

July 10, 2012

TO: Members of the Transportation Policy Committee

FROM: Mayor W. J. "Jim" Lane, City of Scottsdale, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 12:00 noon. **(NOTE NEW MEETING TIME)**

Wednesday, July 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 Dennis Smith, MAG Executive Director, or Eric Anderson, MAG Transportation Director, at (602) 254-6300.

c: MAG Regional Council  
MAG Management Committee

**TRANSPORTATION POLICY COMMITTEE  
TENTATIVE AGENDA  
July 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 May 16, 2012, Meeting Minutes</u>	4A. Review and approval of the May 16, 2012, meeting minutes.
*4B. <u>Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update</u>  The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional	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.

Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified seventeen times, with the latest approval on June 27, 2012. Since then, there is a need to modify projects in the programs. The requested project changes include freeway, highway, highway safety, light rail, roadway, transportation enhancements, transit, paving, pedestrian, transportation improvements, and bridge projects. Due to requested changes in the Freeway Lifecycle Program, Arterial Lifecycle Program, and Transit Lifecycle Program some included projects are dependent on a new finding of conformity. A new finding of conformity for the projects in Table A, B, C, and D, will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee. The Arterial Lifecycle Program requested changes are work year/work phase related and will be incorporated into an update of the Arterial Lifecycle Program. The Arterial Lifecycle Program will be rebalanced and is expected to be presented to committees in September. This item is on the July 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. Phoenix West Extension Locally Preferred Alternative Report Recommendations

Valley METRO Rail, in partnership with the City of Phoenix and the Federal Transit Administration (FTA), initiated a study in May 2007 to analyze potential high-capacity transit (HCT) improvements in the west Phoenix area. As part of the process to request funding from the FTA, the project underwent an Alternatives Analysis (AA) where several modes and alignments were evaluated to address the project's purpose and need and to define the Locally Preferred Alternative (LPA). The Phoenix West LPA Report and recommendations were accepted by the City of Phoenix Council on May 15, 2012, and the METRO Board of Directors on May 17, 2012.

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

The MAG Transit Committee recommended acceptance of this item on June 14, 2012, and the Transportation Review Committee recommended acceptance of this item on June 28, 2012. This item is on the July 11, 2012, MAG Management Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

6. MAG Federally Funded Locally Sponsored Projects Development Status Report

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

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

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

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

May 16, 2012  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

- |   |  |
|---|--|
| Mayor W. J. "Jim" Lane, Scottsdale, Chair                       | # Mark Killian, The Killian Company/Sunny Mesa, Inc.     |
| Mayor Jackie Meck, Buckeye, Vice Chair                          | Phil Matthews, Salt River Pima-Maricopa Indian Community |
| # F. Rockne Arnett, Citizens Transportation Oversight Committee | * Garrett Newland, Macerich                              |
| * Ron Barnes, Total Transit                                     | # Mayor Marie Lopez Rogers, Avondale                     |
| # Mayor Bob Barrett, Peoria                                     | Mayor Georgia Lord, Goodyear                             |
| * Dave Berry, Swift Transportation                              | * Mayor Elaine Scruggs, Glendale                         |
| Jed Billings, FNF Construction                                  | Councilmember Jack Sellers, Chandler                     |
| Councilmember Ben Cooper, Gilbert                               | Mayor Scott Smith, Mesa                                  |
| Councilmember Shana Ellis, Tempe                                | * Mayor Greg Stanton, Phoenix                            |
| # Councilmember Dick Esser, Cave Creek                          | Karrin Kunasek Taylor, DMB Properties                    |
| * Victor Flores, State Transportation Board                     | Supervisor Max W. Wilson, Maricopa County                |
|   | Mayor Sharon Wolcott, Surprise                           |

- \* 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 W. J. "Jim" Lane at 4:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. Roc Arnett, Mayor Bob Barrett, Councilmember Dick Esser, Mark Killian, and Mayor Marie Lopez Rogers participated in the meeting by telephone.

Chair Lane announced that on May 9, 2012, the MAG Management Committee recommended approval of TPC agenda items 4B, 4C, 5 and 6.

Chair Lane 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.

3. Call to the Audience

Chair Lane 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 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. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

No requests for public comment were received.

4. Approval of Consent Agenda

Chair Lane stated that agenda items #4A, #4B, and #4C 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 Lane asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Supervisor Wilson moved to recommend approval of agenda items #4A, #4B, and #4C on the consent agenda. Vice Chair Meck seconded, and the motion carried unanimously.

4A. Approval of the April 18, 2012, Meeting Minutes

The Transportation Policy Committee, by consent, approved the April 18, 2012, meeting minutes.

4B. Arterial Life Cycle Program Fiscal Year 2012 Regional Area Road Fund Closeout

The Transportation Policy Committee, by consent, recommended approval of the Arterial Life Cycle Program (ALCP) project reimbursements for the Fiscal Year (FY) 2012 ALCP Regional Area Road Fund (RARF) Closeout, and amend the FY 2012 Arterial Life Cycle Program, the 2011-2015 Transportation Improvement Program, and Regional Transportation Plan 2010 Update, as necessary and to allocate any unused RARF Closeout funds to the next project(s) on the list if one or more of the recommended projects fail to meet all ALCP Project Requirements by the established deadlines. The Regional Area Road Fund (RARF) Closeout Process was established in Section 260 of the Arterial Life Cycle Program (ALCP) Policies and Procedures approved by the MAG Regional Council. A financial analysis of ALCP revenues and expenditures as well as the ALCP bonding program was conducted. On April 26, 2012, the MAG Transportation Review

Committee recommended approval of ALCP project reimbursements. On May 9, 2012, the MAG Management Committee recommended approval.

4C. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2012 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified fourteen times, with the latest approval on April 25, 2012. Since then, there is a need to modify projects in the programs. The requested project changes include transit projects related to the FY2012 CMAQ Closeout, freeway, highway safety, light rail, roadway, transportation enhancements, transit, and work program projects. The changes included may be categorized as exempt from conformity determinations, and administrative modifications do not require a conformity determination. On April 26, 2012, the MAG Transportation Review Committee recommended approval of the requested changes. On May 9, 2012, the MAG Management Committee recommended approval of the requested changes.

5. Regional Freeway and Highway Life Cycle Program - 2012 Rebalancing

Bob Hazlett, MAG Senior Engineer, reported on a new effort to balance the Regional Freeway and Highway Program Life Cycle Program, which is facing a deficit of approximately \$390 million. Mr. Hazlett noted that a report on the 2012 rebalancing had been presented to the MAG Transportation Review Committee, the MAG Management Committee, the Transportation Policy Committee, and MAG Regional Council. He advised that this item is being presented this month for action by the committees. He noted that the Transportation Review Committee recommended approval of Scenario 10b on April 26, 2012, and on May 9, 2012, the Management Committee recommended approval of Scenario 10b with ADOT abstaining from the vote.

Mr. Hazlett displayed a map of projects under construction on the Regional Freeway Program, which included Loop 303, from Interstate 10 to US-60 and US-60 reconstruction from 83<sup>rd</sup> Avenue to 19<sup>th</sup> Avenue. He first gave an update on construction on Loop 303 which was requested by Supervisor Wilson last month. Mr. Hazlett stated that the bid opening for the segment from Camelback to Peoria is anticipated this summer, and will include the interim connection for Northern Parkway. He pointed out photographs of the system interchange being constructed in Goodyear at McDowell Road and Cotton Lane and the retaining walls for the flyover on Cactus Road.

Mr. Hazlett stated that Greenway Road will pass over Loop 303 and he pointed out the temporary embankments built by the contractor that facilitate easier transport of construction materials. He showed a picture of the single point diamond interchange structure at Bell Road that was built as part of the Statewide Transportation Acceleration Needs funding and stated that ADOT is now

digging underneath for Loop 303. Mr. Hazlett noted that going north from this is the mainline between Mountainview and Clearview in Sun City West. He stated that completion of construction is anticipated for 2015, but the project is moving faster than planned and significant portions of the corridor might be complete by 2014.

Mr. Hazlett displayed a projected timeline for the Program's cash flow and he noted that an analysis showed a program deficit of approximately \$390 million. He pointed out that the most severe negative balances occur in 2015, 2016, and 2017 where ADOT's bonding capacity has been impacted by lower gas tax and sales tax revenue estimates. Mr. Hazlett noted that due to the lower bonding capacity of approximately \$1 billion, the Loop 202/South Mountain project and the Interstate 10/Maricopa Freeway project between 32<sup>nd</sup> Street and Baseline Road cannot be constructed simultaneously and must be done sequentially.

Mr. Hazlett stated that the following principles for balancing the program were considered: 1). Do not change timing for immediate construction projects (those underway) on Loop 303 and US-60/Grand Avenue; 2). Look at cash-flow, costs, and timelines for major program items; 3). Programs on US-60/Grand Avenue and HOV lanes on SR-202L/Red Mountain-Santan Freeways leave unaffected; 4). Twelve scenarios considered, and four were presented at the last TPC meeting, as best case for balancing and meeting cash-flow projections. Mr. Hazlett noted that there were significant cost savings on SR-24, from Loop 202 to Ellsworth Road, and possibly there will be savings on Loop 303. He added that MAG staff works with ADOT to reevaluate designs to see if there could be any cost savings.

Mr. Hazlett summarized major items in Scenario 8: to defer the general purpose lanes Loop 101, I-17 to Loop 202, Loop 202, Loop 101 to Gilbert Road, and Loop 101, US-60 to Loop 202. Mr. Hazlett stated that general purpose lanes projects represent a cost of approximately \$390 million, the amount of the program deficit. He explained that a cost/benefit analysis found that not adding general purpose lanes to those three corridors would be a disbenefit to the region. He further explained that the cost/benefit analysis was negative, which is highly unusual. Mr. Hazlett noted that Scenario 8 also includes adding lanes on Loop 303 and I-17, the new South Mountain Freeway and adding lanes on I-10 at the Broadway curve.

Mr. Hazlett stated that Scenario 10a looked at reducing the Loop 303 project between US-60 and I-17 by \$80 million and reducing the I-17 project by \$300 million. He noted that the reason for considering a reduction to the Loop 303 is the favorable bids they have received. Mr. Hazlett stated that ADOT is conservative in the funds set aside for right-of-way and has been returning to the program a fair amount of these funds they did not need. He added that this could be the case with Loop 303.

Mr. Hazlett then noted that approximately \$1.1 billion is allocated to the I-17 corridor, but no specific project has been identified yet. He stated that the environmental impact study is underway by ADOT for I-17 and it appears that improvements could total more than \$2.5 billion, above the \$1.1 billion identified in the RTP. Mr. Hazlett noted that this corridor could be a candidate for a managed lanes Public Private Partnership (P3), and he added that he would bring information from

the MAG Managed Lanes Study forward at a future TPC meeting. Mr. Hazlett stated that Scenario 10a retains adding lanes on Loop 101, the add lanes projects on Interstate 10 between 40<sup>th</sup> Street and Loop 202/Santan Freeway, and the new South Mountain Freeway corridor.

Mayor Wolcott asked the number of lanes at the full buildout of Loop 303 and Interstate 17. Mr. Hazlett replied that full buildout would include six lanes – three in each direction. He said that Interstate 17 varies; what has been identified is adding two general purpose lanes to the current configuration of three general purpose, one HOV lane in each direction. Mr. Hazlett stated that ADOT is looking at whether two lanes in each direction between the split and Loop 101 are needed, and he added that this is through a fairly well developed area of the Valley and that is the reason the cost is approaching \$2.5 billion.

