

January 10, 2012

TO: Members of the Transportation Policy Committee

FROM: Mayor Jim Lane, City of Scottsdale, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.
Wednesday, January 18, 2012
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As determined at the first meeting of the Committee, proxies are not allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view is always a part of the process.

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

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admission 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.

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
January 18, 2012**

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Pledge of Allegiance</u>	
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. 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 Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4. <u>Approval of Consent Agenda</u> Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. <u>Approval of the November 16, 2011, Meeting Minutes</u>	4A. Review and approval of the November 16, 2011, meeting minutes.
*4B. <u>Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program</u> The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were	4B. Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

approved by the MAG Regional Council on July 28, 2010, and have been modified nine times with the last modification approved by Regional Council on October 26, 2011. Since then, there is a need to modify projects in the programs. The projects listed in Table A are the technical modifications related to the Arterial Life Cycle Program that was approved by the MAG Regional Council on September 21, 2011. The additional project change requests are modifications to project costs and new projects related to newly awarded federal funds for both safety and transit projects. On December 8, 2011, the Transportation Review Committee recommended approval of the project changes. The attached table lists all project changes, and highlights modifications made to the project change requests since TRC met. These modifications are mainly clerical and minor adjustments to financial information. The projects in Table A are dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee. The projects in Table B may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination. This item is on the January 11, 2012, MAG Management Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

5. Results of the Proposition 400 Performance Audit

As part of the enabling legislation for Proposition 400, a performance audit of the program was required to be conducted every five years, beginning in 2010, by the Auditor General of Arizona. The Performance Audit of the Maricopa County Regional Transportation Plan was released on December 21, 2011. The audit produced 25 recommendations to improve the oversight and management of the program. One important finding was that the program should continue to be implemented. A series of recommendations dealt

5. Information and discussion.

with improving the documentation and rationale for program changes and to produce one-page project report cards that would provide the description and status of each project. A plan to implement each recommendation related to MAG will be provided by March 2012. As required by state law, a public hearing on the audit findings and recommendations is being held by MAG at 3:00 p.m., January 18, 2012, in the MAG Saguaro Room, prior to the TPC meeting. Please refer to the enclosed Executive Summary of the audit and response that MAG staff submitted in response to the recommendations. The complete report is available online at:

<http://www.azauditor.gov>.

6. Amendment of the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update to Include High Occupancy Vehicle (HOV) Lane Ramps at Loop 101 and Maryland Avenue

In July 2010, the Regional Council approved a \$9 million increase in the budget to construct High Occupancy Vehicle (HOV) lanes on Loop 101 from Tatum Boulevard to the junction with Interstate-10 in the West Valley so that the freeway in the vicinity of the Maryland Avenue overpass could be widened to accommodate the future construction of ramps that would provide direct access to the L101 HOV lanes from Maryland Avenue. As part of the MAG Regional Council action, the ramp connections were included in the MAG Regional Transportation Plan as an illustrative project. The HOV lane project is almost complete, and the final component of the project is to construct the ramp connections from the overpass to the L101 HOV lanes. Glendale has identified about \$8 million that is in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region that Glendale is proposing to use to pay for a portion of the project. Glendale is proposing that the balance of the regional funding of up to \$7.5 million be used to cover the remaining cost of the project. On December 8, 2011, the MAG Transportation Review Committee recommended approval. This

6. Recommend approval of a new project to add HOV direct connection ramps at the L101 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region, estimated to be approximately \$8 million, be allocated to this project with the MAG Freeway/Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity.

item is on the January 11, 2012, MAG Management Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

7. Legislative Update

An update will be provided on legislative issues of interest.

8. Request for Future Agenda Items

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

9. Comments from the Committee

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

Adjournment

7. Information, discussion, and possible action.

8. Information and discussion.

9. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

November 16, 2011
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- Mayor Lyn Truitt, Surprise, Chair
 - * Mayor Jim Lane, Scottsdale, Vice Chair
 - # F. Rockne Arnett, Citizens Transportation Oversight Committee
 - Ron Barnes, Total Transit
 - # Mayor Bob Barrett, Peoria
 - * Dave Berry, Swift Transportation
 - * Jed Billings, FNF Construction
 - Councilmember Ben Cooper, Gilbert
 - Councilmember Shana Ellis, Tempe
 - Councilmember Dick Esser, Cave Creek
 - * Victor Flores, State Transportation Board
 - * Mark Killian, The Killian Company/Sunny Mesa, Inc.
 - Phil Matthews, Salt River Pima-Maricopa Indian Community
 - * Mayor Jackie Meck, Buckeye
 - Mayor Marie Lopez Rogers, Avondale
 - * Garrett Newland, Macerich
 - * Mayor Elaine Scruggs, Glendale
 - * Mayor Scott Smith, Mesa
 - Karrin Kunasek Taylor, DMB Properties
 - Councilmember Jack Sellers, Chandler
 - * Vice Mayor Thelda Williams, Phoenix
 - * Supervisor Max W. Wilson, Maricopa County
- * Not present
Participated by telephone conference call
+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Lyn Truitt at 4:14 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Bob Barrett and Mr. Roc Arnett participated in the meeting by telephone.

Chair Truitt requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda, and then turn in the cards to staff, who will bring them to him. He stated that parking garage validation and transit tickets for those who used transit to attend the meeting were available from staff.

Chair Truitt addressed those in attendance who were interested in the South Mountain Freeway. He stated that based upon the regional plan developed by MAG, ADOT is working with the Federal Highway Administration and other federal and state agencies to conduct the engineering and environmental study of the proposed freeway. This Environmental Impact Statement is still being developed and is expected to be out for public review and include a public hearing early next year. Chair Truitt stated that people are encouraged to provide comments through the project hotline at 602-712-7006. He advised that input provided through the hotline will become part of the public record.

3. Call to the Audience

Chair Truitt stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens were requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Truitt recognized public comment from Richard Tracy, a resident of Mesa, who said that many mistakes in this region have been made by decision makers that caused people to not visit here. He said that with the sunshine as an asset, tourism should be the number one industry, instead of wanting to compete with South Carolina or Kansas City. Mr. Tracy stated that another mistake, the South Mountain Freeway, is going to be made. He said that the South Mountain Freeway is the road to nowhere. It does not have the traffic, but Baseline Road does and that is where the freeway belongs. Mr. Tracy stated that he had provided material on Fiesta Mall that was deliberately sabotaged by greedy people. He stated that light rail goes to the temple and to a retirement community. Mr. Tracy stated that this will have to be paid for at a later date, and he added that the bus there cost \$800,000 over the last ten years. Mr. Tracy stated that light rail should be a priority to the airport. He stated that citizens are entitled to have places to live, work and drive. He stated that the Cardinals stadium should be in Tempe. Mr. Tracy stated that if light rail and the freeway are built where they belong, people would be able to travel to the racetrack without having to experience a three hour trip. Chair Truitt thanked Mr. Tracy for his comments.

4. Approval of Consent Agenda

Chair Truitt stated that agenda items #4A and #4B were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Smith asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Councilman Esser moved to approve agenda items #4A and #4B on the consent agenda. Mayor Rogers seconded, and the motion carried unanimously.

4A. Approval of the October 19, 2011, Meeting Minutes

The Transportation Policy Committee, by consent, approved the October 19, 2011, meeting minutes.

4B. Arterial Life Cycle Program Status Report

The Arterial Life Cycle Program (ALCP) Status Report provides an update on ALCP projects scheduled for work and/or reimbursement in the current fiscal year, program deadlines, revenues, and finances for the period between April 2011 and September 2011. This item was on the agenda for information and discussion.

5. Update on the Southeast Corridor Major Investment Study

Bob Hazlett, MAG Senior Engineer, provided an update on the Southeast Corridor Major Investment Study (MIS). He said that the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are in the process of completing the environmental impact statement (EIS) for the widening of I-10 between SR-51/SR-202L Red Mountain Mini-stack and SR-202L/Santan-South Mountain Pecos Stack interchanges. Mr. Hazlett reported that the EIS will allow reconstruction of I-10 to provide capacity improvements to the corridor, which could accommodate more than 400,000 vehicles per day. He stated that a Record of Decision is anticipated for 2012.

Mr. Hazlett stated that the improvements from 32nd Street to the Pecos stack are funded, but the improvements from 32nd Street to the Mini-stack are not funded. He noted that the entire project cost is estimated at \$1.5 billion. Mr. Hazlett stated that some questions have been raised by some MAG member agencies about the need for alternative transportation options in this corridor, such as public transportation, as well as whether the 24 lanes proposed for the Broadway Curve on Interstate 10 is needed.

Mr. Hazlett stated that the Southeast Corridor Major MIS was begun in Fall 2010. He noted that the final recommendations would be brought back to the TPC in the near future. Mr. Hazlett stated that there are numerous roadway, transit, and non-motorized related ideas for the corridor, and to make it easier the options were put into bundles instead of being looked at individually. He stated that they referred back to the Transit Framework Study for consistency.

Mr. Hazlett stated that the first bundle they looked at was the Basic Mobility Bundle, which looked at some improvements to I-10 and adding bus rapid transit to Central Avenue and Southern Avenue. He stated that they looked at whether the footprint of 24 lanes could be tightened up and still accommodate travel demand, and the recommendation of the project's planning partners to consider a managed lanes approach to Interstates 10 and 17.

Mr. Hazlett stated that the Peer Competitive Bundle, which would include transit on par with cities such as Dallas, Denver, or San Diego. He said that options in this bundle include commuter rail

from Union Station in downtown Phoenix to the Kyrene branch, high capacity transit on Rural Road, bus rapid transit on Central Avenue and Southern Avenue, additions to the modern streetcar, and managed lanes along Interstates 10 and 17.

Mr. Hazlett stated that the Transit Focus Bundle requires significant funding. It adds on the Peer Competitive Bundle and includes high capacity transit on Central Avenue, Southern Avenue and Rural Road and adding to the SkyTrain operation through the Cotton Center to connect to Sky Harbor Airport. Managed lanes were also identified for Interstates 10 and 17.

Mr. Hazlett then reported on the differences between the I-10 Corridor Study EIS and the Southeast Corridor MIS managed lanes concept by looking at the Regional Transportation Plan planning segments of SR-51/Loop 202 to the Interstate 17 split, the Interstate 17 split to US-60, and US-60 to Loop 202 Pecos stack. He said they are essentially the same except for the addition of HOV lane improvements in the Southeast Corridor MIS. Mr. Hazlett stated that the I-10 Corridor Study EIS identifies 11 traffic lanes each direction in the area from the I-17 split to US-60 and the Southeast Corridor MIS identifies eight traffic lanes and premium Direct HOV (DHOV) ramps, alternative interchange geometrics, and managed lanes connecting to I-17.

Mr. Hazlett pointed out the existing and identified DHOV ramps on a map. He said that the Southeast Corridor MIS is looking at additional DHOV lanes that would get people into the right traffic lanes instead of them merging across traffic. Mr. Hazlett displayed a picture of a Direct HOV ramp configuration in Bellevue, Washington.

Mr. Hazlett addressed high capacity transit being studied in the Southeast Corridor MIS and explained the concept of Transit Oriented Parkways to provide exclusive right-of-way for high capacity transit. He said that improving transit travel time could increase ridership, but the concept is expensive. Mr. Hazlett stated that the three bundles were evaluated to determine performance. He noted that in the Transit Focus Bundle, about 20,000 of the 26,100 ridership projection was on high capacity rail, due to better station spacing and greater speeds gained through its own right of way.

Mr. Hazlett then explained that the model showed that fewer lanes using the managed lanes concept could improve a travel speed of approximately 28 miles per hour (mph) to more than 46 mph. He noted that managed lanes are included in all three bundles. Mr. Hazlett commented that he thought a lot of the improvement is attributed to the premium Direct HOV ramps and getting the right traffic in the right lanes.

Mr. Hazlett summarized system travel time savings. He said that travel time savings with building I-10 only is projected at 61,673 hours per day; building the South Mountain Freeway only is projected at 229,416; building the South Mountain and I-10 improvements is projected at 266,167, and building the South Mountain Freeway and I-10 improvements with managed lanes is projected at 372,964 hours per day. Mr. Hazlett remarked that it is counterintuitive that building a freeway with a smaller footprint would have greater travel time savings than a freeway with more lanes.

Mr. Hazlett stated that the time savings applied to the prevailing wage rate gave a net present value of investments over 20 years for each building scenario. He showed the system benefit cost ratio based on travel time savings for the South Mountain Freeway alone is a nine, and he added that in his experience, anything above a three is pretty good.

Dennis Smith, MAG Executive Director, stated that this study is on the southeast valley, but the same principles could be applied to I-10 west to add transit and increase speeds in the general purpose lanes. Mr. Smith noted how Mr. Hazlett checked and rechecked the model because increasing vehicle speeds with fewer lanes is counterintuitive. Mr. Hazlett stated that besides checking the equations, he contacted his associates around the country who had worked on managed lanes concepts, and they indicated that travel times improved on facilities that had fewer lanes but utilized managed lanes. Mr. Hazlett noted that combining managed lanes with DHOV ramps is especially helpful between SR-143 and US-60, where there currently is a lot of weaving.

