

September 11, 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 MEETING TIME)**
Wednesday, September 19, 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
September 19, 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 July 18, 2012, Meeting Minutes</u>	4A. Review and approval of the July 18, 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 to the Regional Transportation Plan 2010 Update, as appropriate.

Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified nineteen times with the last modification approved by the Regional Council Executive Committee on August 30, 2012. Since then, there is a need to modify projects in the programs. The changes included may be categorized as exempt from conformity determinations, and administrative modifications do not require a conformity determination. This item is on the September 12, 2012, MAG Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4C. Local Match Consideration for Glendale Right of Way Costs for Northern Parkway

Glendale has acquired significant right of way for the planned Northern Parkway project, which is included in the Arterial Life Cycle Program (ALCP). Since the project will include federal funds, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are involved in determining the eligibility of project costs for reimbursement with federal funds. The ALCP Policies and Procedures states that for federally funded projects, the eligibility for both the reimbursement of costs with federal funds and for the calculation of the required local match will follow federal guidelines. ADOT and FHWA have determined that \$560,597 of right of costs submitted by Glendale are ineligible for federal reimbursement. MAG staff has reviewed all of the information and analysis provided by Glendale, ADOT and FHWA and determined that the costs incurred by Glendale are directly related to the right of way needed for Northern Parkway and would be acceptable for either reimbursement or the required ALCP local match if the project did not include federal funds. MAG staff recommended that an exception to the adopted ALCP policy be made to allow the \$560,597 to be included in the calculation of the local match for Northern Parkway. On August 23, 2012, the MAG Transportation Review Committee concurred with the recommendation. This item is

4C. Recommend allowing Glendale to include the \$560,597 of Northern Avenue right of way expenditures as part of the required local match for the project.

on the September 12, 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. Rebalancing of the Draft FY 2013 Arterial Life Cycle Program

The Regional Transportation Plan (RTP) identified 94 arterial street projects to receive funding from the Regional Area Road Fund (RARF), MAG Surface Transportation Program (STP-MAG) funds, and Congestion Mitigation and Air Quality (CMAQ) funds. The Arterial Life Cycle Program (ALCP) provides information for each project spanning a 20-year life cycle. On July 25, 2012, the Regional Council approved project changes contained in the ALCP, the amendments and modifications to the FY 2011-2015 MAG Transportation Improvement Program (TIP), and Regional Transportation Plan 2010 Update, and the associated new finding of conformity. Due to lower revenue projections, the ALCP needs to be rebalanced. Based on the information provided by the ALCP working group and Lead Agencies, and revenue streams from RARF, STP-MAG, and CMAQ funds, MAG staff has financially rebalanced a Draft FY 2013 ALCP. The draft ALCP includes a recommendation for a policy exception that eliminates bonding and adjustments for inflation on reimbursements, which will allow the draft program to be in balance. On August 23, 2012, the MAG Transportation Review Committee recommended approval. This item is on the September 12, 2012, MAG Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

6. Update on the Southeast Corridor Major Investment Study

The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, was

5. Recommend approval of (1) the Draft FY 2013 Arterial Life Cycle Program and (2) the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate.

6. Information and discussion.

amended by the MAG Regional Council Executive Committee in March 2010 to include \$300,000 to conduct the Southeast Corridor Major Investment Study. On May 17, 2010, the MAG Regional Council Executive Committee selected HDR, Inc. to conduct the study. The consultant has completed its efforts with the project, and a presentation on the study's findings will be made. Please refer to the enclosed material.

7. Update on Environmental Impact Statements for Interstates 10 and 17

Environmental Impact Statement (EIS) studies for capacity expansion of Interstate 10 between the SR-51/SR-202L "MiniStack" and SR-202L "Pecos Stack" traffic interchanges and Interstate 17 (I-17) between the Interstate 10 (I-10) "Split" and SR-101L "North Stack" traffic interchanges have been underway for a number of years. Since the studies were initiated, a number of factors have changed, including the economic situation (which substantially impacted revenues). The proposed projects that were being studied for each corridor substantially exceeded the resources available by two to four billion dollars. In addition, the possible implementation of managed lanes and potential conflicts with Sky Harbor International Airport have resulted in a decision to suspend both studies at this time. One option that is being considered is to study the I-17 / I-10 spine that stretches from the I-17/SR-101L "North Stack" to the SR-202L "Pecos Stack" as one corridor rather than as two separate corridors. The section of I-17 around the Durango Curve is at the end of its service life and could be significantly improved to add capacity to the system rather than directing more traffic through the I-10 tunnel. A presentation will be provided to update the Transportation Policy Committee on this decision and potential steps for moving forward with projects in both corridors. Please refer to the enclosed material.