Mr. Hazlett then described Scenario 10b, which includes deferring the fifth and sixth lanes on Loop 303 from US-60 to I-17, identified in Scenario 10a and returning the Loop 303 project in 10b near the Goodyear area to the program. Mr. Hazlett noted that the current facility between US-60 and I-17 is a four lane divided roadway, two lanes in each direction, with posted speeds of 65 m.p.h., and accommodates travel demand well.

Mr. Hazlett pointed out that the area of the Loop 303 project in 10b is ripe for economic development of warehousing and distribution industries in the Goodyear area. He noted that this segment had been deferred in the 2009 rebalancing to the fifth phase of the RTP, which is outside the Proposition 400 funding. Mr. Hazlett stated that a number of companies have contacted the City of Goodyear and returning this segment of Loop 303 from I-10 to MC-85 to the program could facilitate those economic development activities. He noted that the costs for either of the Loop 303 projects are virtually the same. Mr. Hazlett stated that a cost/benefit analysis found that every dollar spent on the Loop 303, Interstate 10 to MC-85 project would return approximately \$5.75 in benefits, and would include about five additional miles than the Loop 303 northern segment. Mr. Hazlett noted concerns for transferring traffic to Loop 101 and he stated that it does transfer some traffic but is not near capacity and holds through the 2030 time horizon.

Mr. Anderson noted that the Loop 303 segment designated in blue, red, and gold on the map he displayed was part of the original Proposition 300 in 1985. He noted that the interchange on Loop 303 and Interstate 10 currently is under construction and money could be saved if the south segment of Loop 303 is built now. Mr. Anderson stated that there are a number of advantages for constructing the south part first as long as the north part can handle the traffic volume over 15 to 20 years.

Mayor Barrett mentioned that people might not be aware of a couple of points. He said that he would support the recommendation, but wanted to note that Peoria is giving up its place in line. Mayor Barrett stated that MC-85 was in Phase Three of the original Regional Transportation Plan, then in the 2009 rebalancing, it was deferred to Phase Five. Mayor Barrett stated that their project was in Phases One and Two of the original Regional Transportation Plan, but deferred to Phase Three in the 2009 Rebalancing and is now proposed to be deferred to Phase Five, which may never be funded. He said that the information missing here is that Peoria may have a major resort with

a golf course and ancillary development in that area that is under negotiation by the County. Mayor Barrett stated that this resort will make Lake Pleasant an even bigger attraction that it is currently, and 600,000 to 700,000 visitors annually are projected. Mayor Barrett commented that he did not think this information was included the MAG model. He stated that he would support Scenario 10b because he understood the economic development benefits, but he was concerned that the delay of the northern portion of Loop 303 could adversely affect economic development for that part of the region. Mayor Barrett asked that if additional funding is received from such things as bid savings that it be applied to restoring the additional lanes.

Chair Lane asked Mr. Anderson if this could be incorporated into the motion.

Mr. Anderson replied that he did not think the potential resort would change the traffic projections because they had been done a few years ago, but they could offset some of the loss of economic activity that was originally projected. He noted that Mayor Barrett was correct – that the program was experiencing lower right of way costs and construction bids, which might be an opportunity to bring this segment of Loop 303 back into the program. Mr. Anderson added that this could be a part of a recommendation.

Mayor Barrett acknowledged that this is assuming the resort comes through, however, they felt pretty confident, and that is why he asked restoring this be kept in mind if funding becomes available.

Chair Lane asked if he would like to make the motion to include this language.

Mayor Barrett moved to recommend approval of 2012 Rebalancing Scenario 10B, where the MAG Regional Freeway and Highway Program meets the projected \$390 million shortfall by repositioning the SR-202L/South Mountain Freeway and Interstate 10/Maricopa Freeway projects to improve the Program's cash flow; transfer funding from the SR-303L segment between US-60 and Interstate 17 to the SR-303L segment between Interstate 10 and MC-85, but retain funding for a grade separated interchange at the existing El Mirage Road intersection; remove \$300 million from the Program's budget for the Interstate 17/Black Canyon Freeway corridor; to encourage ADOT to focus upon cost-effective solutions that will provide opportunities to return projects to the Program in the future; return the segment of Loop 303 from US-60/Grand Avenue to Interstate 17 into the Program if funding from other sources, such as right-of-way construction/bid savings from the current Loop 303 construction between I-10 and US-60; and incorporate the revised program in the next update of the MAG Transportation Improvement Program and the Regional Transportation Plan. Supervisor Wilson seconded the motion.

Mayor Meck asked if the motion changed the cost/benefit ratio at all. Mr. Hazlett replied the cost/benefit analysis assumed it was a four-lane section, not a six-lane section. He also pointed out that the El Mirage Road traffic interchange is the only at-grade intersection left on Loop 303, and the program does include converting that to a traffic interchange, so there would be an uninterrupted flow of traffic from Interstate 10 to Interstate 17.

Chair Lane noted that there was a motion and a second on the table and asked Mr. Hazlett if he had more to present. Mr. Hazlett stated that the only part to describe was Scenario 12, which included swapping priorities between Interstate 10 and the South Mountain Freeway. He noted that Scenario 10b keeps South Mountain as the first priority, and this is consistent with regional priorities. Mr. Hazlett noted that both projects cannot be done at the same time due to lower bonding capacity. In addition, with the Southeast Valley Major Investment Study, they think there are other alternatives on Interstate 10 that ADOT should consider.

Mayor Smith asked if the alternative opportunities for Interstate 10 would delay any schedules or change anything. Mr. Hazlett replied that a start date of 2022 was originally identified, but ADOT reexamined the cash flow and found it could be brought forward three years sooner, about seven years from now.

Mayor Smith stated that there are things not included, especially those relative to central Phoenix: the Interstate 10/Interstate 17 area. He noted that there are huge issues and bottlenecks in that area not addressed by the scenarios. Mayor Smith remarked that sometimes coming in to Phoenix from Mesa at 3:30 p.m. the freeway stops at 32<sup>nd</sup> Street and the backup extends through the tunnel to the stack. He asked if this scenario addressed Interstate 10/Maricopa Freeway issues and at what point are those problems addressed.

Mr. Hazlett replied that some of the issues mentioned by Mayor Smith are addressed in the Southeast Valley MIS and its recommendations will be brought to the TPC in the near future. He stated that one of the recommendations is to not look at Interstate 10 only but extending it onto I-17 around the Durango curve to the Stack, which is a more natural corridor than through the I-10 tunnel. Mr. Hazlett stated that this is a fairly wide open stretch of freeway and it might make more sense to go from the Stack to the Split to the Pecos Stack. He added that MAG is working on this with ADOT and FHWA.

Mr. Anderson stated that funding available for Interstate 10 and Interstate 17 totals approximately \$1.3 to \$1.4 billion and they want to ensure that the expenditures are the most effective use of funding in terms of congestion relief. He said they have backed up a bit to see if there could be better options in those two corridors, and he added that managed lanes P3 opportunities could be an option to provide additional funding. Mr. Anderson then commented on the Ministack where Loop 202 comes in to Interstate 10. He said they had preliminary discussions with ADOT about the open median, which had been reserved for transit use, but might be able to be used for highway use. Mr. Anderson stated that staff had discussions with ADOT about whether there are lower cost alternatives where Loop 202 and SR-51 come in to Interstate 10 to free up the bottleneck.

Mayor Smith asked if the problem with the tunnel is that there is no extra real estate for expansion. Mr. Anderson noted that the tunnel is really not the constraint in this area, there two issues in this section of Interstate 10: massive merging and weaving from traffic entering Interstate 10 from Loop 202 and SR-51, and at the Stack where traffic is entering from 7<sup>th</sup> Avenue and exiting to 19<sup>th</sup> Avenue and Interstate 17. Mr. Anderson stated that they are looking at ways to fix the configuration to reduce the weaving movement.

Mayor Smith stated that when he approaches the Interstate 10/Interstate 17 Split and even though he has been driving it for 20-plus years, it still does not seem to have a natural flow.

Mr. Hazlett used as an example how weaving to and from the HOV lanes is also a major problem on Interstate 10, especially west of Interstate 17 at the Stack. He noted that Interstate 10 traffic is congested at this point and then opens up west of 43<sup>rd</sup> Avenue about two miles from the Stack. Mr. Hazlett stated that some of the advanced traffic management techniques are bringing back reliability to the system.

Mayor Smith stated that he understands the history of Proposition 300 and Proposition 400, but also understands reality and that sometimes some of the best plans do not work out. Mayor Smith expressed that he hoped we would not be so stuck on a plan that solutions are ignored. He stated that deviating slightly from a plan developed 30 years ago might be necessary due to limited resources .

Supervisor Wilson stated that there are many accidents in the tunnel and he would like to know if anything had been done to make it safer. Mr. Hazlett stated that staff would look at the crash rates in the tunnel.

With no further discussion, the vote on the motion passed unanimously.

6. US-60/Grand Avenue Corridor Optimization and Access Management Plan Study (COMPASS)

Mr. Hazlett reported on the US-60/Grand Avenue Corridor Optimization and Access Management Plan Study, or COMPASS. He stated that this study is a unique effort for the Valley. Mr. Hazlett stated that the project was added to the MAG work program in September 2011 and Burgess and Niple, Inc., was selected as the consultant.

Mr. Hazlett stated that US-60/Grand Avenue is an historic corridor, being designated US-60 in about 1910. Mr. Hazlett noted that it was the primary route from the Valley to Los Angeles until Interstate 10 opened in 1985. He pointed out on a map of recently completed construction that Grand Avenue was widened to six lanes from 83<sup>rd</sup> Avenue to Loop 303. Mr. Hazlett noted that Grand Avenue now has a uniform speed limit of 45 m.p.h. and Arizona Department of Transportation (ADOT) recently did a major traffic signal re-timing. He said that projects under construction include intersection improvements at Bell Road, 103<sup>rd</sup> Avenue, and Thunderbird Road, and reconstruction between 83<sup>rd</sup> Avenue and 19<sup>th</sup> Avenue that includes access management and pavement rehabilitation.

Mr. Hazlett noted that ADOT expressed concern that the facility was not longer a regional facility and discussed turning the facility to local control. He stated that Mayor Mook, Mayor Scruggs, Mayor Barrett, Mayor Stanton, Mayor LeVault, and Supervisor Wilson sent a letter to ADOT Director John Halikowski to express their interest in preserving US-60/Grand Avenue from 19<sup>th</sup> Avenue and McDowell Road to SR-303L as an expressway facility that remains a state highway under ADOT control. Their letter also expressed a desire to work through MAG in cooperation

with ADOT to enhance mobility in the corridor and maintain the corridor's expressway character. Based upon this request, MAG is developing the US-60/Grand Avenue Corridor Optimization and Access Management Plan Study to identify a long-term solution for accommodating travel demand and adjacent property access in this corridor.

Mr. Hazlett stated that a project charter was developed to create an overall vision, cooperatively define the corridor's operational character, establish an access management system, and develop guidelines for signage, landscaping, and aesthetic treatments. Mr. Hazlett noted that the project partners signed the charter agreement on February 22, 2012. He displayed a photograph of the signers and noted that a copy of the signed charter was included in the agenda packet.

Mr. Hazlett displayed a map of the study area and described the corridor limits as extending from Loop 303 in the northwest Valley to Willetta Street in central Phoenix. He said that the study will look at unique opportunities for this corridor. Mr. Hazlett stated that there are ten primary project tasks developed by the partnering agencies. He noted that one of the bigger tasks is to look at economic development that could enhance the corridor.

Mr. Hazlett stated that access management is very important on the Grand Avenue corridor and he would be making a presentation on this at a future meeting. Mr. Hazlett displayed a list of jurisdictions outside of this region with similar regional corridors that have been studied.

Mr. Hazlett stated that the study process is anticipated to take 18 months, during which time staff and the consultants will meet with the elected officials who signed the charter to have their guidance. He noted that the process will include a project planning team of partner agency technical staff, and a study review team of key stakeholders.