Mr. Hazlett stated that the preliminary benefit to cost ratios for transit projects in the Peer Competitive and Transit Focus bundles are pretty healthy. He mentioned the Transit Oriented Parkways concept he addressed earlier gives transit a competitive edge by getting transit in its own right of way so it is not subject to traffic signals, intersections, etc. Mr. Hazlett stated that one concept was to build the Southern Parkway on Southern Avenue. By itself, it is a .68 benefit to cost ratio, but when added to the transit focus, this project increases to a 3.14. Mr. Hazlett also noted that even simple restriping jobs are quite beneficial.

Mr. Hazlett stated that the study team has met with technical staff in Chandler, Phoenix, and Tempe and will be meeting with Guadalupe. He said in the next steps they will be examining the additional projects that came from this study as requested by member agencies, completing the analysis and identifying recommendations, and eventually incorporating the findings into the Central Phoenix Transportation Framework Study. Mr. Hazlett stated that the Central Phoenix Transportation Framework Study has a full public process and the team would like to vet the recommendations of the Southeast Corridor MIS through that process.

Chair Truitt thanked Mr. Hazlett for his report and asked members if they had questions.

Ms. Taylor stated that an analysis had been done on I-10 with 24 lanes and on I-10 with managed lanes and the South Mountain Freeway. She asked if an analysis had been conducted on just the managed lanes. Mr. Hazlett replied that this analysis had not yet been conducted, but is on their list of items to be done.

Councilmember Esser stated that ADOT is anticipating completion of the EIS in early 2012, and the agenda material mentions no public input has been received. He asked when and how the Southeast Corridor MIS would be presented to the general public. Mr. Hazlett replied that the EIS will clear the maximum footprint for I-10, which is more of a technical effort. He stated that they anticipate going to the public in three to four months with the information on the bundles. Councilmember Esser asked if they intended the timeframe would be March or April 2012. Mr. Hazlett replied that was the approximate timeframe.

Councilmember Sellers expressed he was glad to see that Arizona Avenue was included in the Transit Bundle, and he added that he had been concerned that the Southeast Corridor stopped at Loop 101 and he would be anxious to see the results. Mr. Hazlett clarified that the modeling for the Transit Bundle continues to downtown Chandler and does not end at Loop 101.

6. Sustainable Transportation - Land Use Integration Study

Eileen Yazzie, MAG Transportation Improvement Program Manager, stated that she was continuing the effort begun by Kevin Wallace, who began the study in January 2011, but has left MAG to assume the position as the Executive Director of the Spokane, Washington, MPO. She said that the origins of the study came out of MAG transit and commuter rail framework studies and input and requests from member agencies. Ms. Yazzie stated that the study is to help regional and local agencies know what they need to have in place to have high capacity transit, bus rapid transit, or light rail transit and the land uses that integrate with a sustainable transit network.

Ms. Yazzie stated that four meetings have taken place with stakeholders and transit partners. She said they are working on developing policies and tools and have been poring over detailed analyses. Ms. Yazzie stated there are five key components of the study: research & analysis, identifying potential mobility priorities, scenario modeling, policy development, and strategy.

Ms. Yazzie stated that the research & analysis element is complete. She said that this included research on best practices; integration of ULI panels made up of the development community, bankers, and economists; a regional market analysis of housing and employment demographics and land use; and a high capacity transit analysis.

Ms. Yazzie displayed a map of the land use around the Regional Transportation Plan transit corridors that show opportunities to enhance the transit corridors already identified and also to change the land use to encourage transit ridership. Ms. Yazzie spoke of factors for sustainable transportation performance.

Ms. Yazzie reviewed the findings of the ULI Focus Group panel. She that the panel identified obstacles to infill opportunities and that the government needs to change its way of thinking. Ms. Yazzie said that the panel expressed that infill is hard to do and it is easier to develop in the urban fringe and the market will dictate where development goes. She said that the panel consistently expressed interest in bus options and encouraged looking at rubber tire transit as a sustainable transit option. Ms. Yazzie stated that bus rapid transit has identified stations with dedicated right of way or signal priority access. She said that another message heard consistently is one size does not fit all as there are employment centers throughout the Valley.

Ms. Yazzie reported that staff will be working with transit leadership in the next couple of months on potential mobility priorities that will lead to sustainable transportation. She said this will provide the direction to move to the next phase, which is scenario modeling. Ms. Yazzie stated that three scenarios will be modeled: transit ready corridors, transit supply, and transit productivity.

Ms. Yazzie stated that the last component is strategy of recommended policies, programs, investments, and pathways. She noted that pathways will be a tool that helps agencies and the region come together and address three aspects of land use and two aspects of transportation integration. Ms. Yazzie stated that a goal is what type of land use will help riders get to transit and have a sustainable transit network.

Ms. Yazzie addressed next steps. She said they are working with mobility priorities and transit partners, reviewing the scenario modeling and reporting, holding one-on-one meetings with member agencies, conducting the second ULI Panel in February 2012, and holding the fifth stakeholders meeting in February 2012. Ms. Yazzie stated that they anticipate completion of the study in spring or early summer of 2012. She noted that relevant documents are posted on the bqaz.com website.

Chair Truitt thanked Ms. Yazzie for her report and asked members if they had questions.

Ms. Taylor referenced the ULI comment that incentives for development were around the fringes. She asked if there had been discussion at any of the stakeholder meetings on how to change that dynamic and encourage infill development. Ms. Yazzie replied that no solutions had been discussed at this point, and she anticipated at the end of the study with the final strategy with policies, programs and investments, would be the time when they will be able to integrate the comments and say these are areas of policies that could change.

Mayor Rogers stated that her city has a transit dependent population. She said that the city is currently in the process of adopting a general plan anticipated for late summer. Mayor Rogers asked if their plan will be incorporated into the MAG plan or does their general plan need to adapt to the MAG plan. Ms. Yazzie replied that this is where the pathways concept is complex. She said that this study might be the first time in this region to incorporate land use with transit investments. Ms. Yazzie stated that it is a building block which she thought would help communities decide which comes first. She stated that all adopted member agency general plans and amendments are being integrated into the scenarios.

Mayor Rogers stated that if we are looking to the future, she thought it made sense to look at future general plans. She said that she hoped those corridors in general plans that are changing would be looked at in a future context rather than the here and now. Mayor Rogers commended the effort, and she felt it was a long time coming, but she just wanted to ensure that we are looking ahead and not looking back.

Mr. Anderson stated that adopted general plans need to be the basis for planning because we cannot anticipate what all communities might do. He added that coming from the study will be guidelines on how to tune up general plans. Mr. Anderson stated that this is a sort of starting point, recognizing that general plans are dynamic and will change over time.

Mr. Anderson addressed the incentives issue. He said that developers will weigh the risk with the reward and have indicated that development on fringe has less risk and infill development is more

difficult. Mr. Anderson stated that the developers indicated it would be a positive change if a group of infill developers could have common areas for issues such as drainage or parking, instead of having their own individual areas. He noted that a developer with an infill project had to provide room for garbage trucks to turn around because the city did not allow the trucks to back up. Mr. Anderson commented that this requirement would make a constrained infill site almost undevelopable. He stated that these are the types of revisions being done at the staff level, not city manager level, that put an end to a project. Mr. Anderson noted that there are many unique issues with infill development.

7. Request for Future Agenda Items

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

No requests were noted.

8. Comments from the Committee

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

Mayor Rogers thanked Chair Truitt for his dedicated service to the MAG region. She read the Resolution of Appreciation that had been prepared.

Chair Truitt thanked the TPC and said that it had been a pleasure for him to serve his community. He said he was privileged and honored to have worked with the TPC. Chair Truitt thanked each member of the TPC for their friendship, participation, and leadership.

Adjournment

Mayor Rogers moved and Councilmember Esser seconded to adjourn the meeting at 5:10 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 10, 2012

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG 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 nine times with the last modification approved by Regional Council on October 26, 2011.

Since then, there is a need to modify projects in the programs. The projects listed in Table A are the technical modifications related to the Arterial Life Cycle Program that was approved by the MAG Regional Council on September 21, 2011. The additional project change requests are modifications to project costs and new projects related to newly awarded federal funds for both safety and transit projects. On December 8, 2011, the Transportation Review Committee (TRC) recommended approval of the project changes.

The attached table lists all project changes, and highlights modifications made to the project change requests since TRC met. These modifications are mainly clerical and minor adjustments to financial information.

The projects in Table A are dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee.

The projects in Table B may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: This item is on the January 11, 2012 MAG Management Committee agenda. An update will be provided on action taken by the committee.

Transportation Review Committee: On December 8, 2011, the Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- | | |
|--|--|
| * Street Committee:
ITS Committee: Debbie Albert, Glendale | * Transportation Safety Committee: Julian Dresang, City of Tempe |
| * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix | |

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

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager
Eileen O. Yazzie, Transportation Planning Project Manager, (602) 254-6300.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Chandler	2011	2011	CHN110-07DZ4	Chandler Blvd at Alma School Rd	Design intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 126,516	\$ 126,516	RARF	\$ 88,561	No	Amend. Deferred from 2010 to 2011. Cost increased and split between 2011 and 2012.
Chandler	2012	TBD	CHN12-109CZ	Chandler Blvd at Alma School Rd	Construct intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 1,345,061	\$ 1,345,061	RARF	\$ 941,543	No	Amend. Add new line item to the TIP.
Chandler	2011	2017	CHN11-104RWZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Acquire right-of-way for roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item
Chandler	2013	2018	CHN14-104CZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 8,800,000	\$ 8,800,000	RARF	\$ 6,160,000	No	Amend. Advanced from 2014 to 2013. Increased project cost.
Chandler	2014	2021	CHN14-104CZ2	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item
Chandler	2014	2026	CHN14-104CZ3	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item
Chandler	2011	2017	CHN11-103RWZ	Gilbert Rd: Queen Creek to Ocotillo	Acquire right-of-way for roadway widening	1.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from the TIP.
Chandler	2012	2021	CHN12-103CZ3	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from the TIP.
Chandler	2012	2026	CHN430-10ARW	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from the TIP.
Chandler	2013	2026	CHN430-11AC	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from the TIP. Project segmented and deferred from 2013 to 2017 and 2019, respectively.
Chandler	2013	---	CHN430-11ACZ2	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	---	\$ -	Yes	Amend. Delete line item from the TIP. Project segmented and deferred from 2013 to 2017 and 2019, respectively.
Chandler	2011	2012	CHN11-110RWZ	Gilbert Rd: Queen Creek to Hunt Hwy	Acquire right-of-way for roadway widening	4.0	2	6	RARF	\$ -	\$ -	\$ 73,837	\$ 73,837	RARF	\$ 51,686	No	Amend. Add new line item.
Chandler	2014	2016	CHN10-101DZ	McQueen Road: Ocotillo Road to Riggs Road	Design roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ 1,158,148	\$ 1,158,148	RARF	\$ 136,736	No	Admin. Adj. Cost increase for inflation.
Chandler	2015	2016	CHN10-101RWZ	McQueen Road: Ocotillo Road to Riggs Road	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ 2,665,692	\$ 2,665,692	RARF	\$ 1,859,949	No	Admin. Adj. Cost increase for inflation.
Chandler	2011	2016	CHN14-102RWZ	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 969,996	\$ 969,996	RARF	\$ 678,997	No	Amend. Project advanced from 2014 to 2011.
Chandler	2011	2016	CHN14-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 370,754	\$ 370,754	RARF	\$ 259,528	No	Amend. Advanced from 2014 to 2011. Decreased project costs.
Chandler	2011	TBD	CHN11-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 370,754	\$ 370,754	RARF	\$ 259,528	No	Amend. Decreased project costs.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Chandler	2014	2021	CHN14-105DZ	Ray Rd at Dobson Rd	Design intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 1,408,290	\$ 1,408,290	RARF	\$ 958,643	No	Admin Mod. Increased project costs.
Chandler	2015	2021	CHN15-105RWZ	Ray Rd at Dobson Rd	Acquire right-of-way for intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 1,800,600	\$ 1,800,600	RARF	\$ 1,031,070	No	Admin Mod. Decreased project cost.
Chandler	2015	2021	CHN15-105CZ	Ray Rd at Dobson Rd	Construct intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 7,978,970	\$ 7,978,970	RARF	\$ 4,727,831	No	Admin Mod. Decreased project cost.
Chandler	2014	2021	CHN141-06DZ	Ray Rd at McClintock Dr	Design intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 443,249	\$ 443,249	RARF	\$ 308,818	No	Admin Mod. Decreased costs.
Chandler	2015	2021	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquire right-of-way for intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 1,672,445	\$ 1,672,445	RARF	\$ 908,347	No	Admin Mod. Increased costs.
Chandler	2015	2021	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 6,722,614	\$ 6,722,614	RARF	\$ 4,120,255	No	Admin Mod. Increased costs.
El Mirage	2013	2016	MMA13-103RWZ	El Mirage Rd: Peoria Avenue to Cactus Road	Acquire right-of-way for roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,108,718	\$ 3,108,718	RARF	\$ 2,176,103	No	Amend. New project.
El Mirage	2014	2016	MMA14-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,882,930	\$ 3,882,930	RARF	\$ 2,718,051	Yes	Amend. New project.
El Mirage	2015	2016	MMA15-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,882,930	\$ 3,882,930	RARF	\$ 2,718,051	Yes	Amend. New project.
El Mirage	2013	2015	MMA13-102RWZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Design roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 502,961	\$ 502,961	RARF	\$ 352,073	No	Amend. New project.
El Mirage	2014	2015	MMA14-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 51,454	\$ 51,454	RARF	\$ 36,018	Yes	Amend. New project.
El Mirage	2015	2015	MMA15-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 3,469,271	\$ 3,469,271	RARF	\$ 2,428,490	Yes	Amend. New project.
Fountain Hills	2011	2011	FTH11-002DZ	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	0.8	5	6	General Fund	\$ -	\$ 33,043	\$ 14,161	\$ 47,204	RARF	\$ 33,043	No	Admin Mod. Decreased project costs. A portion of the regional funds were allocated to FTH12-002DZ.
Gilbert	2015	2022	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 359,870	\$ 359,870	RARF	\$ 251,480	No	Admin Adj. Cost change for inflation.
Gilbert	2015	2021	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 654,560	\$ 654,560	RARF	\$ 217,279	No	Admin Adj. Cost change for inflation.
Gilbert	2014	2016	GLB09-727	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,139,148	\$ 1,139,148	RARF	\$ 673,444	No	Amend. Deferred from 2013 to 2014. Cost change for inflation.
Gilbert	2015	2016	GLB14-102RWZ	Germann Rd: Gilbert Rd to Val Vista Rd	Acquire right-of-way for roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,744,025	\$ 1,744,025	RARF	\$ 1,031,545	No	Amend. Deferred from 2014 to 2015. Cost change for inflation.
Gilbert	2015	2025	GLB15-102CZ	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2025	GLB15-102CZ2	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2014	2015	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,634,376	\$ 1,634,376	RARF	\$ 1,143,733	No	Amend. Deferred from 2013 to 2014. Cost change for inflation.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Gilbert	2015	2015	GLB14-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquire right-of-way for roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 3,542,244	\$ 3,542,244	RARF	\$ 2,479,571	No	Amend. Deferred from 2014 to 2015. Increased project costs.
Gilbert	2015	2019	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2026	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2015	GLB13-002CZ	Greenfield Rd: Elliot Rd to Ray Rd	Construct roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2014	2015	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ 599,607	\$ 599,607	RARF	\$ 419,469	No	Admin Mod. Deferred from 2013 to 2014. Cost increase for inflation.
Gilbert	2015	2015	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquire right-of-way for roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ 2,452,666	\$ 2,452,666	RARF	\$ 1,602,433	No	Admin Mod. Deferred from 2014 to 2015. Cost increase for inflation.
Gilbert	2011	2011	GLB11-003CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP. Project delayed from 2011 to 2012. Work for 2012 is currently programmed in the TIP.
Gilbert	2011	2011	GLB120-08RW	Guadalupe Rd at Cooper Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ 1,592,000	\$ 696,232	\$ 2,288,232	RARF	\$ 1,592,000	No	Amend. Add new line item to the TIP. Work deferred from 2010 to 2011.
Gilbert	2013	2015	GLB13-004CZ	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item. Deferred past 2015.
Gilbert	2014	2023	GLB130-07D	Guadalupe Rd at Gilbert Rd	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 380,871	\$ 380,871	RARF	\$ 266,569	No	Admin Mod. Deferred from 2011 to 2014. Cost increased for inflation.
Gilbert	2015	2023	GLB130-08RW	Guadalupe Rd at Gilbert Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 1,858,415	\$ 1,858,415	RARF	\$ 1,300,657	No	Admin Mod. Deferred from 2012 to 2015. Cost increased for inflation.
Gilbert	2011	2012	GLB11-108DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	RARF	\$ -	\$ -	\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	No	Admin Mod. Deferred from 2010 to 2011. Cost increased from inflation.
Gilbert	2011	2013	GLB10-005RWZ	Power Rd: Santan Fwy to Pecos Rd	Acquire right-of-way for roadway widening	1.5	4	6	RARF	\$ -	\$ 2,453,329	\$ 2,327,961	\$ 4,781,290	RARF	\$ 2,453,329	No	Amend. Add line item to the TIP. Work was deferred from 2010 to 2011.
Gilbert	2011	2012	GLB11-812D	Queen Creek Rd: Greenfield to Higley	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2012	2013	GLB12-817AW	Queen Creek Rd: Greenfield to Higley	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2012	2014	GLB12-817AWZ 2	Queen Creek Rd: Greenfield to Higley	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2013	2014	GLB11-804	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2013	2015	GLB11-804CZ2	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Gilbert	2013	2013	GLB11-011DZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Design roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2014	2014	GLB12-011RWZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Acquire right-of-way for roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2015	2015	GLB13-011CZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2010	2012	GLB12-107ADZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2012	2.0	2	4	Bonds	\$ -	\$ -	\$ 924,442	\$ 924,442	RARF	\$ 647,109	No	Amend. Add new line item. Work conducted in 2010/2011.
Gilbert	2011	2012	GLB12-107ADZ2	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening	2.0	2	4	Bonds	\$ -	\$ -	\$ 924,442	\$ 924,442	RARF	\$ 647,109	No	Amend. Add new line item. Work conducted in 2010/2011.
Gilbert	2011	2014	GLB14-107ACZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ 7,823,044	\$ 7,823,044	RARF	\$ 5,476,131	No	Amend. Add new project to the TIP.
Gilbert	2011	2013	GLB13-107ARWZ2	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquire right-of-way for roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2013	2.0	2	4	Bonds	\$ -	\$ -	\$ 769,530	\$ 769,530	RARF	\$ 538,671	No	Amend. Add new line item. Work conducted in 2011.
Gilbert	2011	2013	GLB13-107ARWZ2	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquire right-of-way for roadway widening	2.0	2	4	Bonds	\$ -	\$ -	\$ 769,530	\$ 769,530	RARF	\$ 538,671	No	Amend. Add new line item. Work conducted in 2011.
Gilbert	2012	2015	GLB12-107CZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ 7,823,044	\$ 7,823,044	RARF	\$ 5,476,131	No	Amend. Add new line item.
Gilbert	2015	2022	GLB15-105DZ	Ray Rd: Higley to Recker	Design roadway widening	1.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2015	2023	GLB15-106DZ	Ray Rd: Recker to Power	Design roadway widening	1.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2015	2023	GLB15-104DZ	Ray Rd: Val Vista to Higley	Design roadway widening	2.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2010	2014	GLB10-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2014	4.0	4	6	Local	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	No	Amend. Add new line item to the TIP. Project consolidated and advanced.
Gilbert	2010	2015	GLB10-109RWZ	Ray Rd: Val Vista to Power	Acquire right-of-way for roadway widening	4.0	4	6	Local	\$ -	\$ -	\$ 3,770,050	\$ 3,770,050	RARF	\$ 2,639,035	No	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2011	2016	GLB11-109CZ	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 5,011,648	\$ 5,011,648	RARF	\$ 3,508,153	Yes	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2011	2017	GLB11-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 5,051,119	\$ 5,051,119	RARF	\$ 3,535,783	Yes	Amend. Add new line item. Project consolidated and advanced.

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Gilbert	2011	2015	GLB11-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening	4.0	4	6	Local	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	No	Amend. Add new line item to the TIP. Project consolidated and advanced.
Gilbert	2011	2016	GLB11-109RWZ	Ray Rd: Val Vista to Power	Acquire right-of-way for roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 1,441,619	\$ 1,441,619	RARF	\$ 1,009,133	No	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2012	2023	GLB12-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 2,895,195	\$ 2,895,195	RARF	\$ 2,026,636	Yes	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2014	2021	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 476,444	\$ 476,444	RARF	\$ 333,510	No	Admin Mod. Deferred from 2013 to 2014. Decreased project costs.
Gilbert	2015	2021	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,464,770	\$ 1,464,770	RARF	\$ 1,025,034	No	Admin Mod. Deferred from 2014 to 2015. Increased project costs.
Gilbert	2015	2021	GLB14-008CZ	Warner Rd at Greenfield Rd	Construct intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Maricopa County	2013	2013	MMA09-815	Dobson Road Bridge over the Salt River	Design roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 1,346,640	\$ 1,346,640	RARF	\$ -	No	Admin Adj. Decreased project cost.
Maricopa County	2014	2015	MMA14-101RWZ	Dobson Road Bridge over the Salt River	Advance acquisition of right of way for roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 10,981,004	\$ 10,981,004	STP-MAG	\$ 7,686,703	No	Admin Mod. Increased project costs.
Maricopa County	2014	2016	MMA14-101RWZ 2	Dobson Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 7,219,472	\$ 7,219,472	STP-MAG	\$ 5,053,294	No	Admin Mod. Decreased project cost.
Maricopa County	2015	2017	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 23,989,773	\$ 23,989,773	STP-MAG	\$ 5,892,406	No	Admin Mod. Cost increased for inflation.
Maricopa County	2015		MMA14-101RWZ (Reimbursement)	Dobson Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -			No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2011	2015	MMA11-116DZ	El Mirage Rd: Bell Road to Picerne Drive	Design roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ -	No	Amend. New project.
Maricopa County	2011	2015	MMA11-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	No	Amend. New project.
Maricopa County	2012	2015	MMA12-116DZ	El Mirage Rd: Bell Road to Picerne Drive	Design roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ -	No	Amend. New project.
Maricopa County	2012	2015	MMA12-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	No	Amend. New project.
Maricopa County	2013	2015	MMA13-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	No	Amend. New project.
Maricopa County	2013	2015	MMA13-116CZ	El Mirage Rd: Bell Road to Picerne Drive	Advance construction of roadway widening	0.5	4	10	Local	\$ -	\$ -	\$ 1,634,623	\$ 1,634,623	RARF	\$ -	Yes	Amend. New project.

