as adjusted by population and economic growth factors from the University of Arizona. *See* 2012 Five Percent Plan, at p. 5-4 and p. 5-5, Table 5-2. The "controlled inventory" values show emission levels after taking into account reductions attributable to adopted control measures, specifically, Rules 310, 310.01 and 316, and the Dust Action General Permit. *See* 2012 Five Percent Plan at p. 5-1 through 5-6; *see also*, p. 5-7, Table 5-3. "Annual reduction" is the mathematical difference between the prior year controlled inventory and the current year controlled inventory. "Cumulative reduction" is the running total of actual reductions starting with 2007 and continuing to the attainment year of 2012. The target required reduction is five percent of the base year (2007) inventory (2,961 tons per year) for the first year (2008), and additional reductions of five percent per year, until the attainment year of 2012.

The "controlled inventory" values reflect emission reductions due to improved compliance with Maricopa County Rules 310 (Fugitive Dust from Dust-Generating Operations), 310.01 (Fugitive Dust from Non-Traditional Sources of Fugitive Dust) and 316 (Nonmetallic Mineral Processing) as well as the benefits of the Dust Action General Permit in 2012.[20]

[18] Table 5-2
[19] Table 5-3
[20] EPA has approved Rules 310, 310.01 and 316 into the Arizona SIP. 75 FR 78167 (Dec. 15, 2010); 74 FR 58554 (Nov. 13, 2009). EPA has also approved Arizona statutory provisions related to the Dust Action General Permit. 78 FR 72579 (Dec. 3, 2013). EPA intends to propose action on the Dust Action General Permit in the near future.

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Maricopa County has been inspecting sources subject to these rules and tracking the extent to which the sources are complying with the regulations. Based on these data, MCAQD calculated rule effectiveness values for each rule. *See* 2012 Five Percent Plan, Appendix B, Chapter 3.

The 2012 Five Percent Plan demonstrates compliance with the five percent reduction requirement by comparing the cumulative reductions from the Dust Action General Permit and increased effectiveness of the Maricopa County rules against the total five percent reductions each year. Most of the required reductions were achieved in the early years of the plan. EPA encourages this approach as it accelerates the environmental benefits of the reductions.[21]

D. Reasonable Further Progress and Quantitative Milestones

Pursuant to sections 172 (c)(3) and 189(c)(1), the state must demonstrate RFP in the 2012 Five Percent Plan. We have explained in guidance that for areas such as the Maricopa County PM-10 Nonattainment Area where "the nonattainment problem is attributed to area type sources (e.g., fugitive dust, residential wood combustion, etc.), RFP should be met by showing annual incremental emission reductions sufficient generally to maintain linear progress towards attainment. Total PM-10 emissions should not remain constant or increase from 1 year to the next in such an area." Addendum at 42015. Further, we have stated that, "in reviewing the SIP, EPA will determine whether the annual incremental emission reductions to be achieved are reasonable in light of the statutory objective to ensure timely attainment of the PM-10 NAAQS." *Id.* at 42016.

CAA section 189(c) further requires PM-10 attainment plans to contain quantitative milestones that are to be achieved every three years and that are consistent with RFP for the area. These quantitative milestones should consist of elements that allow RFP to be quantified or

[21] This approach is consistent with the approach taken in a previous section 189(d) plan for the San Joaquin Valley. *See* 69 FR 5411 (Feb. 4, 2004) and 69 FR 30006 (May 25, 2004).

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measured objectively. Specifically, states should identify and submit quantitative milestones that allow for evaluation of whether the plan is obtaining emission reductions adequate to achieve the NAAQS by the applicable attainment date. *Id*. at 42016.

The 2012 Five Percent Plan provides a reasonable further progress (RFP) demonstration in Chapter 6. *See* 2012 Five Percent Plan at 6-34 through 6-36. This analysis uses the controlled inventory totals by year as shown in Table 1 of this proposal. Specifically, the 2012 Five Percent Plan shows the following levels of PM-10, which decline between 2007 and 2012:

2007 -- 59,218 tons

2008 – 49,231 tons

2009 – 45,600 tons

2010 -- 44,062 tons

2011 – 43,438 tons

2012 -- 43,130 tons

The analysis required for the five percent demonstration provides annual emission targets between the base year of 2007 and the attainment year of 2012. These annual totals show a steady downward trend in emissions that fulfills the milestone requirement of every three years. *See* 2012 Five Percent Plan at 6-36, Fig. 6-6. The trend is more sharply downward in the initial years because most of the improvements in rule effectiveness occurred in 2008. *Id* at 35-36. EPA proposes to find that the 2012 Five Percent Plan has demonstrated reasonable further progress and that by setting annual target emission levels, the plan has exceeded the requirement to provide for milestones every three years.