Mr. Hazlett then reviewed some of the possible solutions. He said that the intersection at Bell Road is one of the highest traffic volume intersections in the Valley with approximately 110,000 cars per day. Mr. Hazlett stated that ADOT is looking at ways to grade separate the intersection and provide better access. He explained that through the MAG on-call contract, Burgess and Niple came up with a clever design to move the ramps to the median and Grand Avenue passing underneath. Mr. Hazlett noted how driveways to adjacent commercial centers still have access to Grand Avenue. He said they are also working with City of Surprise staff to allow driveway access from back roads. Mr. Hazlett stated that staff also met with the City of El Mirage. One of the conditions they discussed was the frontage road along inbound Grand Avenue and the proposal to turn it into a one-way road.

Chair Lane thanked Mr. Hazlett for his report and asked if there were questions.

Mr. Smith stated that US-60/Grand Avenue is historically a state route that will remain a state route that is being merged into a more urban fabric. He stated that signage is important to establishing a different character to the corridor. Mr. Smith stated that ADOT controls the signage on Grand Avenue, and if the study is going to be effective, rules need to be defined to make the signage more

urban. That is why the elected officials need to be involved in the process, otherwise, Grand Avenue will look like it does today, a state highway.

Chair Lane asked if the signage was part of the overall program. Mr. Smith replied that was correct.

Supervisor Wilson asked about the timing of traffic signals. Mr. Hazlett noted that ADOT is looking at the signal phases and that is where traffic access and signal optimization come in.

Chair Lane commented that another issue on Grand Avenue is the railroad crossings, which add another element into traffic signal timing. Mr. Hazlett replied that they will reach out to BNSF through this study and get a solution that is good for the Valley and the railroad.

#### 7. MAG-BNSF Railway - Grand Avenue Commuter Rail Corridor Cost Analysis Update

Marc Pearsall, MAG Transit Planner, provided an update on the MAG-BNSF Railway - Grand Avenue Commuter Rail Corridor Cost Analysis Update. He stated that as of 2010, MAG had completed three commuter rail studies, the MAG Commuter Rail System Study, the Yuma West Commuter Rail Study, and the MAG Grand Avenue Commuter Rail Study. He noted that they form a commuter rail system of 110 miles with a projected ridership of 18,000 per day.

Mr. Pearsall stated that BNSF has an active commuter rail system, and its Vice President, D.J. Mitchell, has operated three passenger rail systems in the United States: in Chicago, Minneapolis, and Seattle, and he contacted MAG to offer a possible solution to do an analysis of work previously done.

Mr. Pearsall provided the history of passenger rail along Grand Avenue, which opened in 1895 by the Santa Fe, Prescott & Phoenix Railway. He stated that the final Santa Fe passenger train via the Grand Avenue corridor was April 30, 1969. Mr. Pearsall stated that the Burlington Northern and Santa Fe merged in September 1995, creating BNSF Railway.

Mr. Pearsall noted that the MAG Regional Council took action to accept the three studies that include the possibility of commuter rail. He displayed maps of potential commuter rail corridors and stations from the studies, and he pointed out startup, midline, and Chicago-style commuter rail systems. Mr. Pearsall showed a map of the daily ridership, projected at almost 18,000 in 2030 using the existing bus network that was in the Regional Transportation Plan. He noted that daily ridership on Grand Avenue is projected at almost 3,000, Southeast at almost 6,500, Tempe at 950, and Yuma West at almost 1,400. Mr. Pearsall stated that this commuter rail system called for sharing right-of-way with BNSF.

Mr. Pearsall stated that next steps include identifying local funding of the system and continued coordination with ADOT and railroads. He noted that ADOT currently is conducting a Tucson to Phoenix Passenger Rail study and has been conducting one-on-one meetings with jurisdictions along the route to get input. Mr. Pearsall stated that the railroad communicated that liability and indemnification statutes need to be identified that could prohibit having passenger train service

through a public/private partnership. He said that ADOT indicated it will take the lead on this effort once its passenger rail study is completed. Mr. Pearsall stated that another step toward implementation is the integration of MAG's Regional Sustainable Transportation and Land Use Integration Study. He stated that once funding is identified, a governance plan would need to be developed and implemented, and railroad agreements, design and construction, and operation usually follow in about four years. Mr. Pearsall stated that the tracks are there, but would need to be upgraded for passenger rail and the railroads need to be held harmless.

Mr. Pearsall stated that BNSF contacted MAG and communicated that it is upgrading its infrastructure along Grand Avenue to serve its freight customers. He displayed a map of new infrastructure being planned by BNSF, and he added that BNSF would like to take MAG's work and embed it into their future plans.

Mr. Pearsall noted that BNSF took findings from MAG's Grand Avenue study two years ago, applied it to their industry, and said they thought the numbers were high. BNSF offered the use of its passenger rail modeling department at no charge to take another look at the Grand Avenue Study, which would take a few months and could be accommodated through the MAG on-call program. He said that there have been changes in signal technologies, trackway, crew management, and vehicle technologies, such as the A-Train used in Denton, Texas, that looks like a light rail train and operates on diesel fuel. Mr. Pearsall stated that BNSF feels this train could operate on their tracks, meet federal guidelines for safety, and cost half as much as conventional commuter rail vehicles. He advised that the crew costs are cut in half because there is one operator instead of two operators and not as much track profile would be needed. Mr. Pearsall explained they utilize positive train control, which is a federally mandated global positioning system to limit crashes, etc.

Mr. Pearsall stated that it is a rare opportunity to have a private sector company offer its services, but is BNSF only, not Union Pacific, which feels it cannot accommodate passenger rail because it feels its tracks are congested and wants to concentrate on its freight business. Mr. Pearsall stated that the new effort with BNSF would not update regional socioeconomic, census or ridership data.

Mr. Pearsall displayed a photo of the A-Train, which currently is in testing. He said that BNSF feels this vehicle could be accommodated on its Grand Avenue tracks. Mr. Pearsall stated that a few vehicles could be connected to accommodate capacity and operate at a lower cost and higher fuel efficiency than a standard diesel engine.

Chair Lane thanked Mr. Pearsall for his report. He said that he had asked for this update to be on the agenda because it seems we are locked in to old technologies. Chair Lane stated that the new effort with BNSF would not update regional socioeconomic, census or ridership data goes with Mayor Smith's earlier comment about whether we are trying to match needs to an existing system. Do the existing tracks address the issue of commuter rail in the region? He asked if other technologies using existing right-of-way, such as Maglev or monorails, had been considered for a commuter service, which could alleviate vehicle traffic if it was overhead, and utilize existing park and ride lots. Chair Lane stated that commuter rail was discussed a couple of years ago and it seems discussion was tied to Amtrak and existing hard rail systems as an answer.

Mr. Anderson stated that a numerous changes to technology are occurring, such as the personal rapid transit pod, and they have been tracking that technology for about ten years. He explained that there is some movement toward production although in very small scale applications. Mr. Anderson stated that the personal rapid transit pod is being used to connect the terminals to parking at Heathrow Airport. He stated that he had spoken to the president of the company that manufactures these pods for NASA that there may be an opportunity in the future as technologies mature. Mr. Anderson stated that these systems are lower cost and more flexible with modules that accommodate four to six people and is almost like a personal vehicle except it is on a fixed guideway system. He stated that a study done for the State of New Jersey on this technology concluded that it is very promising but not ready yet. Mr. Anderson stated that the Federal Railroad Administration is studying multi-state high speed rail and the prime corridor for high speed rail that came out of the study is Phoenix to Los Angeles with top speeds of 186 m.p.h. and average speeds of 145 m.p.h.

Chair Lane stated that Maglev is an application that can operate on a number of different rights of way, has those kinds of speeds, and had the capability to be in a metro area and provide access to points beyond normal commuter traffic. Chair Lane said the question has been raised about the possibility of contacting the airlines, which might be engaged in this technology on ground level. He stated that his concern is fitting our needs to an existing hard rail track. If the study will not be updating the regional socioeconomic, census or ridership data it needs to have some sort of mission.

Mr. Smith stated that national expert Michael Gallis will be at MAG on June 13 to discuss the metro area and its direction. He said that on May 14, Mr. Gallis gave a preview at MAG and one of his points is that we think incrementally and not what we could become. Mr. Smith stated that the new City of Surprise City Manager brought to MAG information on the financing mechanisms used by the Utah Transit Authority not available here. Mr. Smith stated that a development authority could be established for some corridors. He said that he thought some time should be spent looking at development districts and authorities. Mr. Smith added that establishing commuter rail incrementally would take forever.

Chair Lane said that the emphasis he would like to put on it is we have existing right of way and technology to keep commuter/passenger rail off the roadway so lanes of traffic are not eliminated, and at the same time run the same established routes, would be an easy way to save money, and be efficient.

Mr. Anderson stated that new corridors with high speed rail between Phoenix and Los Angeles need to be examined. Rather than improving existing infrastructure, build high speed rail as it is supposed to be built, which would provide that economic linkage between this region and the ninth largest economy in the world.

Chair Lane commented that high speed rail could be commuter rail as well.

Mayor Rogers asked for clarification that BNSF indicated the numbers in the Grand Avenue Study were high. Mr. Pearsall stated that BNSF believes that the industry averages used in the MAG commuter rail study are high because they were three years old in 2009. He said that the BNSF vice president told him there have been changes in the industry that have affected BNSF as a business, such as GPS, signal technologies, vehicles with lower operating costs, and lower crew costs, and because the vehicle and signal technologies have changed, it allows us to not overbuild the infrastructure on Grand Avenue.

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 were requested.

Mr. Smith noted that he had received a request about the TPC meeting start time. He noted the Regional Council had success with changing its meetings to an 11:30 a.m. start time and he suggested that staff could poll TPC members if they support changing the meeting time. Comments were positive for changing the meeting time, especially if it avoided rush hour.

9. 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.

No comments were noted.

Adjournment

Mayor Wolcott moved and Mayor Smith seconded to adjourn the meeting at 5:20 p.m.

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Chair

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Secretary

# MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

**DATE:**

July 10, 2012

**SUBJECT:**

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

**SUMMARY:**

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

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

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

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

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

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

The projects listed in Table D are ALCP projects outside the current TIP window. The changes in Table C will be incorporated into the TIP pending approval, but will not be included in the approved ALCP until the program is rebalanced. It is anticipated that the rebalanced ALCP will be presented for approval through the Committee process in October 2012. At that time, the schedule changes in Tables C and D will be incorporated into the ALCP.

**PUBLIC INPUT:**

None.

**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:**

This item is on the July 11, 2012, MAG Management Committee agenda. An update will be provided on action taken by the committee. Project Changes after Management Committee agenda mail out are in [blue and underlined](#).

Transportation Review Committee: On June 28, 2012, the Transportation Review Committee (TRC) recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG TIP, the FY 2012 Arterial Life Cycle Program, and as appropriate, to the RTP 2010 Update. Changes to the tables since TRC recommendation are tinted in [yellow](#).