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Maricopa County	2014	2015	MMA14-116CZ	El Mirage Rd: Bell Road to Picerne Drive	Advance construction of roadway widening	0.5	4	10	Local	\$ -	\$ -	\$ 1,634,623	\$ 1,634,623	RARF	\$ -	Yes	Amend. New project.
Maricopa County	2013	2014	MMA13-114RWZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Acquire right-of-way for roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 2,953,350	\$ 2,953,350	RARF	\$ 2,067,345	No	Amend. New project.
Maricopa County	2014	2015	MMA14-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 5,563,413	\$ 5,563,413	RARF	\$ 3,894,389	Yes	Amend. New project.
Maricopa County	2015	2016	MMA15-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 5,563,413	\$ 5,563,413	RARF	\$ 3,894,389	Yes	Amend. New project.
Maricopa County	2011	2011	MMA10-616	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2012	2012	MMA12-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2012	2013	MMA13-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2013	2013	MMA12-102RWZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right-of-way for roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2014	2014	MMA11-822	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right-of-way for roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2015	2015	MMA15-102CZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Construct roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP.
Maricopa County	2011	2013	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	Local	\$ -	\$ -	\$ 2,390,278	\$ 2,390,278	STP-MAG	\$ 1,673,195	No	Amend. Decreased project costs.
Maricopa County	2011	2014	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	Local	\$ -	\$ -	\$ 3,083,773	\$ 3,083,773	STP-MAG	\$ 2,057,110	No	Admin Mod. Cost increase from inflation.
Maricopa County	2013	---	MMA11-103DZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103RWZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103DZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103RWZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2015	2015	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.6	4	6	STP-MAG	\$ 10,274,443	\$ -	\$ 23,487,927	\$ 33,762,369	STP-MAG	\$ 10,274,443	No	Amend. Cost increase from inflation.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Maricopa County	2014	2016	MMA13-105DZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ 751,353	\$ 751,353	STP-MAG	\$ 525,947	No	Amend. Deferred from 2013 to 2014. Cost increase for inflation.
Maricopa County	2014	---	MMA13-105DZ (Reimbursement)	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete item from TIP. Duplicate entry.
Maricopa County	2014	2016	MMA14-105RWZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquire right-of-way for roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ 1,143,116	\$ 1,143,116	STP-MAG	\$ 800,181	No	Admin Mod. Decreased project costs.
Maricopa County	2015	---	MMA14-105RWZ (Reimbursement)	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquire right-of-way for roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2015	2016	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ 14,920,627	\$ 14,920,627	STP-MAG	\$ 7,289,914	No	Admin. Adj. Cost increase for inflation.
Maricopa County	2015	2016	MMA15-105RZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP. Deferred to 2017.
Maricopa County	2015	2017	MMA15-105RZ2	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP. Deferred to 2026.
Maricopa County	2015	2018	MMA15-105RZ3	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP.
Maricopa County	2015	2015	MMA15-104RWZ	McKellips Road Bridge over the Salt River	Acquire right-of-way for roadway widening	0.8	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Deleted project from TIP. Deferred from 2015 to 2027.
Maricopa County	2012	2016	MMA14-111DZ	Northern Parkway: Agua Fria Bridge	Advance design roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ 614,143	\$ 614,143	STP-MAG	\$ 429,900	No	Admin Mod. Increased project cost.
Maricopa County	2015	2017	MMA15-111CZ	Northern Parkway: Agua Fria Bridge	Advance Construct roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ 7,676,790	\$ 7,676,790	STP-MAG	\$ 5,373,753	No	Admin Mod. Increased project cost.
Maricopa County	2012	2016	MMA11-922	Northern Parkway: Dysart to 111th	Advance Acquisition of right-of-way for roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 1,832,627	\$ 1,832,627	STP-MAG	\$ 1,282,839	No	Admin Mod. Increased project costs.
Maricopa County	2012	2016	MMA11-923	Northern Parkway: Dysart to 111th	Advance design roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 1,210,223	\$ 1,210,223	STP-MAG	\$ 847,156	No	Admin Mod. Increase project cost.
Maricopa County	2013	2016	MMA13-102	Northern Parkway: Dysart to 111th	Advance Acquisition of right-of-way for roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 5,497,880	\$ 5,497,880	STP-MAG	\$ 3,848,516	No	Admin Mod. Increased project costs.
Maricopa County	2013	2016	MMA14-113CX	Northern Parkway: Dysart to 111th	Advance Construct roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 7,563,897	\$ 7,563,897	STP-MAG	\$ 5,294,728	No	Admin Mod. Advanced from 2014 to 2013. Increased project cost.
Maricopa County	2014	2017	MMA15-113CX	Northern Parkway: Dysart to 111th	Advance Construct roadway widening - repayment of STP-MAG in 2017	2.5	2	4	Local	\$ -	\$ -	\$ 7,563,897	\$ 7,563,897	STP-MAG	\$ 5,294,728	No	Admin Mod. Decreased project cost.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Maricopa County	2012	2016	MMA14-110DZ	Northern Parkway: Litchfield Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 1,172,064	\$ 1,172,064	STP-MAG	\$ 820,445	No	Admin Mod. Increased project costs.
Maricopa County	2014	2017	MMA14-104	Northern Parkway: Litchfield Overpass	Advance construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 5,270,631	\$ 5,270,631	STP-MAG	\$ 3,689,442	No	Admin Mod. Increased project costs.
Maricopa County	2015	2017	MMA15-110CZ	Northern Parkway: Litchfield Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 5,270,631	\$ 5,270,631	STP-MAG	\$ 3,689,442	No	Admin Mod. Decreased project cost.
Maricopa County	2014	2016	MMA14-106	Northern Parkway: Northern Avenue at L101	Advance Acquisition of right of way for roadway widening - repayment of STP-MAG in 2016	0.5	4	6	Local	\$ -	\$ -	\$ 3,342,440	\$ 3,342,440	STP-MAG	\$ 2,339,708	No	Admin Mod. Decreased project cost.
Maricopa County	2014	2016	MMA14-112DZ	Northern Parkway: Northern Avenue at L101	Advance Design intersection improvement - repayment of STP-MAG in 2016	0.5	4	6	HURF	\$ -	\$ -	\$ 572,371	\$ 572,371	STP-MAG	\$ 400,660	No	Admin Mod. Increased project costs.
Maricopa County	2015	2016	MMA15-112CZ2	Northern Parkway: Northern Avenue at L101	Advance Construct intersection improvement - repayment of STP-MAG in 2016	0.5	4	6	HURF	\$ -	\$ -	\$ 5,005,891	\$ 5,005,891	STP-MAG	\$ 3,504,124	No	Amend. Add new line item to the TIP.
Maricopa County	2015	2017	MMA15-112CZ	Northern Parkway: Northern Avenue at L101	Advance Construct intersection improvement - repayment of STP-MAG in 2017	0.5	4	6	HURF	\$ -	\$ -	\$ 2,148,749	\$ 2,148,749	STP-MAG	\$ 1,504,124	No	Admin Mod. Decreased project cost. Changed fund type.
Maricopa County	2012	2016	MMA12-925	Northern Parkway: Reems Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 1,040,582	\$ 1,040,582	STP-MAG	\$ 728,407	No	Admin Mod. Increased project cost.
Maricopa County	2013	2016	MMA13-008CZ	Northern Parkway: Reems Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 4,704,730	\$ 4,704,730	STP-MAG	\$ 3,293,311	No	Admin Mod. Increased project cost. Work to occur in 2013/2014.
Maricopa County	2014	2017	MMA14-008CZ	Northern Parkway: Reems Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 4,704,730	\$ 4,704,730	STP-MAG	\$ 3,293,311	No	Amend. Add new line item.
Maricopa County	2011	---	MMA11-102	Northern Parkway: Sarival Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No	Amend. Delete project work phase from the TIP. Design done as part of another project.
Maricopa County	2012	2016	MMA12-928	Northern Parkway: Sarival Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 3,576,152	\$ 3,576,152	STP-MAG	\$ 2,503,307	No	Admin Mod. Increased project costs.
Maricopa County	2013	2016	MMA15-109CZ	Northern Parkway: Sarival Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 966,670	\$ 966,670	STP-MAG	\$ 676,669	No	Admin Mod. Increased project costs.
Maricopa County	2013	---	MMA11-927	Northern Parkway: Sarival Overpass	Design roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No	Amend. Delete project work phase from the TIP. Design done as part of another project.
Mesa	2015	2016	MES15-126DZ	Baseline Rd: Ellsworth to Meridian Rd	Advance design of roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	No	Amend. New Project.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Mesa	2014	2016	MES14-101DZ	Baseline Rd: Power Rd to Ellsworth Rd	Advance design of roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	No	Admin Adj. Cost change for inflation. Change fund type.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd: Power Rd to Ellsworth Rd	Advance acquisition of right of way for roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 3,919,049	\$ 3,919,049	STP-MAG	\$ 2,743,148	No	Admin Adj. Cost change for inflation. Change fund type.
Mesa	2013	2013	MES100-06D	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2014	MES114-102DZ	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2014	2014	MES100-07RW	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right-of-way for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES15-102CZ	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2013	2019	MES13-002DZ	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2019	MES14-002DZ2	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2014	2019	MES300-08ARW	Country Club Dr at University Dr	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2019	MES15-103CZ	Country Club Dr at University Dr	Construct intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2014	2026	MES14-105DZ	Crismon Rd: Broadway to Guadalupe	Design roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2027.
Mesa	2015	2026	MES15-105RWZ	Crismon Rd: Broadway to Guadalupe	Acquire right-of-way for roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2028.
Mesa	2015	2016	MES15-127DZ	Crismon Rd: Ray Rd to Germann Rd	Advance design of roadway widening	3.0	0	6	Local	\$ -	\$ -	\$ 1,738,755	\$ 1,738,755	STP-MAG	\$ 1,217,165	No	Amend. New project.
Mesa	2011	2020	MES310-11AC	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP.
Mesa	2011	TBD	MES11-107DZ	Dobson Rd at University Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 217,539	\$ 217,539	RARF	\$ 151,177	No	Amend. Add new line item to the TIP.
Mesa	2011	TBD	MES310-10ARW	Dobson Rd at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,057,109	\$ 2,057,109	RARF	\$ 1,439,976	No	Amend. Add new line item to the TIP.
Mesa	2013	2015	MES13-108PZ	Greenfield Rd: Southern Ave to University Dr	Pre-Design roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete line item from TIP. Deferred from 2013 to 2025.
Mesa	2015	2017	MES15-110DZ	Guadalupe Rd: Hawes Rd to Crismon Rd	Design roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2016.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Mesa	2015	2018	MES15-124DZ	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Design intersection improvement	0.0	0	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2018.
Mesa	2015	2015	MES470-10AD	Lindsay Rd at Brown Rd	Design intersection improvement	0.5	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2025.
Mesa	2015	2016	MES15-114DZ	Meridian Rd: Baseline Rd to Ray	Advance design of roadway widening	4.0	0	6	Local	\$ -	\$ -	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	No	Amend. Work to occur in 2015/2016. Costs split between years and adjusted for inflation.
Mesa	2010	2015	MES09-911PZ2	Mesa Dr at Broadway Rd	Pre-design intersection improvements	1.0	4	6	Local	\$ -	\$ -	\$ 83,976	\$ 83,976	RARF	\$ 58,783	No	Amend. Cost adjustment for inflation.
Mesa	2013	2015	MES151-09D	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 478,819	\$ 478,819	RARF	\$ 335,173	No	Admin Mod. Cost increase from inflation.
Mesa	2014	2015	MES151-09DZ2	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 478,819	\$ 478,819	RARF	\$ 335,173	No	Admin Mod. Cost increase from inflation.
Mesa	2014	2016	MES151-10RW	Mesa Dr at Broadway Rd	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 1,324,475	\$ 1,324,475	RARF	\$ 927,132	No	Admin Mod. Decreased costs.
Mesa	2015	2016	MES151-10RWZ	Mesa Dr at Broadway Rd	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 1,324,475	\$ 1,324,475	RARF	\$ 927,132	No	Admin Mod. Decreased costs.
Mesa	2013	2015	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ 9,146,700	\$ 9,146,700	RARF	\$ 6,402,690	No	Admin Mod. Increased project costs.
Mesa	2011	2011	MES11-125DZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1.0	4	6	RARF	\$ -	\$ 612,343	\$ 262,433	\$ 874,776	RARF	\$ 612,343	No	Admin Mod. Corrected Regional and Local Costs.
Mesa	2011	2011	MES11-125RWZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquire right-of-way for roadway widening	1.0	4	6	RARF	\$ -	\$ 217,288	\$ 93,124	\$ 310,412	RARF	\$ 217,288	No	Admin Mod. Corrected Regional and Local Costs.
Mesa	2013	2013	MES188-11D	Southern Ave at Higley Rd	Pre-Design/Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2014	MES188-12RW	Southern Ave at Higley Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES14-120CZ	Southern Ave at Higley Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2013	2015	MES186-09D	Southern Ave at Lindsay Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2015	MES14-119RWZ	Southern Ave at Lindsay Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES15-119CZ	Southern Ave at Lindsay Rd	Construct intersection improvement	0.5	4	6	CMAQ	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2007	2012	MES12-118RZ	Southern Ave at Stapley Dr	Reimbursement for advance pre-design of intersection improvements	0.5	4	6	Local	\$ -	\$ 121,756	\$ -	\$ 121,756	RARF	\$ 121,756	No	Amend. Add new line item.
Mesa	2011	2012	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 1,954,690	\$ 1,954,690	RARF	\$ 1,368,283	No	Admin Mod. Increased project costs.