E. Contingency Measures

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CAA section 172(c)(9) requires that attainment plans provide for the implementation of specific measures to be undertaken if the area fails to meet RFP requirements or fails to attain the PM-10 standard as projected in the plan. That section further requires that such measures are to take effect in any such case without further action by the state or EPA. The CAA does not specify how many contingency measures are necessary nor does it specify the level of emission reductions they must produce.

In guidance we have explained that the purpose of contingency measures is to ensure that additional emission reductions beyond those relied on in the attainment and RFP demonstrations are available immediately if there is a failure to meet RFP requirements or a failure to attain by the applicable statutory date. Addendum at 42014-42015. Contingency measures must consist of measures that the state is not otherwise relying on to meet other attainment plan requirements in the area. Thus, these additional emission reductions that will be achieved by the contingency measures ensure continued progress towards attainment while the state is revising the SIP to correct the failure to meet RFP or to attain. To that end, we recommend that contingency measures for PM-10 nonattainment areas provide emission reductions equivalent to one year's average increment of RFP. *Id*.

In interpreting the requirement that the contingency measures must "take effect without further action by the State or the Administrator," the General Preamble provides the following general guidance: "[s]tates must show that their contingency measures can be implemented with minimal further action on their part and with no additional rulemaking actions such as public hearings or legislative review." General Preamble at 13512.[22] Further, "[i]n general, EPA will

[22] EPA elaborated on its interpretation of this language in section 172(c)(9) in the General Preamble in the context of the ozone standard: "The EPA recognizes that certain actions, such as notification of sources, modification of permits, etc., would probably be needed before a measure could be implemented effectively." General Preamble at 13512.

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expect all actions needed to affect full implementation of the measures to occur within 60 days after EPA notifies the State of its failure." *Id*. The Addendum at 42015 reiterates this interpretation.

We have also interpreted section 172(c)(9) to allow states to implement contingency measures before they are triggered by a failure of RFP or attainment as long as those measures are intended to achieve emission reductions over and beyond those relied on in the attainment and RFP demonstrations. *Id*.; *see also*, *LEAN v. EPA*, 382 F.3d 575 (5th Cir. 2004).
The 2012 Five Percent Plan calculated the target for contingency measure reductions by subtracting the attainment year 2012 emissions (43,130 tons) from the 2007 baseline emissions (59,218 tons) and dividing by five years, yielding a target of 3,218 tons per year. 2012 Five Percent Plan at 6-37. EPA proposes to find that this method of calculating the target for contingency measure reductions is consistent with CAA requirements and EPA guidance and we propose to approve this target value for contingency measures.

The contingency measures are shown in Table 6-22 of the 2012 Five Percent Plan and are composed of various methods to reduce fugitive dust emissions from roads. The most significant reductions are from paving dirt roads and alleys; other reductions result from street sweeping of freeways, ramps and frontage roads, lower speed limits on dirt roads and alleys, and paving and stabilizing of unpaved shoulders. The measures were implemented in the years 2008 through 2012. These contingency measures are surplus to the measures used to demonstrate five percent reductions, RFP, and attainment. The method used to estimate emissions reductions from these contingency measures are consistent with EPA recommended calculation methods for such measures and the total reductions exceed the target of one year of RFP. EPA proposes to approve the contingency measures described in the 2012 Five Percent Plan.

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F. Transportation Conformity and Motor Vehicle Emissions Budgets

Transportation conformity is required by CAA section 176(c). Our conformity rule (40 CFR part 93, subpart A) requires that transportation plans, programs, and projects conform to state air quality implementation plans and establishes the criteria and procedures for determining whether or not they do so. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or the timely achievement of interim milestones.

The 2012 Five Percent Plan specifies the maximum transportation-related PM-10 emissions allowed in the proposed attainment year, 2012, i.e., the MVEB of 54.9 metric tons per day (mtpd). 2012 Five Percent Plan at p. 6-43. This budget includes emissions from road construction, vehicle exhaust, tire and brake wear, dust generated from unpaved roads and re-entrained dust from vehicles traveling on paved roads. This budget is based on the 2012 emissions inventory that was projected from the 2008 PM-10 Inventory and reflects emission reductions that the plan expects will result from the control measures. The budget is consistent with the attainment, five percent and RFP demonstrations in the Plan.

On September 12, 2013, we announced receipt of the 2012 Five Percent Plan on the Internet and requested public comment on the adequacy of the MVEB by October 15, 2013. We did not receive any comments during the comment period. During that time we reviewed the MVEB and preliminarily determined that it met the adequacy criteria in 40 CFR 93.118(e)(4) and (5). We sent a letter to ADEQ and MAG dated November 22, 2013 stating that the 2012 motor vehicle PM-10 emissions budget for the Maricopa area in the submitted plan was adequate. Our finding was published in the *Federal Register* on December 5, 2013, effective December 20, 2013. 78 FR 73188.