MEMBERS ATTENDING

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

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

EX-OFFICIO MEMBERS ATTENDING

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

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

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

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Attended by Audioconference

**CONTACT PERSON:**

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

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

6/29/2012

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

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

Maricopa Association of Governments

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

Maricopa Association of Governments

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

Maricopa Association of Governments

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

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

Changes to TIP in Red

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

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

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

7/2/2012

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

Project Changes in Red

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

[Revised 7/10/12](#)

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

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

[Revised 7/10/12](#)

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

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

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

*Revised 7/10/12*

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2014	TBD	MMA14-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,195,139	\$ 1,195,139	STP-MAG	\$ 836,597	Amend. Add new line item to the TIP. Work to occur over two years.
Maricopa County	2014	TBD	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,476,675	\$ 1,476,675	STP-MAG	\$ 1,033,672	Amend. Costs adjusted. Work to continue into FY15.
Maricopa County	2015	TBD	MMA15-103RWZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 1,476,675	\$ 1,476,675	STP-MAG	\$ 1,033,672	Amend. Add new line item to the TIP. Work began in FY14.
Maricopa County	2015	TBD	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.60	4	6	HURF	\$ -	\$ -	\$ 4,481,745	\$ 4,481,745	STP-MAG	\$ 3,137,221	Amend. Costs adjusted. Work to continue into FY16.
Maricopa County	2014	2016	<del>MMA13-105DZ</del>	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	1.96	4	6	HURF	\$ -	\$ -	<del>\$ 751,353</del>	<del>\$ 751,353</del>	STP-MAG	<del>\$ 525,947</del>	Amend. Delete line item from the TIP. Work deferred to FY17/18.
Maricopa County	2014	2016	<del>MMA14-105RWZ</del>	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquisition of right-of-way for roadway widening	1.96	4	6	HURF	\$ -	\$ -	<del>\$ 1,143,116</del>	<del>\$ 1,143,116</del>	STP-MAG	<del>\$ 800,181</del>	Amend. Delete line item from the TIP. Work deferred to FY17/18.
Maricopa County	2015	2016	<del>MMA15-105CZ</del>	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	1.96	4	6	HURF	\$ -	\$ -	<del>\$ 14,920,627</del>	<del>\$ 14,920,627</del>	STP-MAG	<del>\$ 7,289,914</del>	Amend. Delete line item from the TIP. Work deferred to FY18/19.
Gilbert	2010	2012	GLB400-11D	Power Rd- Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	Bonds	\$ -	\$ -	\$ 1,189,694	\$ 1,189,694	RARE	\$ 517,547	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2011	2012	GLB11-108DZ	Power Rd- Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	Bonds	\$ -	\$ -	\$ 1,189,694	\$ 1,189,694	RARE	\$ 517,547	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2010	2012	GLB09-725RW	Power Rd- Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	1.5	4	6	Bonds	\$ -	\$ -	\$ 2,865,602	\$ 2,865,602	RARE	\$ 2,005,922	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2011	2013	GLB10-005RWZ	Power Rd- Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	1.5	4	6	Bonds	\$ -	\$ -	\$ 4,781,290	\$ 4,781,290	RARE	\$ 2,453,329	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2012	2013	GLB09-726C	Power Rd- Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Bonds	\$ -	\$ -	\$ 4,235,648	\$ 4,235,648	RARE	\$ 2,964,954	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Gilbert	2012	2014	GLB10-731C	Power Rd- Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Bonds	\$ -	\$ -	\$ 14,464,038	\$ 14,464,038	RARE	\$ 6,988,640	Amend. Delete line item from the TIP. Lead Agency responsibilities transferred to City of Mesa.
Mesa	2010	2012	MES12-126RZ	Power Rd: Santan Fwy to Pecos Rd	Reimbursement for advance design of roadway widening	1.50	4	6	Bonds	\$ -	\$ -	\$ 1,189,694	\$ 1,189,694	RARE	\$ 517,547	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.
Mesa	2011	2012	MES11-126DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.50	4	6	Bonds	\$ -	\$ -	\$ 1,189,694	\$ 1,189,694	RARE	\$ 517,547	Amend. Add new line item to the TIP. Lead Agency responsibilities transferred from Gilbert.

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

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

[Revised 7/10/12](#)

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

TABLE D. [ALCP Project](#) Changes Affecting Conformity

[Revised 7/10/12](#)

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

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

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

July 10, 2012

**SUBJECT:**

Phoenix West Extension Locally Preferred Alternative Report Recommendations

**SUMMARY:**

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

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

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

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

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

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

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

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

**PUBLIC INPUT:**

METRO prepared a Public Involvement Plan for the Phoenix West AA study. The overall goal was to inform residents, stakeholders, and agencies about the study and to present alternatives and issues for public and agency review. During the course of the study, the public involvement team conducted 12 public meetings attended by more than 300 people and gave more than 70 presentations to advisory committees, met with neighborhood associations and civic organizations, and provided continuous updates via websites, e-mails, newsletters and fact sheets. Key stakeholders include residents from the St. Matthew's neighborhood west of the State Capitol, the State of Arizona (including: the Governor's Office, the Department of Administration and the Department of Public Safety). The full Public Process can be reviewed on pages 30-32 of the attached Phoenix West AA Study.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

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

**PRIOR COMMITTEE ACTIONS:**

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

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

MEMBERS ATTENDING

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

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

EX-OFFICIO MEMBERS ATTENDING

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

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

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

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

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

MEMBERS ATTENDING

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

\*Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

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

MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

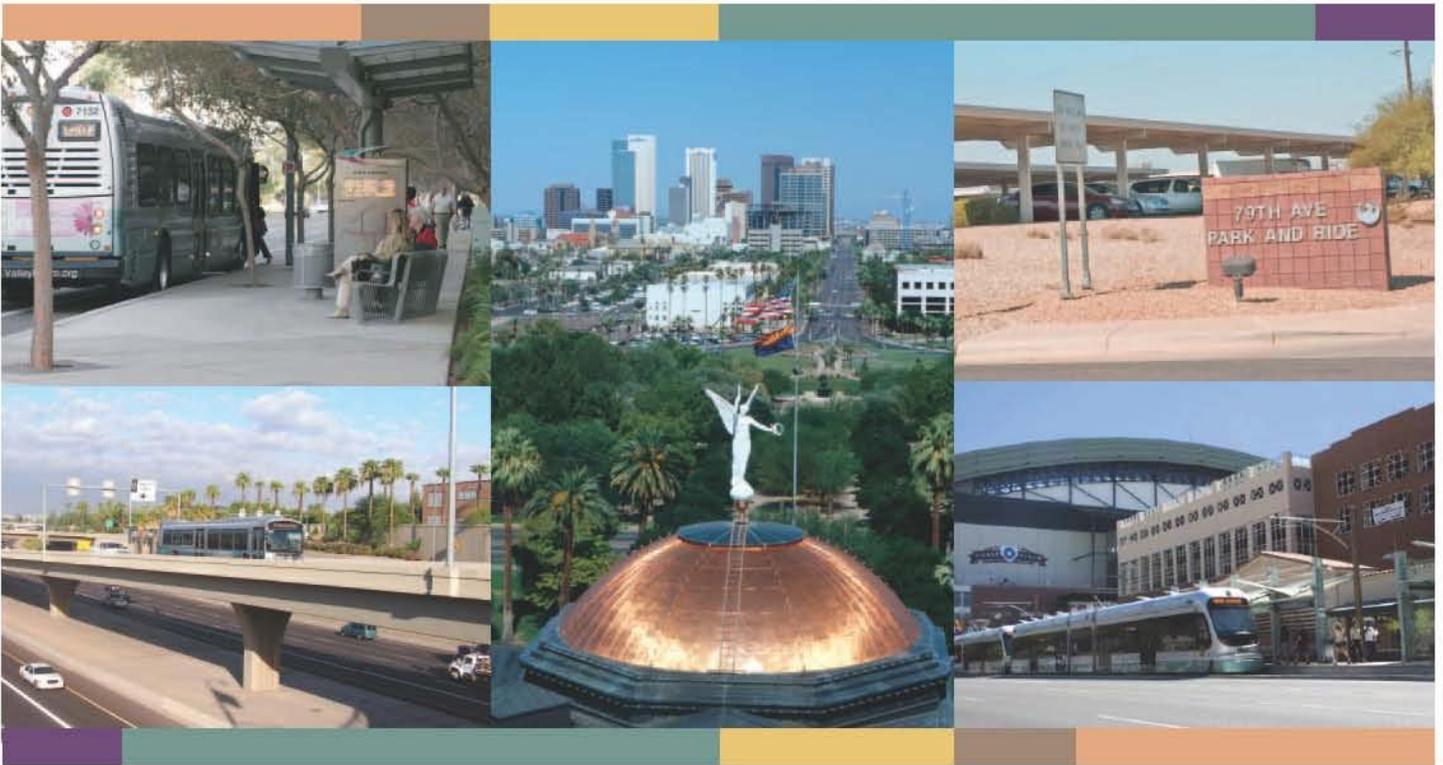
# Attended by telephone conference call.

+ Attended by videoconference call.

**CONTACT PERSON:**

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

# PHOENIX WEST EXTENSION



## DRAFT LOCALLY PREFERRED ALTERNATIVE REPORT

June 2012





## TABLE OF CONTENTS

1.0	SUMMARY .....	1
2.0	PROJECT BACKGROUND .....	4
3.0	PURPOSE AND NEED FOR THE PROJECT.....	6
4.0	ALTERNATIVES ANALYSIS PROCESS.....	8
4.1	PRE-TIER 1 AND TIER 1 ALTERNATIVES EVALUATION AND SCREENING ...	9
4.2	TIER 2 ALTERNATIVES AND FINAL DEFINITION OF ALTERNATIVES EVALUATION AND SCREENING.....	14
4.3	SUMMARY OF ALTERNATIVES ALIGNMENT ANALYSIS .....	17
4.4	POST TIER-2 AND FINAL DEFINITION OF ALTERNATIVES ANALYSIS.....	20
5.0	RECOMMENDED ALTERNATIVE .....	23
5.1	ALTERNATIVE DEFINITION .....	23
5.2	PUBLIC PROCESS .....	31
5.3	RATIONALE FOR RECOMMENDED ALTERNATIVE .....	33
5.4	CORRIDOR ADVANCED TRANSIT OPPORTUNITIES PROGRAM.....	34
5.5	OUTSTANDING ISSUES.....	36
5.6	SUMMARY OF PHOENIX WEST EXTENSION STUDY RECOMMENDATIONS.....	38
6.0	NEXT STEPS.....	40
6.1	PROJECT DEFINITION.....	40
6.2	ENGAGE IN NEPA .....	40
6.3	NOTICE OF INTENT .....	40
6.4	PUBLIC INVOLVEMENT AND SCOPING.....	40
6.5	SCHEDULE .....	41

## LIST OF TABLES

Table 1.	Comparison of LRT and BRT Alternatives.....	2
Table 2.	Pre-Tier 1 and Tier 1 Fatal Flaw Analysis and Evaluation Criteria .....	11
Table 3.	Summary of Pre-Tier 1 and Tier 1 HCT Alignments Considered.....	11
Table 4.	Recommended Mainline Station Target Areas .....	15
Table 5.	I-17 Southbound Frontage Road/19 <sup>th</sup> Avenue Comparison .....	16
Table 6.	Summary of Tier 2 and Final Definition of Alternatives HCT Alignments Considered..	17
Table 7.	LPA Proposed LRT and Bus Headways, Opening Year .....	28
Table 8.	Daily Boarding Estimates for the Recommended LRT Alternative .....	29
Table 9.	Capital Funding Sources for the Phoenix West Extension LRT Project (YOES\$ millions) .....	30
Table 10.	Policy Objectives for the Recommended Alternative .....	31
Table 11.	Benefits Associated with the Recommended LPA .....	33
Table 12.	Phoenix West Extension Project Schedule .....	41



## LIST OF FIGURES

Figure 1. Phoenix West LPA Recommendation.....	3
Figure 2. High Capacity Transit/Light Rail Transit Corridors .....	4
Figure 3. Phoenix West AA Study Area.....	5
Figure 4. Alternatives Analysis Screening Process .....	8
Figure 5. Phoenix West AA Alignment Alternative Screening .....	9
Figure 6. Tier 1 Universe of Alignment Alternatives.....	13
Figure 7. St. Matthew’s Neighborhood Boundaries .....	20
Figure 8. Downtown LRT LPA Recommendation .....	25
Figure 9. Proposed Median to North Side Transition along I-10 .....	26
Figure 10. Proposed Median to North Side Transition along I-10 .....	27
Figure 11. Phoenix West LPA and Bus Routes .....	29
Figure 12. Activity Centers Accessible by the Phoenix West LPA .....	34
Figure 13: Overview Map of the Corridor Advanced Transit Opportunities .....	36
Figure 14. Areas for Further Study Following LPA Adoption.....	38
Figure 15. Phoenix West Locally Preferred Alternative.....	39