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Mesa	2013	2014	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 6,391,214	\$ 6,391,214	RARF	\$ 4,473,850	No	Admin Mod. Decreased project costs.
Mesa	2013	2015	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 6,391,214	\$ 6,391,214	RARF	\$ 4,473,850	No	Admin Mod. Decreased project costs.
Mesa	2013	2016	MES490-09AD	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 712,141	\$ 712,141	STP-MAG	\$ 498,499	No	Amend. Change project description and fund type.
Mesa	2014	2016	MES490-09ADZ	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	No	Amend. Delete line item from the TIP.
Mesa	2014	2016	MES490-10ARW	Stapley Dr at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,180,936	\$ 1,180,936	STP-MAG	\$ 826,655	No	Admin Mod. Increased project costs.
Mesa	2014	2016	MES14-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 4,023,686	\$ 4,023,686	STP-MAG	\$ 2,816,580	No	Amend. Add new line item to the TIP. Work to start in 2014 and continue in 2015.
Mesa	2015	2016	MES490-10ARWZ	Stapley Dr at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,180,936	\$ 1,180,936	STP-MAG	\$ 826,655	No	Admin Mod. Increased project costs.
Mesa	2015	2016	MES13-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 4,023,686	\$ 4,023,686	STP-MAG	\$ 2,816,580	No	Admin Mod. Increased project costs. Work to start in 2014.
Mesa	2013	2021	MES310-10AD	Val Vista Dr: Baseline Rd to Southern Ave	Design roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Mesa	2013	2021	MES310-11ARW	Val Vista Dr: Baseline Rd to Southern Ave	Acquire right-of-way for roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Mesa	2014	2021	MES310-11ARWZ 2	Val Vista Dr: Baseline Rd to Southern Ave	Acquire right-of-way for roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2019.
Mesa	2014	2021	MES13-122CZ	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2014 to 2019.
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	RARF	\$ -	\$ -	\$ 676,436	\$ 676,436	RARF	\$ 341,571	No	Admin Mod: Cost Increase
Mesa	2012	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -	\$ -	\$ 2,622,004	\$ 2,622,004	RARF	\$ 1,793,245	No	Admin Mod: Cost Increase
Mesa	2013	2015	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP & CMAQ	\$ 4,699,895	\$ -	\$ 229,081	\$ 4,928,976	RARF	\$ 160,357	No	Amend: Combine funds from MES07-315 and add HSIP funding. Project is funded with \$910,000 - CMAQ and \$3,789,895 - HSIP. Total project costs are reduced.
Mesa	2013		MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	0.5	6	6	CMAQ	\$ 910,000	\$ -	\$ 3,437,000	\$ 4,347,000			No	Amend: Delete Project; project is combined with MES14-117CZ
Peoria	2011	2012	PEO11-104RWZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	0.2	4	6	Local	\$ -	\$ -	\$ 14,800	\$ 14,800	RARF	\$ -	No	Admin. Adj. Decreased project costs.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Peoria	2012	2012	PEO12-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	RARF	\$ -	\$ 1,160,318	\$ 541,906	\$ 1,702,225	RARF	\$ 1,160,318	No	Admin Mod. Decreased project cost for FY 2012. Work to continue into 2013.
Peoria	2013	2013	PEO13-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	Local	\$ -	\$ -	\$ 5,117,570	\$ 5,117,570	RARF	\$ -	No	Amend. Add new line item.
Peoria	2013	2021	PEO12-103CZ	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 4,503,711	\$ 4,503,711	RARF	\$ 2,593,358	No	Amend. Increased project costs. Work initiated in 2012.
Peoria	2011	2024	PEO11-101RWZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquire right-of-way for roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend: Delete line item. Work to occur in 2012.
Peoria	2012	2026	PEO11-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Duplicate line item. Delete from the TIP.
Peoria	2012	2012	PEO10-101DZ (Reimbursement)	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete duplicate TIP entry.
Peoria	2012	2012	PEO10-101DZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 1,601,804	\$ 1,601,804	RARF	\$ 959,310	No	Admin. Adj. Decreased project costs. Changed fund type.
Peoria	2013	2025	PEO12-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 4,185,759	\$ 4,185,759	RARF	\$ 2,930,032	No	Admin Mod. Deferred from 2011 to 2013.
Peoria	2014	TBD	PEO12-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 15,877,500	\$ 15,877,500	RARF	\$ 11,114,250	No	Admin Mod. Deferred from 2012 to 2014.
Phoenix	2012	2012	PHX12-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 14,453,198	\$ -	\$ 6,969,396	\$ 21,422,594	STP-MAG	\$ 14,453,198	No	Admin Mod. Increased project costs.
Phoenix	2012		PHX11-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete line item from TIP.
Phoenix	2013	2013	PHX13-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 9,376,651	\$ -	\$ 4,018,565	\$ 13,395,215	STP-MAG	\$ 9,376,651	No	Admin Mod. Increased project costs.
Phoenix	2013	2013	PHX13-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 8,735,423	\$ -	\$ 4,518,921	\$ 13,254,344	STP-MAG	\$ 8,735,423	No	Admin Mod. Increased project costs.
Phoenix	2014	2014	PHX14-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 7,751,290	\$ -	\$ 3,321,981	\$ 11,073,271	STP-MAG	\$ 7,751,290	No	Admin Mod. Increased project costs.
Phoenix	2015	2015	PHX15-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 4,376,651	\$ -	\$ 1,875,808	\$ 6,252,459	STP-MAG	\$ 4,376,651	No	Admin Mod. Decreased project costs.
Phoenix	2011	2011	PHX100-06D	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2.0	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete duplicate TIP entry.
Phoenix	2012	2012	PHX100-60D2	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2.0	0	6	STP-MAG	\$ 1,287,935	\$ -	\$ 551,972	\$ 1,839,907	STP-MAG	\$ 1,287,935	No	Admin Mod. Increased project cost.
Phoenix	2013	2013	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	0	6	STP-MAG	\$ 8,921,528	\$ -	\$ 3,823,512	\$ 12,745,039	STP-MAG	\$ 8,921,528	No	Admin Mod. Increased project costs.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Phoenix	2014	2014	PHX13-102CZ	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	0	6	STP-MAG	\$ 8,505,049	\$ -	\$ 3,645,021	\$ 12,150,070	STP-MAG	\$ 8,505,049	No	Admin Mod. Decreased project costs.
Phoenix	2011	2012	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 19,916,586	\$ 19,916,586	RARF	\$ 13,941,610	No	Admin Mod. Cost increase from inflation. Additional work to occur in 2013/2014
Phoenix	2011	2012	PHX10-103DZ	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 2,524,863	\$ 2,524,863	RARF	\$ 711,116	No	Admin. Adj. Cost increase for inflation.
Phoenix	2012	2013	PHX12-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 7,385,859	\$ 7,385,859	RARF	\$ 5,170,102	No	Admin Mod. Cost increase from inflation. Additional work to occur in 2014
Phoenix	2013	2014	PHX13-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 13,192,212	\$ 13,192,212	RARF	\$ 9,193,788	No	Admin Mod. Cost increase from inflation.
Scottsdale	2014	2016	SCT14-101DZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Design roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2014 to 2023.
Scottsdale	2015	2016	SCT15-101RWZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2015 to 2024.
Scottsdale	2013	2013	SCT13-123RWZ	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Acquire right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 70,415	\$ 30,178	\$ 100,592	RARF	\$ 70,415	No	Amend. Add new line item to the TIP.
Scottsdale	2014	2014	SCT14-123CZ	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Construct intersection improvement	0.5	4	6	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	No	Amend. Add new line item to the TIP.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Sales Tax	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	No	Admin Mod. Increased project costs.
Scottsdale	2014	2015	SCT14-106RWZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Acquire right-of-way for roadway widening	0.8	0	2	Sales Tax	\$ -	\$ -	\$ 2,011,843	\$ 2,011,843	RARF	\$ 1,408,290	No	Admin Mod. Increased project costs.
Scottsdale	2015	2015	SCT15-106CZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.8	0	2	RARF	\$ -	\$ 5,633,161	\$ 2,414,212	\$ 8,047,373	RARF	\$ 5,633,161	No	Admin Mod. Increased project costs.
Scottsdale	2013	2016	SCT13-103DZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	6	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP. Deferred from 2013 to 2018.
Scottsdale	2014	2016	SCT14-103CZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete item from TIP. Deferred from 2014 to 2019.
Scottsdale	2014	2016	SCT14-102PZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Pre-Design roadway widening	1.0	0	2	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2014 to 2027.
Scottsdale	2015	2016	SCT15-102CZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from TIP. Deferred from 2015 to 2028.
Scottsdale	2015	2016	SCT15-102DZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2015 to 2027.

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Scottsdale	2015	2016	SCT15-102RWZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquire right-of-way for roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2015 to 2028.
Scottsdale	2013	2013	SCT13-124DZ	Loop 101 South Frontage Roads	Design roadway widening	0.8	0	4	RARF		\$ 352,073	\$ 150,888	\$ 502,961	RARF	\$ 352,073	No	Amend. Add new project to the TIP.
Scottsdale	2014	2014	SCT14-124RWZ	Loop 101 South Frontage Roads	Acquire right-of-way for roadway widening	0.8	0	4	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	No	Amend. Add new project to the TIP.
Scottsdale	2014	2015	SCT14-124CZ	Loop 101 South Frontage Roads	Construct roadway widening	0.8	0	4	Sales Tax	\$ -	\$ -	\$ 2,851,285	\$ 2,851,285	RARF	\$ 1,995,899	Yes	Amend. Add new project to the TIP.
Scottsdale	2011	2012	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	No	Admin Mod. Project description change. Increased project costs
Scottsdale	2012	2013	SCT14-105RWZ 2	Northsight Blvd: Hayden to Frank Lloyd Wright	Acquire right-of-way for roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 1,760,363	\$ -	\$ 1,760,363	RARF	\$ 1,760,363	No	Amend. Add new line item to the TIP.
Scottsdale	2013	2014	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 4,023,686	\$ 1,724,437	\$ 5,748,123	RARF	\$ 4,023,686	No	Amend. Add new line item to the TIP.
Scottsdale	2013	2012	SCT13-114DZ	Pima Rd: Chaparral Rd to Thomas Rd	Design roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2013	2013	SCT13-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Scottsdale	2014	2014	SCT14-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP.
Scottsdale	2011	2013	SCT11-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2011 to 2016.
Scottsdale	2012	2014	SCT12-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP.
Scottsdale	2015	2016	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ 1,324,377	\$ 1,324,377	RARF	\$ 756,203	No	Admin Mod. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2011	2014	SCT11-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1.0	2	4	Sales Tax	\$ -	\$ -	\$ 350,364	\$ 350,364	RARF	\$ 245,255	No	Admin Mod. Decreased project cost.
Scottsdale	2013	2014	SCT12-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Sales Tax	\$ -	\$ -	\$ 3,995,612	\$ 3,995,612	RARF	\$ 2,794,885	No	Admin Mod. Deferred from 2012 to 2013. Increased project costs.
Scottsdale	2010	2012	SCT10-110DZ	Pima Rd: Via De Ventura to Krail	Design roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 861,312	\$ 861,312	RARF	\$ 602,918	No	Amend. Project cost increased. Work occurred in 2010.
Scottsdale	2010	2012	SCT10-110RWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 4,935,756	\$ 4,935,756	RARF	\$ 3,454,007	No	Amend. Increased project costs.
Scottsdale	2011	2013	SCT11-110CWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,467,878	\$ 2,467,878	RARF	\$ 1,727,003	No	Amend. Increased project costs.
Scottsdale	2012	2013	SCT12-110CZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,467,878	\$ 2,467,878	RARF	\$ 1,727,003	No	Amend. Add new line item. Work to continue into 2012.

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Scottsdale	2013	2015	SCT13-113CZ	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,166,419	\$ 2,166,419	RARF	\$ 1,236,494	No	Admin. Adj. Cost increase for inflation.
Scottsdale	2012	2014	SCT200-06ARW	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Acquire right-of-way for roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ 1,345,499	No	Amend. Delete project from the TIP. Deferred from 2012 to 2016.
Scottsdale	2013	2015	SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2013	2014	SCT13-007CZ	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2015	2016	SCT200-06AD	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Design roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ 1,922,140	\$ 1,922,140	RARF	\$ 1,345,499	No	Amend. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2014	2014	SCT14-118DZ	Raintree Drive: Loop 101 to Hayden	Pre-Design/Design roadway widening	1.0	4	6	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	No	Amend. Add new project to the TIP.
Scottsdale	2015	2015	SCT15-118RWZ	Raintree Drive: Loop 101 to Hayden	Acquire right-of-way for roadway widening	1.0	4	6	RARF	\$ -	\$ 3,520,874	\$ 1,508,733	\$ 5,029,608	RARF	\$ 3,520,874	No	Amend. Add new project to the TIP.
Scottsdale	2013	2015	SCT13-122DZ	Raintree Extension: Hayden to Redfield	Pre-Design/Design roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 1,508,882	\$ 1,508,882	RARF	\$ 1,056,218	No	Amend. Add new project to the TIP.
Scottsdale	2013	2016	SCT13-122RWZ	Raintree Extension: Hayden to Redfield	Acquire right-of-way for roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 2,514,804	\$ 2,514,804	RARF	\$ 1,760,363	No	Amend. Add new project to the TIP.
Scottsdale	2013	2016	SCT13-122CZ	Raintree Extension: Hayden to Redfield	Construct roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 6,035,529	\$ 6,035,529	RARF	\$ 4,224,871	Yes	Amend. Add new project to the TIP.
Scottsdale	2014	2016	SCT14-122RWZ	Raintree Extension: Hayden to Redfield	Acquire right-of-way for roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 2,514,804	\$ 2,514,804	RARF	\$ 1,760,363	No	Amend. Add new project to the TIP.
Scottsdale	2014	2016	SCT14-122CZ	Raintree Extension: Hayden to Redfield	Construct roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 6,035,529	\$ 6,035,529	RARF	\$ 4,224,871	Yes	Amend. Add new project to the TIP.
Scottsdale	2013	2013	SCT13-104DZ	Raintree -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2016.
Scottsdale	2014	2014	SCT14-104CZ	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2014 to 2017.
Scottsdale	2013	2015	SCT14-107DZ	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ 502,961	\$ 502,961	RARF	\$ 352,073	No	Admin Mod. Advanced from 2014 to 2013. Increased project cost.
Scottsdale	2014	2015	SCT15-107CZ	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ 5,029,608	\$ 5,029,608	RARF	\$ 3,520,725	No	Admin Mod. Advanced from 2015 to 2014. Increased project cost.
Scottsdale	2015	2016	SCT15-107CZ2	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from the TIP.
Scottsdale	2013	2013	SCT13-109DZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2014	2014	SCT14-109RWZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Acquire right-of-way for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Scottsdale	2015	2015	SCT15-109CZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2015 to 2019,
Scottsdale	2010	2012	SCT10-014PDZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 282,749	\$ 282,749	RARF	\$ 197,924	No	Admin. Adj. Decreased project costs.
Scottsdale	2011	2012	SCT11-014DZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 785,275	\$ 785,275	RARF	\$ 515,780	No	Admin. Adj. Decreased project costs.
Scottsdale	2013	2014	SCT12-014CZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 11,368,746	\$ 11,368,746	RARF	\$ 3,814,225	No	Admin Mod. Deferred from 2012 to 2013.
Scottsdale	2011	2012	SCT11-1	Shea at 120/124th Streets	Acquire right-of-way for intersection improvement	0.4	6	6	RARF	\$ -	\$ -	\$ 42,152	\$ 42,152	RARF	\$ 29,506	No	Amend. Increased project costs.
Scottsdale	2011	2012	SCT08-930	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	RARF	\$ -	\$ -	\$ 910,232	\$ 910,232	RARF	\$ 637,162	No	Amend. Increased project costs.
Scottsdale	2015	2025	SCT08-936	Shea Blvd - 96th St to 144th St ITS Improvements	Design ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ 632,275	\$ 632,275	RARF	\$ 442,592	No	Amend. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2012	2025	SCT09-937	Shea Blvd - 96th St to 144th St ITS Improvements	Acquire right-of-way for ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete from the TIP. Deferred from 2012 to 2016,
Scottsdale	2012	2025	SCT10-938	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete from the TIP. Deferred from 2012 to 2016,
Scottsdale	2011	2014	SCT11-120DZ	Shea Blvd at 125th Street	Design intersection improvement	0.3	6	6	Local	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ 88,018	No	Amend. Add project to the TIP. Work conducted in 2011.
Scottsdale	2013	2013	SCT13-108DZ	Thunderbird-Raintree Loop	Pre-Design/Design roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Scottsdale	2014	2014	SCT14-108RWZ	Thunderbird-Raintree Loop	Acquire right-of-way for roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Scottsdale	2015	2015	SCT15-108RWZ	Thunderbird-Raintree Loop	Acquire right-of-way for roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.