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Now that EPA has thoroughly reviewed the submitted SIP, we are proposing to approve the MVEB for 2012 as part of our approval of the 2012 Five Percent Plan. EPA has determined that the MVEB emission target is consistent with emission control measures in the SIP and the attainment demonstration, five percent demonstration and RFP demonstration. The details of EPA's evaluation of the MVEB for compliance with the budget adequacy criteria of 40 CFR 93.118(e) is provided in a separate document included in the docket of this rulemaking.[23]

G. Adequate Legal Authority

Section 110(a)(2)(E)(i) of the Clean Air Act requires that implementation plans provide necessary assurances that the state (or the general purpose local government) will have adequate personnel, funding and authority under state law. Requirements for legal authority are further defined in 40 CFR part 51, subpart L (section 51.230-232) and for resources in 40 CFR 51.280.

States and responsible local agencies must demonstrate that they have the legal authority to adopt and enforce provisions of the SIP and to obtain information necessary to determine compliance. These requirements are addressed in cover letters and submittal package for the 2012 Five Percent Plan.[24]

MAG derives its authority to develop and adopt air quality plans, including the 2012 Five Percent Plan, from ARS 49-406 and from a February 7, 1978 letter from the Governor of Arizona designating MAG as responsible for those tasks.[25] ADEQ is authorized to adopt and submit the 2012 Five Percent Plan by ARS 49-404 and ARS 49-406. MCAQD implements air

[23] *See* "Transportation Conformity Adequacy Review" by Greg Nudd, EPA Region 9, November 11, 2013.
[24] *See* Completeness Determination Checklist (EPA, July 2, 2012) for details on the location of the documentation of authority.
[25] Letter from Wesley Bolin, Governor of Arizona, to Douglas M. Costle, Administrator of EPA, February 7, 1978. 2012 Five Percent Plan, Appendix E, Exh. 2.

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quality programs within Maricopa County. Pinal County Air Quality Control District implements air quality programs within Pinal County.

For the reasons discussed above, we propose to find that the requirements of section 110(a)(2)(E) and related regulations have been met with respect to legal authority.

IV. Summary of Proposed Actions

EPA is proposing to approve the 189(d) plan for the Maricopa County (Phoenix) PM-10 nonattainment area. Specifically, we propose to approve the following:

(A) the 2008 baseline emissions inventory and the 2007, 2009, 2010, 2011 and 2012 projected emission inventories as meeting the requirements of CAA sections 172(c)(3);

(B) the attainment demonstration as meeting the requirements of CAA sections 189(d) and 179(d)(3);

(C) the 5% demonstration as meeting the requirements of CAA section 189(d);

(D) the reasonable further progress and quantitative milestone demonstrations as meeting the requirements of CAA section 172(c)(2) and 189(c);

(E) the contingency measures as meeting the requirements of CAA sections 172(c)(9); and

(F) the Motor Vehicle Emissions Budget as compliant with the budget adequacy requirements of 40 CFR 93.118(e).

V. Statutory and Executive Order Reviews

A. Executive Order 12866, Regulatory Planning and Review

The Office of Management and Budget (OMB) has exempted this regulatory action from

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Executive Order 12866, entitled "Regulatory Planning and Review."

B. Paperwork Reduction Act

This action does not impose an information collection burden under the provisions of the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.* Burden is defined at 5 CFR 1320.3(b).

C. Regulatory Flexibility Act

The Regulatory Flexibility Act (RFA) generally requires an agency to conduct a regulatory flexibility analysis of any rule subject to notice and comment rulemaking requirements unless the agency certifies that the rule will not have a significant economic impact on a substantial number of small entities. Small entities include small businesses, small not-for-profit enterprises, and small governmental jurisdictions.

This rule will not have a significant impact on a substantial number of small entities because SIP approvals or disapprovals under section 110 and subchapter I, part D of the Clean Air Act do not create any new requirements but simply approve or disapprove requirements that the State is already imposing. Therefore, because the proposed Federal approval of the SIP does not create any new requirements, I certify that this action will not have a significant economic impact on a substantial number of small entities.

Moreover, due to the nature of the Federal-State relationship under the Clean Air Act, preparation of flexibility analysis would constitute Federal inquiry into the economic reasonableness of state action. The Clean Air Act forbids EPA to base its actions concerning SIPs on such grounds. *Union Electric Co.,* v. *U.S. EPA,* 427 U.S. 246, 255-66 (1976); 42 U.S.C. 7410(a)(2).

D. Unfunded Mandates Reform Act

Under sections 202 of the Unfunded Mandates Reform Act of 1995 ("Unfunded

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Mandates Act"), signed into law on March 22, 1995, EPA must prepare a budgetary impact statement to accompany any proposed or final rule that includes a Federal mandate that may result in estimated costs to State, local, or tribal governments in the aggregate; or to the private sector, of $100 million or more. Under section 205, EPA must select the most cost-effective and least burdensome alternative that achieves the objectives of the rule and is consistent with statutory requirements. Section 203 requires EPA to establish a plan for informing and advising any small governments that may be significantly or uniquely impacted by the rule.