## LIST OF APPENDICES

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



## LIST OF ACRONYMS

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

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## 1.0 SUMMARY

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

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

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

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



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

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

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

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

Source: METRO 2012

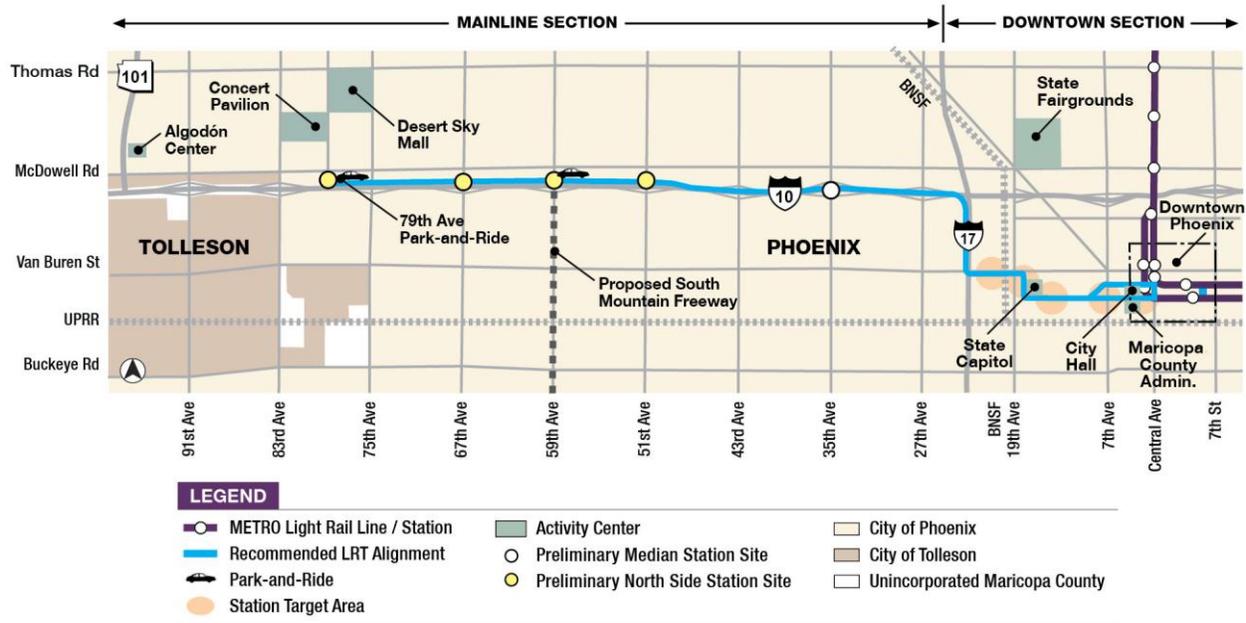
\*Based on 2010 Evaluation.

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

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



**Figure 1. Phoenix West LPA Recommendation**



Source: METRO 2012

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

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

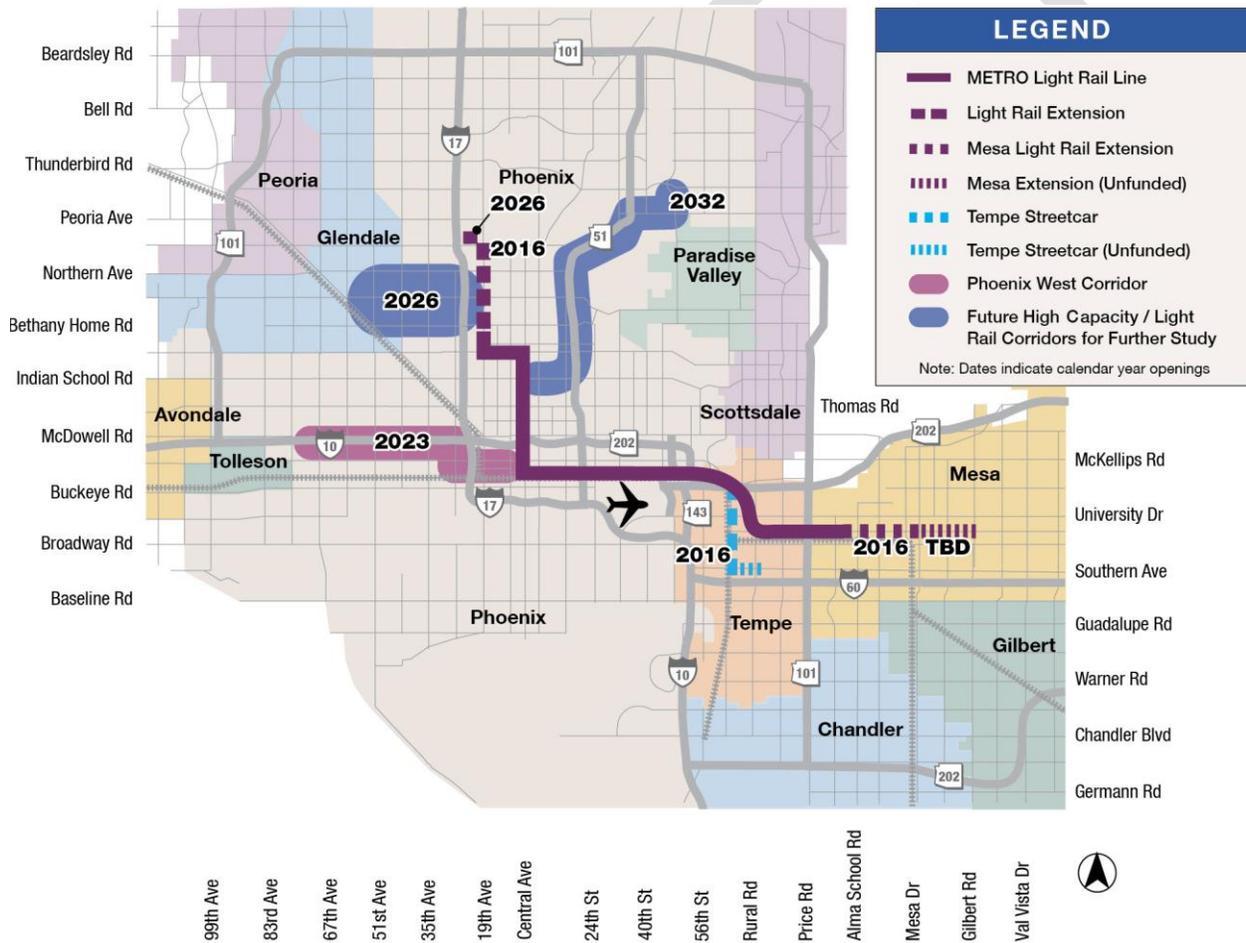


## 2.0 PROJECT BACKGROUND

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

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

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

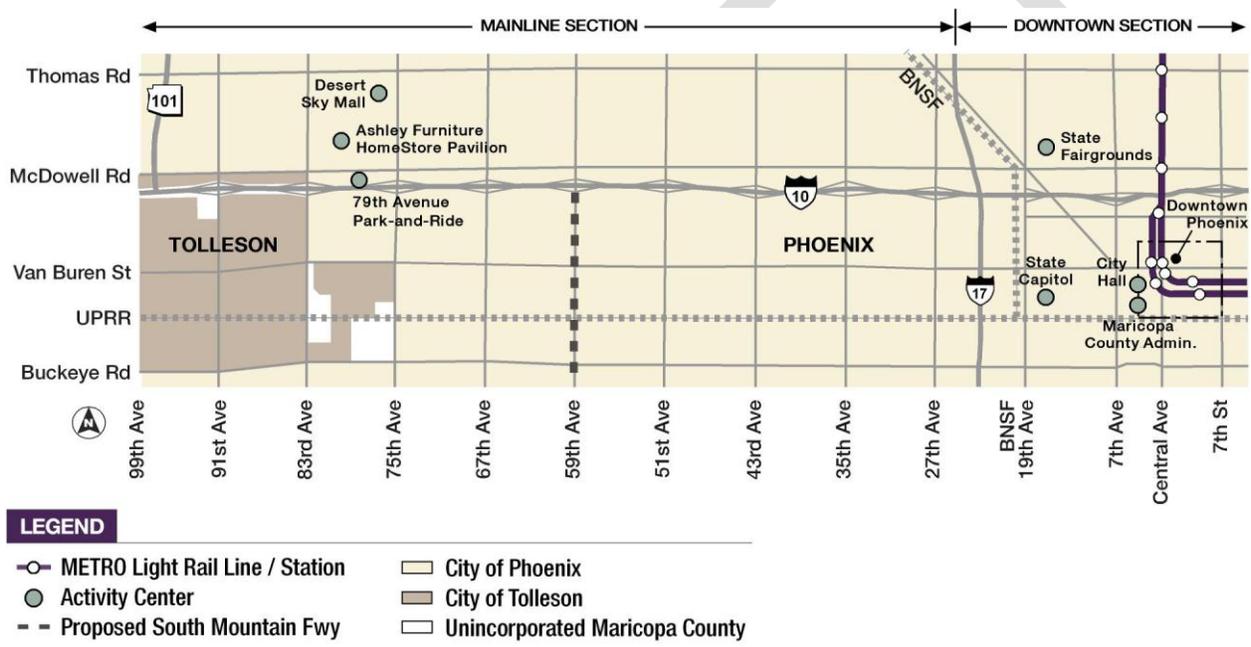




The Phoenix West study area is bounded on the north by Thomas Road, on the south by Buckeye Road, on the west by State Route 101 (Loop 101), and on the east by 7<sup>th</sup> Street, as depicted in Figure 3. For the purposes of alternatives development and analysis, the corridor was divided into two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

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

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



Source: METRO 2012



### 3.0 PURPOSE AND NEED FOR THE PROJECT

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

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

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

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

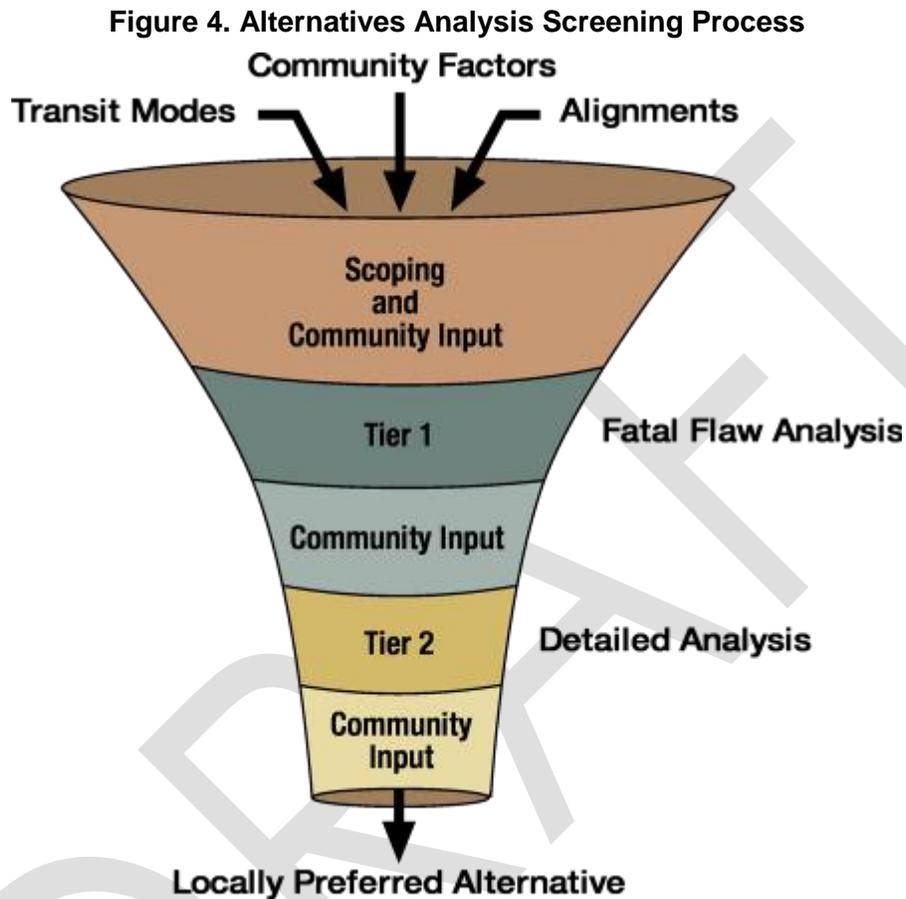


- 3) **A need for improved mobility and access to corridor destinations.** Improved transit service should be implemented to provide safe and efficient access to numerous local and regional employment destinations within and adjacent to the Phoenix West study area including the State Capitol, the City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