NOTE: Reimbursement Years listed as 'TBD' are unfunded reimbursements due to a deficit of program funds in the ALCP. The programmed reimbursements are contingent on the availability of program funds.

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

HIGHWAY													
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT11-129	ADOT	ADOT Traffic Operation Center (TOC) Control Room	Upgrade of video wall and reconfiguration of consoles: \$943,000 in 2011 STP-AZ, and \$1,603,100 in 2012 STP-AZ	2012	n/a	n/a	n/a	STP-AZ	\$153,900	\$2,546,100		\$2,700,000	Admin Mod: Increase budget by \$1,700,000. Proposed cost is now \$2,700,000; it was previously \$1,000,000. \$943,000 in 2011 STP-AZ, and \$1,603,100 in 2012 STP-AZ
DOT12-121	ADOT	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Construct roadway	2012	3	2	6	NHS	\$7,090,800	\$117,309,200		\$124,400,000	Admin Mod: Decrease budget by \$2,500,000. Proposed cost is now \$124,400,000; it was previously \$126,900,000.
DOT11-122	ADOT	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Utility relocation	2011	3	2	6	RARF			\$12,300,000	\$12,300,000	Admin MOD: Increase budget by \$2,500,000. Proposed cost is now \$12,300,000; it was previously \$9,800,000.
DOT10-6C29	ADOT	60 (Grand Ave): 71st Ave to McDowell Rd, Phase 1	Roadway Improvements: landscaping and beautification, signal improvements, sidewalk improvements, pavement preservation, lighting improvements and signal modifications.	2012	10	6	6	NHS		\$14,522,200	\$877,800	\$15,400,000	Admin Mod: Decrease budget by \$5,900,000. Proposed cost is now \$15,400,000; it was previously \$21,300,000. Change project name to "71st Ave to McDowell Rd, Phase 1" from "Loop 101 to McDowell Rd, Phase 1".
DOT12-137	ADOT	I-8: MP 96 to MP 115.7 & SR85: MP 0.5 to MP 32.5	Pavement Preservation (crack sealing)	2012	52	I-8: 4 SR85: 2	I-8: 4 SR85: 2	STP-AZ	\$91,200	\$1,508,800		\$1,600,000	Amend: Add a new pavement preservation project in FY 2012 for \$1,600,000.
DOT12-138	ADOT	60 (Grand Ave):SR101L to 71st Ave, Phase 1	Roadway improvements: includes landscaping and beautification, signal improvements, sidewalk improvements, pavement preservation, lighting improvements and signal modifications	2012	3	6	6	NHS		\$5,940,900	\$359,100	\$6,300,000	Amend: Add a new roadway improvement project in FY 2012 for \$6,300,000.
DOT13-101	ADOT	10: SR85 to Verrado, EB	Pavement Preservation	2014	7.2	8	8	IM	299,307	4,951,693		\$5,251,000	Admin Mod: Defer from 2013 to 2014
DOT12-130	ADOT	51: Bell Rd - SR101L (Pima)	Design FMS	2011	2.3	8	8	CMAQ	\$21,318	\$352,682		\$374,000	Admin Mod: Increase budget by \$102,000 - FY2012 CMAQ. Proposed cost is now \$374,000; it was previously \$272,000 -
DOT11-118	ADOT	MAG Regionwide	Evaluation of ITS in the MAG Region	2011	n/a	n/a	n/a	CMAQ	\$22,686	\$375,314		\$398,000	Admin Mod: Increase budget by \$75,000 - FY2012 CMAQ. Proposed cost is now \$398,000; it was previously \$323,000.
DOT11-721	ADOT	17: SR101L - SR74	Design FMS	2012	9	8	8	CMAQ	\$57,228	\$946,772		\$1,004,000	Admin Mod: Increase budget by \$104,000 - FY2012 CMAQ. Proposed cost is now \$1,004,000; it was previously \$900,000.
TMP12-119	Tempe	Intersection of Broadway Rd and Priest Dr.	Construct bus pull-out, ADA sidewalk ramps, and widen east bound right turn lane.	2012	n/a	n/a	n/a	HSIP	\$ 12,309	\$ 203,637		\$215,946	Amend: Add new safety project
PEO12-110	Peoria	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	2012	n/a	n/a	n/a	HSIP	\$ 317,773	\$ 342,397		\$ 660,170	Amend: Add new safety project

PEO14-102	Peoria	Intersection of Cactus Rd and 75th Avenue	Acquisition of right-of-way for intersection improvement.	2014	n/a	n/a	n/a	HSIP	\$ 981,473	\$ 1,057,527		\$ 2,039,000	Amend: Add new safety project
PEO15-104	Peoria	Intersection of Cactus Rd and 75th Avenue	Relocate utilities, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at intersection.	2015	n/a	n/a	n/a	HSIP	\$ 3,608,553	\$ 3,888,182		\$ 7,496,735	Amend: Add new safety project
PEO12-111	Peoria	Intersection of Peoria Ave and 75th Avenue	Design intersection improvement.	2012	n/a	n/a	n/a	HSIP	\$ 38,331	\$ 634,142		\$ 672,473	Amend: Add new safety project
PEO14-103	Peoria	Intersection of Peoria Ave and 75th Avenue	Acquisition of right-of-way for intersection improvement.	2014	n/a	n/a	n/a	HSIP	\$ 27,727	\$ 458,713		\$ 486,440	Amend: Add new safety project
PEO15-105	Peoria	Intersection of Peoria Ave and 75th Avenue	Relocate utilities, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at intersection.	2015	n/a	n/a	n/a	HSIP	\$ 395,642	\$ 6,545,445		\$ 6,941,087	Amend: Add new safety project

TRANSIT

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	A.L.I.	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN11-102T	Avondale	Avondale - Circulator Route 'ZOOM'	Operating:Operating Assistance	2012	n/a	30.09.01		5307-AVN UZA	\$ 83,613	\$ 83,613		\$ 167,226	Amend: Add new project. 5307 Small UZA funds became available from the state.
PHX11-122T	Phoenix	North Maintenance Facility - 2010 W. Desert Cove	Design and construct upgrades - FY2011 5309-Disc. Funds	2012	n/a	11.43.03	2011	5309 - Disc	\$ 1,580,000	\$ 6,320,000		\$ 7,900,000	Amend: New project - 5309-discretionary funds awarded thru State of Good Repair Initiative
VMT11-112T	RPTA	Regionwide	Electric Fan Retrofit - about 70 buses - FY2011 5309-Disc. Funds	2012	n/a	11.14.01	2011	5309 - Disc	\$ 374,229	\$ 1,349,715		\$ 1,723,944	Amend: New project - 5309-discretionary funds awarded thru FY 2011 Sustainability Awards (TIGGER)
VMR11-105T	VMR-Metro	METRO Rail Operations and Maintenance Center in Phoenix	Install solar shade canopies and solar panels - FY2011 5309-Disc. Funds	2012	n/a	11.44.02	2011	5309 - Disc	\$ 7,306,850	\$ 2,715,000		\$ 10,021,850	Amend: New project - 5309-discretionary funds awarded thru FY 2011 Sustainability Awards (TIGGER)
PHX11-708T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 28 replace - 2011 5307 Funds	2012	n/a	11.12.01	2011	5307	\$ 12,163,398	\$ 2,491,298	\$ -	\$ 14,654,696	Admin Mod: Modify the work to include notation of FY2011 5307 Fund in description.

December 13, 2011

Ms. Debra Davenport
Auditor General
Arizona Office of Auditor General
2910 N. 44th Street, Suite 410
Phoenix, Arizona 85018-7243

Dear Ms. Davenport:

The Maricopa Association of Governments (MAG) has completed its review of the final draft report of the Performance Audit of the Maricopa County Regional Transportation Plan (RTP) that we received on November 21, 2011. This response supersedes our response of December 9, 2011. MAG was notified by the audit contractor on December 12, 2011 that MAG as well as the other agencies who reviewed and responded to the audit, used the "marked-to-show-changes" version of the document that was transmitted on November 21, 2011. According to the audit contractor, subsequent changes were made to the report that were not reflected in the "marked-to-show-changes" version of the document.

We appreciate the efforts and the time your office has invested in conducting the performance audit and we understand the limitations that are inherent with consultants who are located in another state. MAG staff agrees with the findings with some exceptions and concurs with the majority of the recommendations presented in the audit report. Since the audit recommendations have policy and operational implications for MAG, the MAG Regional Council, our governing body, with input from the MAG Management Committee and the Transportation Policy Committee, has the ultimate authority on implementation of the MAG-related recommendations. Please note that the committee structure shown in the audit on pages 17 and 20 are not accurate as MAG stated in the comments on the first draft report and discussed during the exit conference held on November 9, 2011.

As we carefully review the findings and recommendations we believe the Performance Audit could have been significantly strengthened with a better understanding of the expectancies under Proposition 400 to build the plan. Also, legislative constraints were established for changing the plan strictly through the major amendment process. Both the citizens and the legislature expected that the plan presented to voters would be completed. We believe the MAG planning process and the Arizona Department of Transportation have kept faith with the voters and the legislature.

The downturn in the American economy drastically affected the state of Arizona and in particular the MAG region. We have experienced thirty-five consecutive months of year-over-year economic decline, unprecedented in the history of Maricopa County. This situation dramatically affected how we look at the components of our Regional Transportation Plan and how we make decisions about our transportation future. Consequently, over the last four years, MAG has placed a focus on outcome performance measures as applied to mobility, safety and accessibility on the multimodal transportation system. The region's most significant outcome performance measure is the fact that despite the loss of \$369 million in half-cent sales tax dollars in originally anticipated revenues and additional losses in state and federal funds during the last three years, MAG and partner agencies have been able to sustain their ability to implement the plan, and continue to deliver RTP projects with the unanimous support of regional policymakers.

Our primary task, as outlined by the Proposition 400 ballot measure is to deliver the transportation system delineated in the RTP to the citizens of the region. Projects are being built, the system continues to be developed and improvements being made are enhancing the performance of the MAG region transportation system. Specifically, in the last four years, freeway and arterial travel times have improved on entire corridors, peak hour congestion duration has decreased, recurring congestion at certain bottleneck locations has been relieved, fatalities and injuries have decreased by 25 percent and transit revenue miles as well as boardings per mile have increased. A scrupulous rebalancing effort applied to future RTP phases was successful in deferring significant projects without significantly affecting future forecasted performance and maintaining the integrity of the transportation networks and systems.

The final draft report notes important performance findings where improvements are recommended and recognizes positive examples of practices that demonstrate efficiency and effectiveness in multi modal regional transportation planning.

We look forward to continue working with our RTP Partners in addressing the process improvements as recommended and will continue working to enhance the current practices that have been instrumental in successfully implementing the Regional Transportation Plan for the MAG region.