8. ADOT Passenger Rail Corridor Study Update

The Arizona Department of Transportation (ADOT) Passenger Rail Corridor Study has begun

7. Information and discussion.

8. Information and discussion.

the alternatives analysis portion of the study and has met with numerous stakeholders to discuss a set of alternatives to carry forward through an evaluation process. This presentation will provide an overview of the alternatives analysis to date and propose a set of alternatives to carry forward as conceptual alternatives. Please refer to the enclosed material.

9. 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.

10. 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

9. Information and discussion.

10. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

July 18, 2012
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- Mayor W. J. "Jim" Lane, Scottsdale, Chair
- * Mayor Jackie Meck, Buckeye, Vice Chair
- F. Rockne Arnett, Citizens Transportation Oversight Committee
- Ron Barnes, Total Transit
- # Mayor Bob Barrett, Peoria
- Dave Berry, Swift Transportation
- Jed Billings, FNF Construction
- Councilmember Ben Cooper, Gilbert
- * Councilmember Shana Ellis, Tempe
- Councilmember Dick Esser, Cave Creek
- Joseph La Rue, State Transportation Board
- * Mark Killian, The Killian Company/Sunny Mesa, Inc.
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- * Garrett Newland, Macerich
- # Mayor Marie Lopez Rogers, Avondale
- Mayor Georgia Lord, Goodyear
- Mayor Elaine Scruggs, Glendale
- Councilmember Jack Sellers, Chandler
- * Mayor Scott Smith, Mesa
- Mayor Greg Stanton, Phoenix
- * Karrin Kunasek Taylor, DMB Properties
- * 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 12:07 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Bob Barrett participated in the meeting by telephone.

Chair Lane announced that the revised material for agenda item #4B that was previously emailed was at each place.

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

Mr. Arnett moved to recommend approval of agenda items #4A and #4B on the consent agenda. Mr. Barnes seconded, and the motion carried unanimously.

4A. Approval of the May 16, 2012, Meeting Minutes

The Transportation Policy Committee, by consent, approved the May 16, 2012, meeting minutes.

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

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update; and necessary project funding modifications related to approved federal fiscal year 2012 Closeout projects, based on the forthcoming final apportionment tables from Federal Highway Administration and Federal Transit Administration. 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 proposed 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 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. At that time, the schedule changes in Tables C and D will be incorporated into the ALCP.

5. Phoenix West Extension Locally Preferred Alternative Report Recommendations

Eileen Yazzie, MAG staff, provided a report on the Phoenix West Extension Locally Preferred Alternative Report recommendations. She stated that METRO, 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).

Ms. Yazzie noted that the requested motion was a three part process. She said that the Tempe LPA for the modern streetcar was a five-part process and the Mesa Light Rail extension was a three-part process. She explained that this is the final step in the approval process for the Phoenix West extension. Ms. Yazzie displayed a map of the study area and noted that it was broken down into two different areas: mainline and downtown.

Ms. Yazzie stated that the Alternatives Analysis process for the Phoenix West extension started five years ago. Ms. Yazzie stated that the study documents are available on the MAG Transit Committee web page if people would like to download the materials.

Ms. Yazzie reviewed approvals to date: Recommendations for high capacity transit improvements in the Interstate 10 right-of-way west of Interstate 17 - Phoenix City Council, April 2008; METRO Board, June 2008; and MAG Regional Council, July 2008. Recommendations for acceptance for the Alternatives Analysis Locally Preferred Alternative: Phoenix City Council, May 15, 2012, and the METRO Board, May 17, 2012.