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## 4.0 ALTERNATIVES ANALYSIS PROCESS

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



Source: METRO 2012

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



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

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

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

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

Source: METRO 2012

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

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



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

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

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

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

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

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



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

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

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

Source: METRO 2008

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

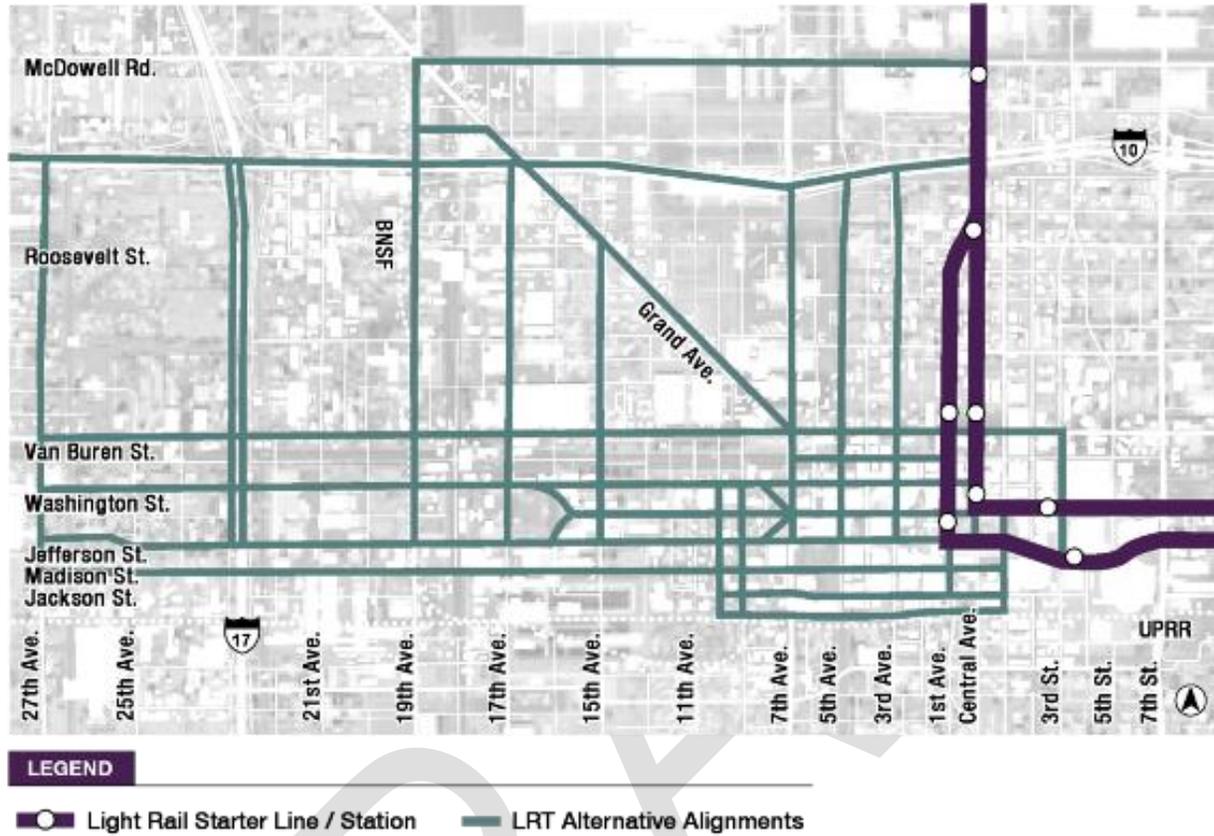
Alignment Alternative	Mode	Rationale for Removal from Further Consideration
<b>PRE-TIER 1</b>		
<b>Mainline Section</b>		
- Thomas Road - McDowell Road - Van Buren Street - Buckeye Road	LRT	<ul style="list-style-type: none"> <li>• Difficult crossings of Grand Avenue and the BNSF railroad tracks would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



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

Source: METRO 2012

Figure 6. Tier 1 Universe of Alignment Alternatives



Source: METRO 2008

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

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

##### Mainline:

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



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

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

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

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

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

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

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

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

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

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

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



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

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

Source: METRO 2012

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

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

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

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



## North-South Alternatives Comparison

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

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

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

Source: METRO 2012

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

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



## East-West Alternatives Comparison

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

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

### 4.3 SUMMARY OF ALTERNATIVES ALIGNMENT ANALYSIS

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

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

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



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



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

Source: METRO 2012

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

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

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

##### **Mainline:**

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



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

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

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

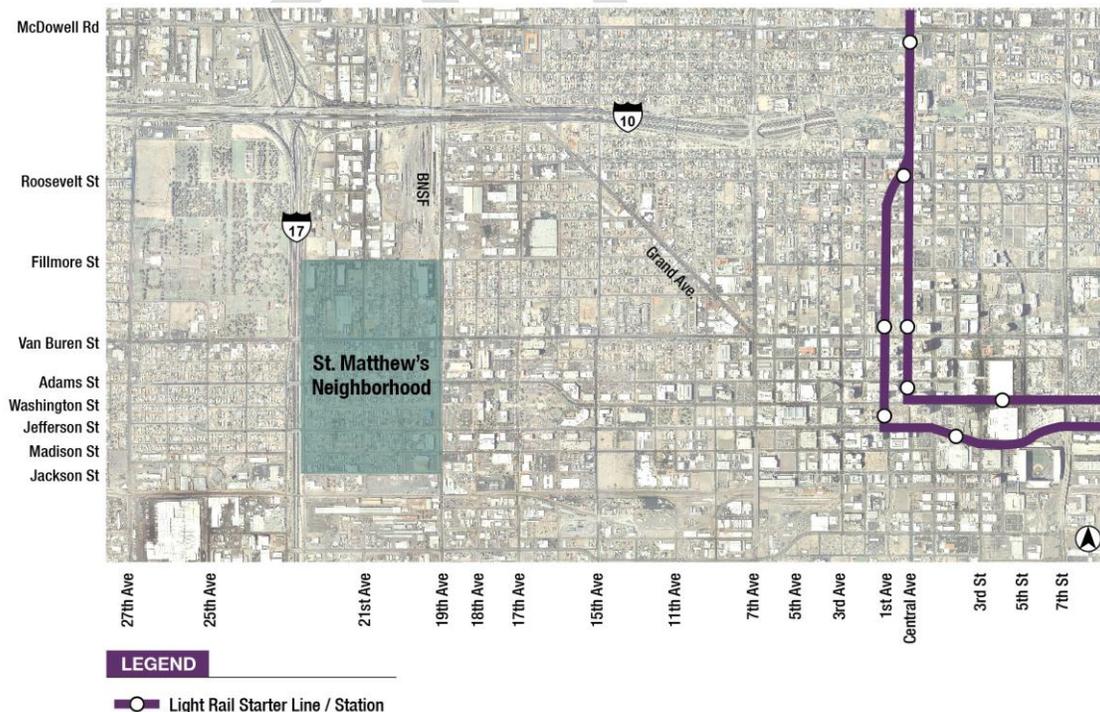
- I-17 – moved forward based on stakeholder input and this alignment provides fewer potential adverse impacts on adjacent properties and communities.

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

### 4.4.1 Background

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

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



Source: METRO 2012



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

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

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

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

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

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



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

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

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

#### **4.4.4 Preferred Alignment**

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

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



## 5.0 RECOMMENDED ALTERNATIVE

### 5.1 ALTERNATIVE DEFINITION

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

#### 5.1.1 *Transit Mode*

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

#### 5.1.2 *Physical Location*

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

#### **Downtown Section**

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

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



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

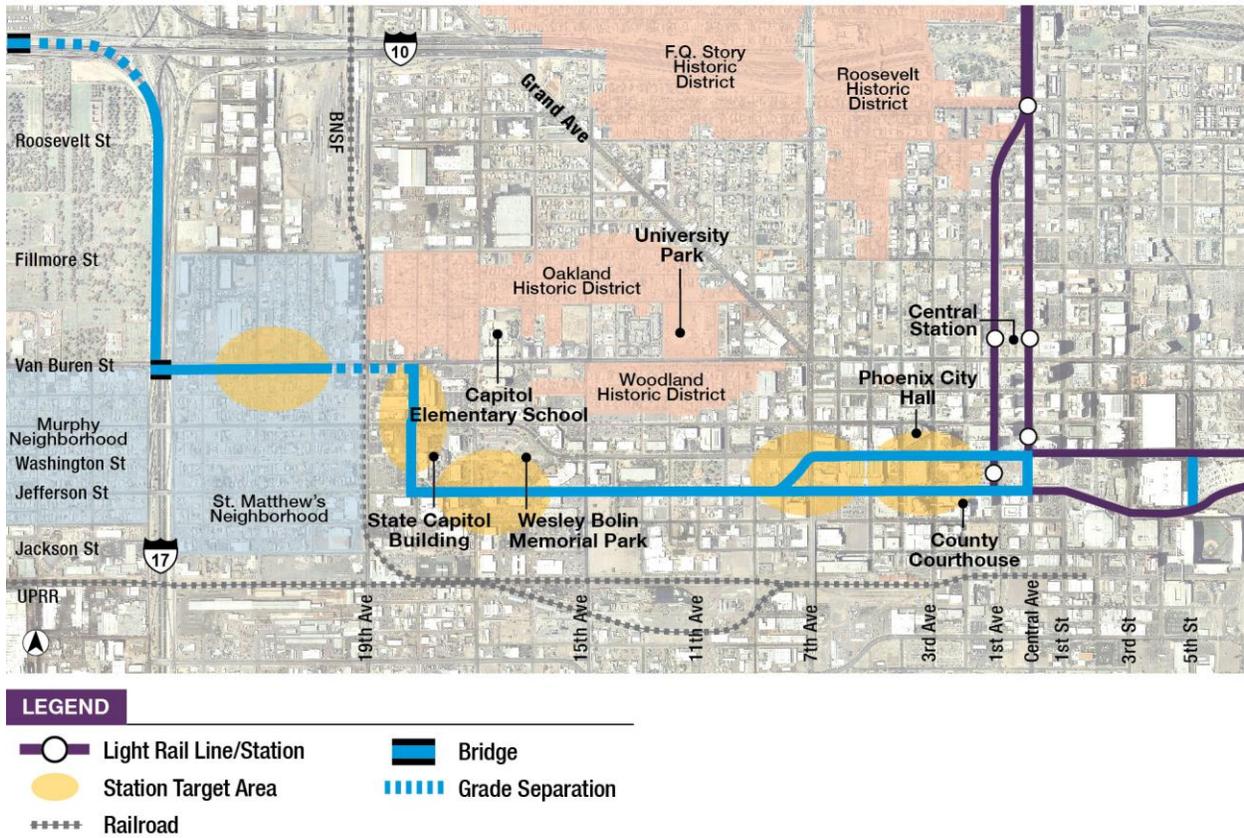
As the LRT alignment heads west of downtown Phoenix, the two-way LRT guideway would cross over I-17 along the south side of Van Buren Street by either using the existing arterial bridge crossing or constructing a new freeway overpass structure to accommodate the guideway. METRO is coordinating with ADOT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