MAG is appreciative of the auditor's efforts to constructively comment on the performance of the Regional Transportation Plan and offers the agency's response to the general findings of the audit in Appendix A and specific responses to audit recommendations as follows:

- 1. Formally identify and quantify what the MAG Regional Council, in collaboration with its partners, expects to achieve through the implementation of the RTP.**

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. The 2003 RTP set out a number of quantified performance measures for the system. These performance measures are currently part of MAG's Performance Measurement Framework and are updated as the Regional Transportation Plan Updates are developed.

- 2. Work with ADOT to establish targets and baselines for freeway performance to insert more accountability into the process and ensure that the regional performance framework aligns with state performance measures as well as work with local jurisdictions to set similar targets to track arterial performance.**

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. The regional performance framework was developed specifically for the MAG region, the largest urban area in the state with 60 percent of the state's population. The state performance measures and targets are under development by ADOT and will reflect the State's interest rather than specifically for the MAG region.

- 3. Once available, measure and analyze all available freeway and arterial performance data against set baselines, once established, at a system level and at a project level to better understand how individual projects impact overall system performance.**

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. Measuring project level performance as it relates to overall system performance has to recognize that often the performance analysis of a single project may significantly over- or underestimate the project's contribution to system performance. For example, a project to add high-occupancy vehicle (HOV) lanes on one section of freeway may appear to perform poorly when analyzed in isolation with the overall system, when in fact the single project is part of a series of system improvements to build the HOV network. Corridor level performance will continue to be monitored.

4. Coordinate all RTP Partner's individual performance measurement activities with MAG's overall performance system for the RTP, especially with ADOT's evolving long-range transportation plan measures to minimize duplication or contradiction and maximize efforts and results.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG and transit agency performance measures will be coordinated and incorporated into MAG's proposed reporting tools. ADOT's state level long range performance measures will be integrated wherever applicable.

5. Publish certain summary performance data on a pre-determined regular basis on MAG's website showing targets and actual performance by corridor and by project as well as providing specific project level performance related to budget and schedule with links to the other RTP Partner websites. Consider providing data at a summary and mode level showing performance of individual projects or segments through a performance dashboard feature.

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. System level and corridor level performance data will be published on a pre-determined basis. Project level performance data will not be published as part of the MAG performance reporting. Project benefits will be listed on the project "report card."

6. Communicate results and analysis from MAG's Performance Measurement Framework and work with RPTA to communicate results of the Transit Performance Report to committees on a more frequently basis, such as quarterly.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. Performance data will be provided on a pre-determined basis depending on data availability and data volatility.

7. Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented.

8. Develop and use a "report card" type feature to provide, 1-page project snapshots summarizing project budget and schedule by development phase, actual costs against estimated budget and schedule, project performance measures and progress toward targets, financial assumptions and highlights of project changes to scope, schedule, or cost. Moreover, these report cards could feature a brief project description, project manager contacts, project risks, and percent completion as well and provide a history of each project from the 2003 RTP proposed to the voters.

The finding of the Auditor General is agreed to and a different method of the finding will be implemented. Specific project performance targets will not be included, but rather the project benefits will be listed as illustrated by the Nevada Department of Transportation example.

9. Ensure consistency in data reported and facilitate the tracking of totals and data between the annual Proposition 400 reports and RTP Updates in addition to the various LCP reports published, as well as adding footnotes to clarify data sources in the reports and reasons for amounts that vary between the reports. Additionally, consider:
 - Clarifying terms used in the reports or using term "open to traffic" rather than using "programmed for final construction" related to project schedule;

- Providing explanation of timing of expenditure data and that some “actual” data is just estimated for the fourth quarter of the year being reported;
- Consistently report projects and expenditure information from year to year, and fully explain whether revenues and costs are reflective of full RTP funding sources or only the proposition 400 portion of project funds; and
- Making necessary corrections, in future reports, to communicate past inaccuracies noted by the auditors in previous reports relating to typos and incomplete information from missing projects completed to ensure that future reports reflect the most accurate information.

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. Note that the reports reflect different reporting time periods. MAG will attempt to synchronize, whenever possible, the various reports, including clarifying terms used and noting where data is actual or estimated.

- 10. Clarify priority criteria to be more specific, use some type of weighted measure for ranking, and provide mechanics of specifically how criteria is to be applied in project change discussions. This recommendation should be led and developed by MAG, with input from the other RTP Partners.**

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. MAG will review and revise the priority criteria where appropriate, and will explore the potential use of weighted criteria. Note that the priorities were established in the 2003 Regional Transportation Plan, which is the foundation of Proposition 400, and significant changes to priorities may not be warranted.

- 11. Ensure documentation exists linking projects selected and changes suggested with the priority criteria, quantifying a technical ranking of corridors or projects by performance measures, and discussing the rationale behind changes.**

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. MAG agrees that the criteria used to make program changes needs to be documented as MAG does now. It is advised that this recommendation be changed from “..or projects by performance measures..” to “..or projects by priority ranking..” which makes this clause consistent with the first part of the sentence.

- 12. Have MAG require the use of the Congestion Management Program (CMP) tool among local cities and counties to identify projects with regional benefits as well as expand use of the tool into other modes in the region, as warranted, for decision making and project reprioritizations.**

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. This recommendation does not include what context MAG would require the use of the CMP tool. Also, the CMP tool may not be the best vehicle for transit. MAG is exploring different analytic tools that could enhance transit planning.

- 13. Use a performance based model as part of project change and reprioritization processes on a go forward basis to enhance both transparency of the process and accountability to legislative mandates and the public, and document efforts, deliberation, and decisions to show consideration of performance factors such as volume, capacity, and/or delays.**

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG already follows this process as demonstrated by the document “Tentative Scenario for the MAG Regional Freeway and

Highway Program,” dated October 2009, which memorialized the analysis of the efforts that MAG went through to balance the freeway program that was \$6.6 billion out of balance. MAG will work with our transit partners on how changes in transit priorities can be better documented with respect to performance factors.

14. Ensure documentation is maintained describing basis, source, deliberations, outcome, and rationale for resulting actions and decisions related to project and RTP changes.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG produced the document “Tentative Scenario for the MAG Regional Freeway and Highway Program,” dated October 2009, which memorialized the analysis of the efforts that MAG went through to balance the freeway program that was \$6.6 billion out of balance.

15. Summarize and communicate data to MAG oversight committees on options available and alternatives considered, risk and opportunities for each alternative, impacts of each alternative related to congestion or performance such as mobility and safety, and rationale behind final recommendations.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG provides the necessary information concerning options and alternatives as appropriate and as requested by the members of the MAG committees.

16. Ensure any additional information provided to individual committee members outside the formal open meeting process is distributed to all committee members as well as made available to the public to stay fully informed.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG always provides all information to committee members and to the public that is relevant to the committee’s decisions. MAG presently distributes pertinent and relative information for decision-makers prior to committee action. MAG uses a Transmittal Summary that ensures transparency regarding issues and how votes are taken throughout the review process. Our minutes of our process are very extensive to serve as a record of the decisions that are made.

17. Continue efforts to develop a user-friendly guide book providing a public “road map” clarifying how the public can influence transportation projects, at what points input can be provided in the RTP development and update process, and where citizens can go to get information. MAG should lead this effort with input from the other RTP Partners.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. This effort is presently underway.

18. Develop detailed provisions for the MOU agreements between the four RTP Partners, and possibly the City of Phoenix, guiding the practical aspects of the working relationships between the agencies where coordination and collaboration is needed for planning and expenditure of federal and Proposition 400 funds including specific codes of conduct, conflict resolution, and communication protocols.

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. The current Memorandum of Understanding (MOU) between MAG and the transit partners was adopted in the spring of 2010 to guide transit planning in the MAG region. In February 2011, provisions of the MOU related to Alternatives Analysis (AA) were clarified through a memorandum. If other aspects of the relationships and

coordination need clarification in the future, appropriate action will be followed to either amend the MOU or provide clarification through implementation memoranda.

19. Similarly, strengthen the existing transit planning MOU to describe the mechanics and specificity of process behind the level of cooperation required in terms of communication frequency, timing, and content as well as the level, timing, and weight of input into agency activities.

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. The current Memorandum of Understanding (MOU) between MAG and the transit partners was adopted in the spring of 2010 to guide transit planning in the MAG region. In February 2011, provisions of the MOU related to Alternatives Analysis (AA) was clarified through memorandum. If other aspects of the relationships and coordination need clarification in the future, appropriate action will be followed to either amend the MOU or provide clarification through implementation memoranda.

20. Memorialize and maintain key meeting discussions at RTP Partner meetings to document items discussed, agreements reached, action items, and responsible parties for future meetings as well as attendees of the meetings.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. Agendas and meeting notes will be kept for the RTP Partner meetings.

21. Through the MAG Transportation Policy Committee, or other committee, assume a stronger and more proactive leadership role in setting framework for RTP related activities rather than just facilitating discussions-although RTP Partners should retain authority to operate individually and implement shared vision.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented.

22. Adjust MAG Transportation Policy Committee membership requirements to include RPTA and METRO transit representatives to better convey transit operation perspective and achieve full multi-modal input, expertise, and support for regional vision and policy formation.

The finding of the Auditor General is not agreed to and the audit recommendation will not be implemented. The role of transit participation was addressed in establishing the Transportation Policy Committee. As memorialized in State Statutes, elected officials from the MAG member agencies are already directly involved in the transit decision-making process. This item will be brought forward to the Transportation Policy Committee for consideration.

23. Reaffirm the role of CTOC and increase effectiveness by considering:
 - Developing operating protocols and guiding principles describing how CTOC will function.
 - Identifying the type of substantive information it needs from the RTP Partners, in addition to the current status updates, to fulfill duties.
 - Actively questioning and deliberating items at meetings.
 - Receiving meeting packets for review and analysis prior to meetings.
 - Providing formal reports and/or recommendations directly to the MAG Regional Council or MAG Transportation Policy Committee related to project and program delivery as well as overall performance.

- Receiving support from MAG staff, rather than ADOT staff.
- Ensuring all committee members have the requisite skills needed to oversee multi-modal system and possibly requiring more specific types of expertise needed for committee members to possess, such as transit experience.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. The implementation of this recommendation requires legislative action.

24. Continue investigating cost efficiencies that could result from a combination of RPTA and METRO and implement measures as soon as practical to realize maximum value from initiatives.

This finding corresponds to Transit Agencies and does not directly relate to MAG

25. Work towards realizing more benefits from regionalizing bus transit activities by strengthening the regional entity role and implementing regional activities that have potential for cost savings or better outcomes for riders such as route scheduling, fleet planning and purchasing, fare inspection and collection, coordinated automated tools, and regional service hearings.

This finding corresponds to Transit Agencies and does not directly relate to MAG.

MAG again wants to thank you and your audit team for your efforts and recommendations on how MAG, along with our RTP Partners, can improve the delivery of the Proposition 400 program and improve the regional transportation system. There are areas in the audit report that we believe could have been strengthened and improved through additional discussion resulting in a more robust audit report, such as an accurate portrayal of the MAG committee structure; we believe the audit recommendations are a positive step toward improving transportation in the region.

If you have any questions, please contact me or Eric Anderson, MAG Transportation Director, at the MAG Office.

Sincerely,



Dennis Smith
Executive Director

cc: Eric J. Anderson
Kurt R. Sjoberg

APPENDIX A

MAG General Comments

AUDIT FINDING #1

- **Some Performance Data Exists, But Determining Results of Proposition 400 Efforts Cannot Be Fully Measured**

MAG's Performance Measurement Program is the result of an extensive process of investigation, exploration and adoption of best practices in the field. The program is based on a MAG-developed Performance Measurement Framework and is in a constant state of evolution and development as base data and resources become available. This Framework explains the direct relationship between all measures selected and each focus area derived from goals and objectives in MAG's Regional Transportation Plan (RTP). To assist in the audit process, MAG provided highway and arterial performance measurement information on a timely basis in various formats, electronic spreadsheets, FTP transfer, raw traffic data, analysis results, one-on-one interviews, and narrative documents, as well as web-based documentation, on the following performance measured results:

Limited Access Highway & High Occupancy Vehicle (HOV) Lane Performance

- Access and Mobility Measures
 - Throughput – Vehicle
 - Lost Capacity
 - Per Capita Vehicle-Miles of Travel
 - Throughput – Freight
- Travel Time, Reliability and Delay Measures
 - Speed
 - Point-to-Point Travel Times
 - Travel Time Reliability
 - Extent of Congestion Delay
- Safety Measures
 - Crash/Injury/Fatality Rate
 - Crash/Injury/Fatality Totals for Large Truck-Involved Crashes on the Freeway System

Arterial Performance

- Access and Mobility Measures
 - Throughput - Vehicle
- Travel Time, Reliability and Delay Measures
 - Extent of Congestion Delay
- Safety Measures
 - Intersection Crash Ranking
 - Crash/Injury/Fatality Totals for Large Truck-Involved Crashes on the Arterial System

RTP highway and arterial projects that have been delivered to date are predominantly parts of larger segments or corridors. MAG's Performance Report documents performance results for all RTP instrumented highway

corridors and arterial corridors supported by observed data. A careful review of the performance analysis and results for MAG highway and arterial facilities reveals the extent to which projects within these corridors relieve congestion and improve mobility in the MAG region.