Ms. Yazzie then described the Phoenix West extension study area, which is bounded on the north by Thomas Road, on the south by Buckeye Road, on the west by Loop 101, and on the east by 7th Street. For the purposes of alternatives development and analysis, the corridor was divided into two sections: the mainline and downtown alignments. Ms. Yazzie noted that there was extensive community involvement and input in the development of the recommended route, especially by the St. Matthew's neighborhood. She stated that hundreds of people attended City of Phoenix and METRO stakeholder meetings. Ms. Yazzie stated that community leaders spoke at the METRO Board meeting when the alignment was approved, and indicated they were pleased with the alignment. Ms. Yazzie then noted that the recommended alignment will utilize the western frontage road of Interstate 17. She stated that the light rail passes by the state capitol complex.

Ms. Yazzie stated that light rail transit and bus rapid transit technologies were studied. She advised that over the duration, light rail has lower costs. Ms. Yazzie stated that the number of projected 2030 daily boardings for light rail is almost 33,000, for bus rapid transit it is 9,200; hourly capacity one-way of light rail is 5,000 and bus rapid transit is 1,000; the travel time for light rail is 19 minutes and for bus rapid transit is 26 minutes.

Ms. Yazzie reviewed the funding sources for capital costs, which include the Public Transportation Fund, the City of Phoenix Transit 2000 tax, Congestion Mitigation and Air Quality Improvement funds, and FTA Section 5309 New Starts funds.

Ms. Yazzie stated that the opening year (2023) annual operating cost for the Phoenix West extension LRT project from 79th Avenue to Downtown Phoenix is \$17 million and from 79th Avenue to 19th Avenue/Dunlap is \$29.3 million.

Ms. Yazzie stated that four elements along this corridor, called corridor advanced transit opportunities, will be built as a part of this light rail project. She noted that the elements include adding HOV ramps, expanding the 79th Avenue park and ride lot, adding a park and ride lot at 59th Avenue, and building a direct access ramp to the Interstate 17 southbound frontage road. Ms. Yazzie noted that these improvements will provide better transit times for bus riders in the West Valley. She added that if any opportunities for funding arise, any of these four projects could be done in advance of light rail and be of benefit to the region.

Mr. Berry asked if benefit meant saving money or moving more people. Ms. Yazzie stated that these four components are in the light rail analysis. She said that a number of bus users would benefit timewise and these projects would not be throwaway projects.

Ms. Yazzie concluded her presentation by displaying the three-part motion on screen. She advised that Tom Callow, who works with METRO, was present to assist with technical questions.

Chair Lane thanked Ms. Yazzie for her report and asked if there were questions.

Eric Anderson, MAG Transportation Director, stated that there was extensive coordination with ADOT throughout the study process because much of this project was in the ADOT right-of-way. He noted that ADOT agreeing with having light rail in its right-of-way prompted the Regional Council action in 2008 to have light rail in the right-of-way corridor. Mr. Anderson said that they also coordinated with ADOT to ensure that the future construction of the South Mountain Freeway would not negatively impact light rail. He added that the 59th Avenue park and ride lot came out of that coordination activity. Mr. Anderson stated that they worked with ADOT engineers to add additional highway capacity in the I-10 corridor, in particular, an HOV lane or managed lane. He advised that they wanted to ensure that whatever happened with transit, it would not negatively impact the additional capacity of I-10. Mr. Anderson noted that the I-10 median was reserved for possible transit use in the environmental impact statement done for I-10 in 1977 or '78.

Chair Lane stated that his question would have been whether there would be any restriction or limitation to existing traffic lanes and Mr. Anderson had said that transit had already been planned for that application. Mr. Anderson replied that was correct. Chair Lane asked for confirmation that there would be no reduction in the number of traffic lanes, either in the median or north of I-10. Mr. Anderson replied that was correct.

Chair Lane asked the thought process for using the existing right-of-way. Mr. Anderson explained that early in the alternatives analysis, other alignments were looked at for light rail in the vicinity of I-10, including McDowell and Van Buren, but the alternatives analysis determined there were limited opportunities along arterials and I-10 was the best place.

Mr. Berry asked if the cost per trip of light rail was offset by the farebox. Ms. Yazzie replied that the fares are reduced from the total cost. Mr. Berry asked the source for some of the \$16.20 cost per boarding is Proposition 400. Mr. Anderson replied that the operating cost for light rail is the responsibility of the operating agency.