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

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



Figure 8. Downtown LRT LPA Recommendation



04-24-12

Source: METRO 2012

### Mainline Section

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

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



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

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



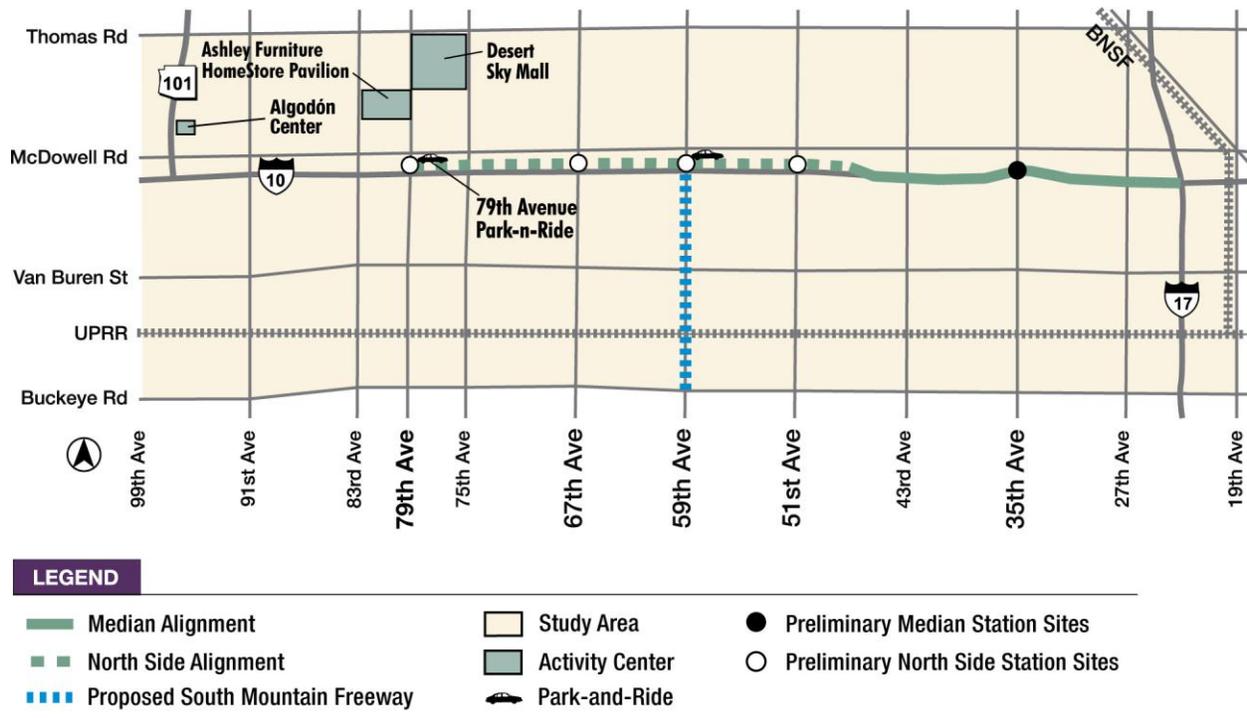
Source: METRO 2012

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

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



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



Source: METRO 2012

### 5.1.3 Operational Characteristics

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

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



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

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

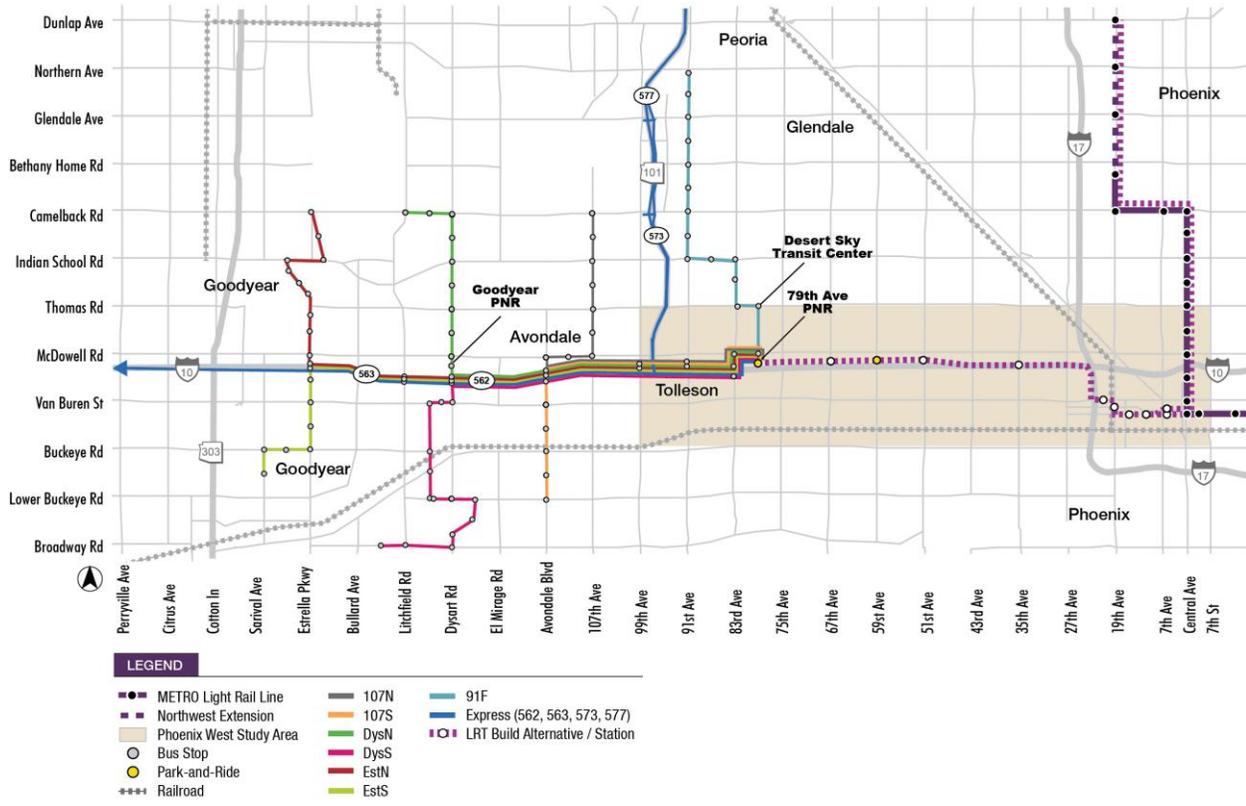
Route No.	Description	Headways (minutes)	
		Peak	Off-peak
<b>Light Rail</b>			
-	CP/EV Starter Line	10	10
NEW	<b>New</b> 79 <sup>th</sup> Avenue Park-and-Ride to State Capitol to Downtown Phoenix north to 19 <sup>th</sup> Avenue and Dunlap Avenue	10	10
<b>Express Bus</b>			
460	<b>Removed</b> I-10 West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

Source: METRO 2012

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



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



Source: METRO 2012

### 5.1.4 Travel Forecasting Estimates

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

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

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

Source: METRO 2010



### 5.1.5 Fiscal Impact of the Locally Preferred Alternative

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

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

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

Source: METRO 2012

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

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

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

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

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

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

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



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

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

Source: METRO 2012

## 5.2 PUBLIC PROCESS

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

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

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



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

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

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

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

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

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



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

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

### 5.3 RATIONALE FOR RECOMMENDED ALTERNATIVE

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

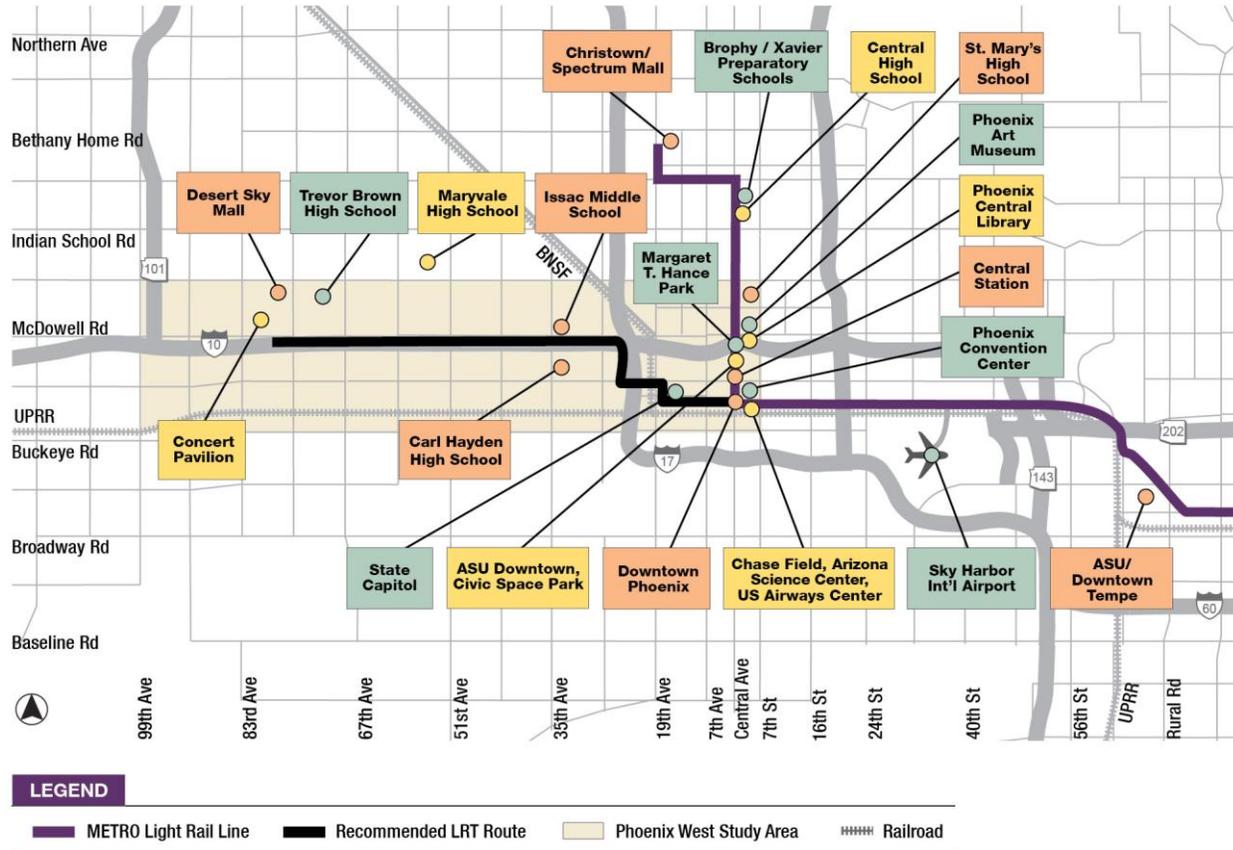
**Table 11. Benefits Associated with the Recommended LPA**