EPA has determined that the proposed approval action does not include a Federal mandate that may result in estimated costs of $100 million or more to either State, local, or tribal governments in the aggregate, or to the private sector. This Federal action proposes to approve pre-existing requirements under State or local law, and imposes no new requirements. Accordingly, no additional costs to State, local, or tribal governments, or to the private sector, result from this action.

E. Executive Order 13132, Federalism

Executive Order 13132 (64 FR 43255, August 10, 1999) revokes and replaces Executive Orders 12612 (Federalism) and 12875 (Enhancing the Intergovernmental Partnership). Executive Order 13132 requires EPA to develop an accountable process to ensure “meaningful and timely input by State and local officials in the development of regulatory policies that have federalism implications.” “Policies that have federalism implications” is defined in the Executive Order to include regulations that have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.” Under Executive Order 13132, EPA may not issue a regulation that has federalism implications, that imposes substantial direct compliance costs, and

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that is not required by statute, unless the Federal government provides the funds necessary to pay the direct compliance costs incurred by State and local governments, or EPA consults with State and local officials early in the process of developing the proposed regulation. EPA also may not issue a regulation that has federalism implications and that preempts State law unless the Agency consults with State and local officials early in the process of developing the proposed regulation.

This rule will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132, because it merely proposes to approve a State rule implementing a federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. Thus, the requirements of section 6 of the Executive Order do not apply to this rule.

F. Executive Order 13175, Coordination With Indian Tribal Governments

Executive Order 13175, entitled "Consultation and Coordination with Indian Tribal Governments" (65 FR 67249, November 9, 2000), requires EPA to develop an accountable process to ensure "meaningful and timely input by tribal officials in the development of regulatory policies that have tribal implications." This proposed rule does not have tribal implications, as specified in Executive Order 13175. It will not have substantial direct effects on tribal governments, on the relationship between the Federal government and Indian tribes, or on the distribution of power and responsibilities between the Federal government and Indian tribes. Thus, Executive Order 13175 does not apply to this rule. However, even though EPA is acting on a State plan, and that plan does not apply in Indian Country, there are four tribes located within the PM-10 nonattainment area, several of which have imposed particulate control measures of their own in order to reduce PM-10 concentrations. EPA informed tribal

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environmental staff regarding the proposed approval so that the tribes could inform their leadership and participate in the public comment process if desired.

EPA specifically solicits additional comment on this proposed rule from tribal officials.

G. Executive Order 13045, Protection of Children From Environmental Health Risks and Safety Risks

EPA interprets Executive Order 13045 (62 FR 19885, April 23, 1997) as applying only to those regulatory actions that concern health or safety risks, such that the analysis required under section 5-501 of the Executive Order has the potential to influence the regulation. This rule is not subject to Executive Order 13045, because it approves a state rule implementing a Federal standard.

H. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Population

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (February 16, 1994) establishes federal executive policy on environmental justice. Its main provision directs federal agencies, to the greatest extent practicable and permitted by law, to make environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies and activities on minority populations and low-income populations in the United States. The Executive Order has informed the development and implementation of EPA's environmental justice program and policies. Consistent with the Executive Order and the associated Presidential Memorandum, the Agency's environmental justice policies promote environmental protection by focusing attention and Agency efforts on

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addressing the types of environmental harms and risks that are prevalent among minority, low-income and Tribal populations.

This action will not have disproportionately high and adverse human health or environmental effects on minority, low-income or Tribal populations because the action proposed increases the level of environmental protection for all affected populations without having any disproportionately high and adverse human health or environmental effects on any population, including any minority or low-income population.

I. Executive Order 13211, Actions That Significantly Affect Energy Supply, Distribution, or Use

This rule is not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001) because it is not a significant regulatory action under Executive Order 12866.

J. National Technology Transfer and Advancement Act

Section 12 of the National Technology Transfer and Advancement Act (NTTAA) of 1995 requires Federal agencies to evaluate existing technical standards when developing a new regulation. To comply with NTTAA, EPA must consider and use "voluntary consensus standards" (VCS) if available and applicable when developing programs and policies unless doing so would be inconsistent with applicable law or otherwise impractical.

EPA believes that VCS are inapplicable to this action. Today's action does not require the public to perform activities conducive to the use of VCS.

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List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Intergovernmental relations, Particulate matter, Reporting and recordkeeping requirements.

Authority: 42 U.S.C. 7401 *et seq.*

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Dated: Jared Blumenfeld,
Regional Administrator,
Region IX.

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