Upon developing the MAG Performance Measurement Framework in collaboration with member agencies and in consultation with national experts in the field of transportation performance measurement, a key finding was the recognition that the nature of measuring performance and establishing targets is very different for highway and transit modes. Moreover, measuring performance by quantifying results of individual highway and arterial projects rendered inconsistent and sometimes unexplainable results.

The behavior and performance of highway and arterial transportation facilities is influenced and, in some cases, determined by multiple, dynamic and external factors such as land use and density changes, incidents, seasonal demand, visibility, etc. In the MAG region these significant factors tend to affect performance more consistently at a corridor or sub-area level rather than at an intersection or individual freeway segment project level. To further differentiate the nature of measuring performance across modes, highway and arterial modes do not benefit from the direct feedback mechanism such as the inherently controlled environment of a fare box recovery system that automatically quantifies necessary parameters for straightforward quantification of effectiveness and efficiency of results.

AUDIT FINDING #2

- **Cost and Schedule Variance Appear Supported, Although Underlying Data is Difficult to Gather and Assimilate.**

The audit review found that the sheer volume and complexity of data and documents makes it challenging to consistently report and track variances in cost and schedule. Cradle to grave tracking and reporting is encouraged to create a full historic picture of Proposition 400 programs. A project report card is specifically suggested that could combine changes, costs, schedules and performance. With respect to the comment that data are inconsistent and incomplete, MAG currently reports cost and schedule variances on a regular basis by publishing RTP Updates, Proposition 400 Annual Reports and various Life Cycle Reports. Each of these reports is prepared in different cycles, which means that at any given point in time, each report may not contain the latest data presented in another report. Every effort is made to use consistent sources in preparing the reports, but since they are not all released on exactly the same date, some differences may continue to be present.

AUDIT FINDING #3

- **Criteria for Project Change is Vague and Documentation of Potential Impacts Provided to MAG Committees For Decision Making Could be Improved.**
- MAG recognizes that there is always room for improvement and that the process of developing and implementing changes to a multimodal, multiagency transportation plan is intricate and complex and agrees that there is room for improvement in the information delivery process. Ample documentation is consistently and universally available through the MAG website as well as distributed to all meeting attendees and the public in various formats prior to decision-making by the Transportation Policy

Committee and Regional Council. Additionally, all published reports are available to the public in the MAG Document Review Room. These documents include, but are not limited to, meeting minutes, agendas, reports, project summaries, maps, graphics, posters and multimedia. Numerous resources available memorialize the iterative and transparent process followed by MAG at all instances pertaining to policy decisions.

With respect to recent changes in the Regional Freeway Life Cycle Program, MAG in cooperation with the Arizona Department of Transportation (ADOT), developed a document, the *Tentative Scenario for the Regional Freeway and Highway Program* (October 2009), which contains analysis and ample supporting documentation regarding rationale, impacts and trade-offs for options to balance the program. Travel demand estimates for 2028, comparative Level of Service (LOS) analysis, as well as forecasted volumes, were used to assess and develop various tentative scenarios. This document also summarizes the process followed by MAG regional policy making bodies, the Regional Council, Transportation Policy Committee, and Management Committee meetings from October 2008 through October 2009, to balance the program. Procedures for changes to the Arterial Life Cycle Program (ALCP) are detailed in the ALCP Policy document and are presented through the Committee process for review and recommendation. Following MAG standard procedures, staff distributes abundant supporting documentation, resources, exhibits and references in advance of any meeting to all decision making bodies.

The rebalancing process was developed through extensive technical and policy discussions. This process was used to balance more than \$6.6 billion from the program due to lower than anticipated tax revenue and more than \$3.5 billion in cost increases and scope creep. At no point did the technical deliberations get out in front of consultation with the MAG Management Committee, Transportation Policy Committee, and the MAG Regional Council. Considerable information about the Value Engineering options is presented in the report *Tentative Scenario for the MAG Regional Freeway and Highway Program* (MAG, October 2009).

AUDIT FINDING #4

Current Organizational Structure Provides Oversight, Although There are Opportunities to More Effectively Accomplish RTP Goals

MAG agrees that the Transportation Policy Committee's guiding and coordinating role could be strengthened as it develops policy positions for the MAG Regional Council.

MAG continues to be concerned by the erroneous depiction of the MAG Management Committee in the decision making organizational charts included twice in the report (see pages 17 and 20). Despite verbal and written comments submitted to the audit team to this effect, one of the key decision-making bodies for our regional transportation policy process is still not properly portrayed.

The transit planning partners meet on a monthly basis as a Regional Transit Planning Team. Discussion topics usually include: current planning projects, the Transit Life Cycle Program (TLCP), short range plan/program, capital and operations, among others. This is the forum where partners work cooperatively to develop solutions to regional transit planning, projects, and project changes. Besides the standing meeting frequency,

additional meetings are held on a case-by-case basis as transit projects are subject to the influences of local and federal funding in addition to the regional priorities and funding. The report states that Life Cycle Program meetings are conducted within the individual modes with little multimodal representation. The nature of discussions and recommendations stemming from each modal committee requires the level of expertise from technical staff and all appropriate staff representing member agencies on specific modal topics. Modal committee recommendations are presented monthly at the Transportation Review Committee. Transit agencies, Street, Highway and Bicycle/Pedestrian representatives sit on the Transportation Review Committee.

With respect to changes in the Arterial Life Cycle Program (ALCP), this program is regulated by Policies and Procedures adopted by the MAG Regional Council that outline specific procedures regarding proposed project changes to the ALCP.

The audit report indicates that the Citizens Transportation Oversight Committee's (CTOC) responsibilities are not clearly defined and that it "may not be operating as effectively as it could." Furthermore, it suggests that the committee fails to facilitate citizen's involvement. In 2009, CTOC deliberated among various public participation opportunities at their meetings. Following the Open Meeting Law, all their meetings are open to the public and CTOC has an option to make a Call to the Public. Although it is not required, they voted to adopt the MAG Open Call to the Public practice in which the public may comment on agenda action items at the time the item is heard, after the presentation and before the committee discussion and action; for non-action items and for items not on the agenda, each member of the public has three minutes for a total of fifteen minutes for all speakers. CTOC adopted this practice after examining various practices in place at State, County and local Council governing boards.

CTOC's Annual Report presents status updates on freeway, arterial and transit Life Cycle Programs, information on revenues, expenditures, construction updates, ADOT budget updates, framework studies, Illustrative corridors, private public partnerships as well as a Financial Compliance Audit.

MAG agrees with the finding that there are a number of opportunities to bolster CTOC's contribution and operate more efficiently developing clear operational protocols and adopting formal guidelines in order to fulfill its duties.

AUDIT FINDING #5

- **Revenue and Expenditure Model is a Reliable Tool for Planning**

This finding discusses the revenue and cost models that are used to project future revenues and costs. It is important to clarify the difference between expenditures and costs. In the context of the life cycle programs, expenditures represent the flow of funds to pay for program costs. ADOT, for example, maintains the cash flow model for the freeway life cycle program and produces projects of expenditures for each year of the program. Costs, on the other hand, represent the cost of complete projects or pay for operations and maintenance of the system. For the freeway program, for example, costs to complete the South Mountain Freeway are divided among right of way, design and construction by construction segment.

The revenue forecasting process is well-documented by ADOT and incorporates sensitivity analysis in the process and has since 1992:

“The revenue forecast is highly dependent on estimates of independent variables. In order to deal with variability between estimated and actual values, the Department introduced the Risk Analysis Process (RAP) in 1992. The RAP relies on probability analysis and the independent evaluation of the model’s variables by an expert panel of economists. The process results in a series of forecasts, with specified probabilities of occurrence, rather than a single or “best guess” estimate.” (Maricopa County Excise Tax Forecasting Process & Results, FY 2011-2026, Arizona Department of Transportation, October 2010, pg. 1, http://www.azdot.gov/Inside_ADOT/FMS/PDF/rarfcastproc1126.pdf).

The same process is used for the Highway Users Revenue Fund (HURF) projections. In essence the analytic process uses the input of the expert panel for each variable that is in the econometric and runs through a Monte Carlo simulation using the distribution of the panel inputs.

A major issue that MAG has had with the Proposition 400 program and that was discussed with the Audit Team is the wide variation in project cost estimates. For example, for the Loop 303 Corridor, the costs have varied from \$1,467 billion in 2006, to \$3,044 billion in 2009, to \$1,835 billion in 2011. MAG also just completed a cost review of the South Mountain corridor and has found that there may be over \$500 million of savings that could be realized through more economical designs that still provide the same level of service and safety. The concept of designing to a budget was a central recommendation from the first Performance Audit for the Regional Freeway System in 1991.

AUDIT FINDING #6

- **Air Quality Violations Remain a concern and can jeopardize the Completion of RTP Projects**

Significant air quality improvements have been made in the MAG region over the past 20 years. The audit document presents the air quality issue related to PM-10 as a risk factor that can jeopardize the completion of RTP projects. MAG is not sure why this particular factor was included and not other risk factors. In reviewing the parts of the consultant work tasks as described in Appendix B of the draft we could not find any task related to air quality or risk factors that might impact the completion of RTP projects. For example, the availability of federal transportation funds, both highway and transit formula funds and discretionary funding such as the FTA New Starts and Small Starts Program (5309), currently have a high degree of uncertainty. The completion with a record of decision for the South Mountain Corridor Environmental Impact Study (EIS) and the I-10 Corridor EIS, and a positive outcome of any potential litigation are substantial risks to the completion of these two programs.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 10, 2012

SUBJECT:

Amendment of the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update to Include High Occupancy Vehicle (HOV) Lane Ramps at Loop 101 and Maryland Avenue

SUMMARY:

In July 2010, the Regional Council approved a \$9 million increase in the budget to construct High Occupancy Vehicle (HOV) lanes on Loop 101 from Tatum Boulevard to the junction with Interstate-10 in the West Valley so that the freeway in the vicinity of the Maryland Avenue overpass could be widened to accommodate the future construction of ramps that would provide direct access to the L101 HOV lanes from Maryland Avenue. As part of the MAG Regional Council action, the ramp connections were included in the MAG Regional Transportation Plan as an illustrative project. The program budget to add the HOV lanes to L101 was \$148.5 million. The HOV lane project is almost complete and ADOT expects the final costs for the project to be less than the revised engineer's estimate of \$112.2 million.

The initial plan for the Maryland Overpass included direct connection ramps to provide access to a nearby park-and-ride lot and the Westgate/Jobing.com Arena/University of Phoenix stadium complex. The construction of the HOV ramps not only would provide carpools and transit vehicles direct access to the HOV lanes, the additional access ramps also would provide improved traffic flow during events at this major regional activity center including the 2015 Super Bowl.

The final component of the project is the construct the ramp connections from the overpass to the L101 HOV lanes. ADOT estimates the cost of this project to be \$14.5 million although ADOT thinks the final cost could be less as the project may be built as a design-build project. Glendale has identified about \$8 million that is in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region that they are proposing to use to pay for a portion of the project. Glendale is proposing that the balance of the regional funding of up to \$7.5 million be used to cover the remaining cost of the project. If the cost to construct the ramps is less than ADOT's estimate, the regional share of the project would be reduced. Since the cost savings to construct the L101 HOV lanes was estimated to be at least \$36.3 million, the additional cost of the HOV ramps could be accommodated by the program cash flow.

PUBLIC INPUT:

None has been received.

PROS & CONS:

Pros: By building the HOV ramp connections at Maryland Avenue, HOV users including carpools and transit vehicles have better access to the L101 HOV lanes. In addition, the additional ingress and egress improves traffic conditions during major events at this major regional activity center.

Cons: The additional costs reduces the available cash flow for the regional freeway/highway program.

TECHNICAL & POLICY IMPLICATIONS:

Technical: The ramps can be built fairly quickly since the L101 has already been widened in the vicinity of Maryland Avenue in anticipation of the ramps being constructed.

POLICY: Direct HOV ramp connections improve the access to the HOV lanes by transit and car pool vehicles and will substantially improve access to the Westgate/Jobing.com Arena and University of Phoenix stadium.

ACTION NEEDED:

Recommend the approval of a new project to add HOV direct connection ramps at the L101 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region, estimated to be approximately \$8 million, be allocated to this project with the MAG Freeway/Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity.

PRIOR COMMITTEE ACTIONS:

This item is on the January 11, 2012, MAG Management Committee agenda. An update will be provided on action taken by the committee.

On December 8, 2011, the MAG Transportation Review Committee recommend the approval a new project to add HOV direct connection ramps at the L101 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region, estimated to be approximately \$8.0 million, be allocated to this project with the MAG Freeway / Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| * Street Committee:
ITS Committee: Debbie Albert, City of Glendale | * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix |
| | * Transportation Safety Committee: Julian Dresang, City of Tempe |

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

CONTACT PERSON:

Eric Anderson, Transportation Director, 602-254-6300, eanderson@azmag.gov