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

Source: METRO 2012



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



Source: METRO 2012

## 5.4 CORRIDOR ADVANCED TRANSIT OPPORTUNITIES PROGRAM

### 5.4.1 Purpose

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

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

- ROW Coordination and Preservation
- Improved Mobility



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

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

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

### **Improved Mobility**

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

### **Investment for the Future**

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

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

### **Multi-modal Coordination**

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

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

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



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

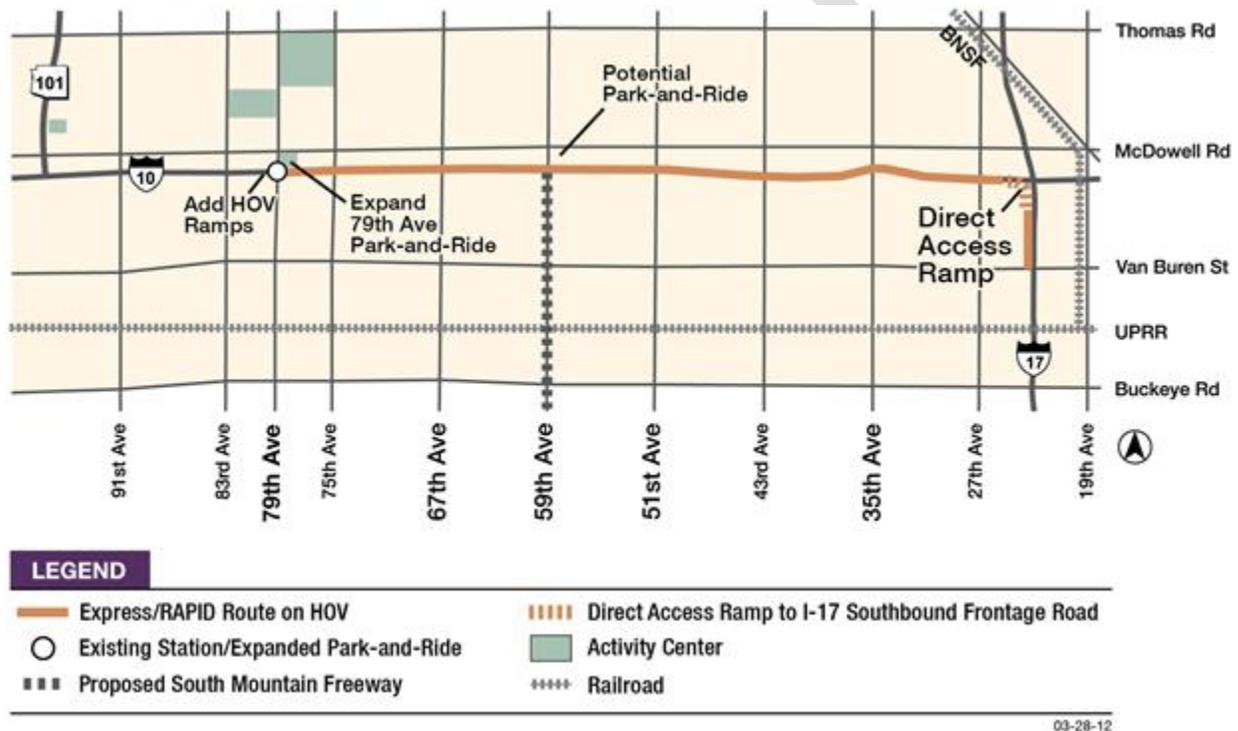
### 5.4.2 CATO Program Elements

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

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

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

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



Source: METRO 2012

## 5.5 OUTSTANDING ISSUES

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



## Mainline Section

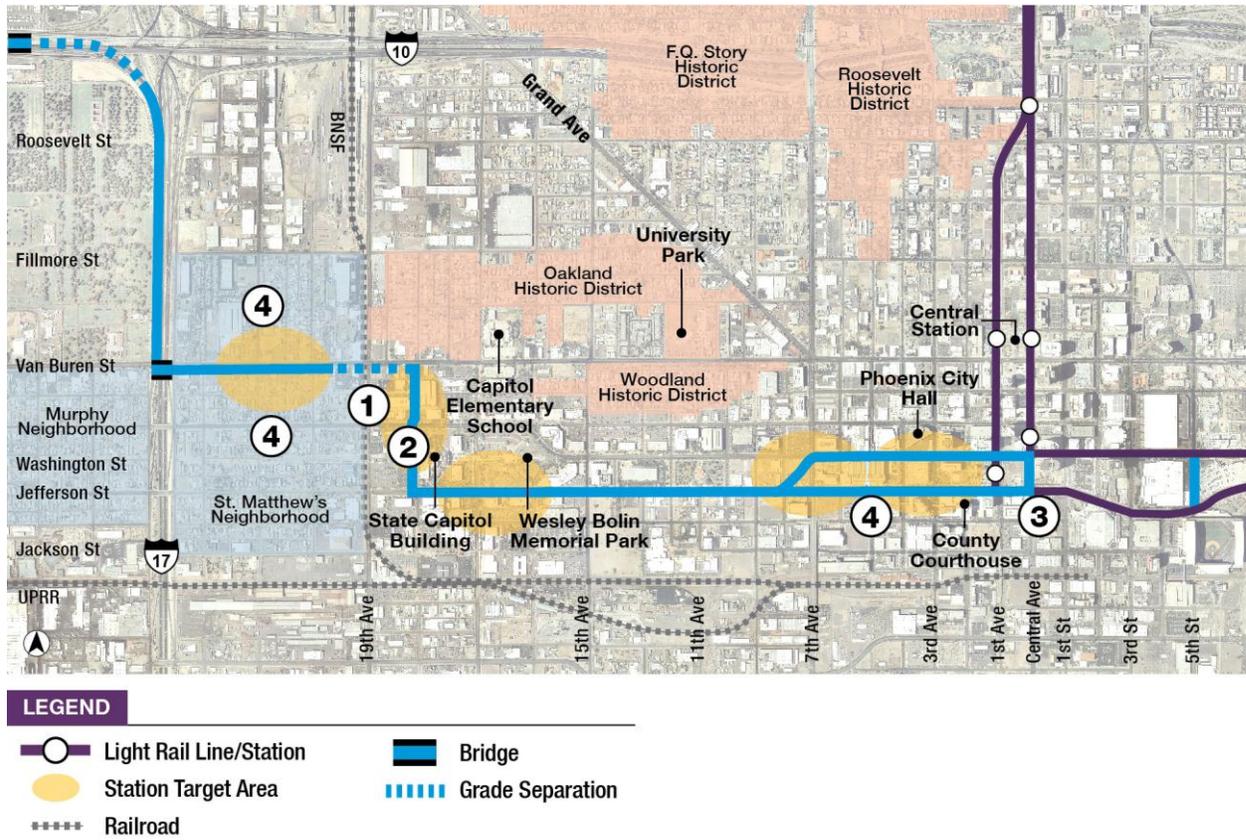
- Determine specific location between 43<sup>rd</sup> and 51<sup>st</sup> Avenues where LRT guideway would transition from the I-10 freeway median to the north side of the freeway, parallel to the drainage channel. A traffic study was completed to determine an appropriate approach to meeting grade separation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

## Downtown Section

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

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

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



05-11-12

Source: METRO 2012

## 5.6 SUMMARY OF PHOENIX WEST EXTENSION STUDY RECOMMENDATIONS

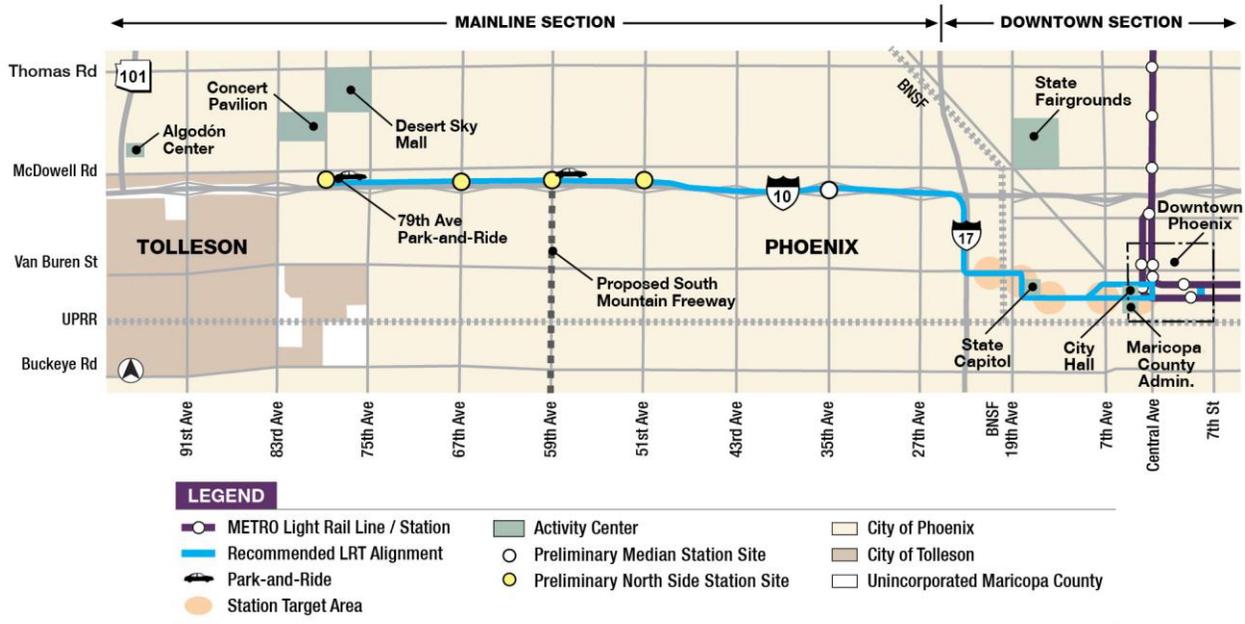
This section summarizes the preliminary METRO recommendations from the Phoenix West Extension AA Study.

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



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

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



Source: METRO 2012



## **6.0 NEXT STEPS**

### **6.1 PROJECT DEFINITION**

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

### **6.2 ENGAGE IN NEPA**

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

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

### **6.3 NOTICE OF INTENT**

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

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

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



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

## 6.5 SCHEDULE

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

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

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

Source: METRO 2012



## **Appendix A**

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

DRAFT



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**Appendix B**

**Standard Cost Category Worksheet**

**Build Alternative**

DRAFT

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

July 10, 2012

**SUBJECT:**

MAG Federally Funded Locally Sponsored Project Development Status Report

**SUMMARY:**

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

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

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

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

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

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

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

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects should congress fail to authorize a new highway act or pass a continuing resolution.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

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

**PRIOR COMMITTEE ACTIONS:**

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

Transportation Review Committee: On June 28, 2012, the Transportation Review Committee (TRC) recommended approval of the Project Development Status Report June 2012 with the following two corrections to the Report: FTM11-201 will make deadline for FY2012 authorization based on updated information received on 6-26-2012; keep project in FY2012. TMP14-102 showed that the project did not meet schedule and policy due to a script error, project does meet policy and report is corrected.

**MEMBERS ATTENDING**

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

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

**EX-OFFICIO MEMBERS ATTENDING**

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

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

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

**CONTACT PERSON:**

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



PROJECT STATUS REPORT JUNE 2012

**Maricopa Association of Governments**

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

**Phoenix, AZ 85003**

**Phone: 602-254-6300**

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

## Purpose and Scope

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

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

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

## Project Milestones and Project Deferrals

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

## Data Descriptions

### Project Information Columns:

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

### Project Scheduling Information Columns:

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

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

2. Environmental Columns:

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

3. Right-of-Way Columns:

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

4. IGA Approval Column:

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

5. FHWA Authorization Column:

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

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

Target Dates Row:

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

Agency Schedule Rows:

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

Schedule Status Rows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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