Mr. Berry asked if the cities were aware of their responsibilities for the operating costs. Mr. Callow replied that the cities are aware of the cost. He went on to explain that the \$16.20 is the capitalized cost spread over the lifetime plus the operating cost, which is currently \$13.60 per rider and does not include capital costs. Mr. Callow said that they are recovering 25 percent of the operating cost through the fare system and there is a 75 percent subsidy.

Mr. Berry asked if this project was located entirely in Phoenix. Mr. Callow replied that was correct. He said Phoenix does know this will be a burden to the future extension of Transit 2000 and he noted that this project is not in the current Transit 2000 plan. Mr. Callow stated that Transit 2000 would need to be extended for this project to be built. He advised that having a secured funding source in place for operations is required by the federal government or it will not participate.

Mr. Berry commented that he thought the use of the drainage channel was a clever solution because it was a bit of an eyesore, and he was appreciative of ADOT's cooperation.

Mr. Arnett asked if there was a sense for future cost projections. Mr. Callow replied that they update the life cycle program each year. Mr. Anderson stated that the FTA does extensive due diligence on its own by having an independent financial consultant review the capital and operating plans that are also subject to risk assessments. Mr. Anderson stated that the federal government wants to ensure that the project will be completed and the agency can afford to operate it. Mr. Callow advised that an agency cannot get a full funding grant agreement without fully vetting finances.

Mr. Arnett asked if the technology that would be used to make the crossover at the drainage channel at 43rd Avenue. He also asked if the crossings at north-south arterials would be at-grade or above grade with crossings looking down onto neighborhoods. Mr. Callow said that it is somewhat of a misnomer to describe the crossover at the drainage channel. He said there are a few tight spots they would have to put the drainage channel in a box culvert, but for the most part runs adjacent to the drainage channel in a maintenance road. Mr. Callow noted there are maintenance roads on either side of the channel and ADOT has agreed to allow the use of one of the roads. He added that it would not be elevated, but at-grade. Mr. Callow pointed that there is an agreement with ADOT that an elevated crossing with a station would be constructed at 51st Avenue, which is the most heavily traveled road crossing I-10. He noted that this is an entirely industrial area and not a residential area. Mr. Callow stated that the other crossings would be at-grade, similar to those crossings at SR-153 and Loop 101.

Mr. Arnett remarked that the criticism of light rail coming from the southeast will be the expense due to the three at-grade crossings that will be required. Mr. Arnett also asked if this would impede traffic at all. Mr. Callow replied that it actually works in sync with the existing traffic signal.

Mr. Anderson stated that MAG has been working with METRO and ADOT on this issue for a couple of years and includes running a computer simulation model of present day to year 2030. He said that he was convinced that 51st Avenue was one of the most heavily traveled roads crossing I-10 after observing the traffic flows from ADOT's cameras. Mr. Anderson stated that additional grade separations might be required as engineering work proceeds. He commented on the significant amount of commercial truck traffic in this area and he stated that safety is paramount.

Mr. Callow stated that with the design of the South Mountain interchange with I-10, 59th Avenue will no longer have direct access to I-10, and it would interface with access roads.

Mr. Berry stated that the area south of I-10 from 43rd Avenue to 91st Avenue and beyond is primarily a heavy warehouse district. Mr. Berry suggested that westbound trucks on 75th Avenue being unable to turn right on red at 6:00 a.m. will cause a backup onto the freeway. He noted that from what he has seen, turning right on red with light rail is a problem. Mr. Anderson replied that this was an issue in the early analysis, but the alignment being on the north side is better than on the south side.

Mr. Berry indicated his support for the project and added that a good plan is needed so that business and commerce in that area are not affected negatively.

Mr. Callow stated that early in the design they looked at adding an additional right turn lane.

Mr. Billings asked about the transition of light rail from the north side to the middle of I-10. Mr. Callow described it as a flyover, similar to that of Loop 101 to SR-51 where the HOV ramps come up from the middle and cross over.

Chair Lane referenced the comparison of light rail to bus rapid transit. He noted that the total cost per boarding is substantially impacted by the fact that there is one-third the number of passengers and that a trip would take one-third more time on bus rapid transit than light rail. Chair Lane asked about the attractiveness factors in making the choice to use transit.

Mr. Callow stated that the total valleywide ridership on the existing Rapid bus system is 3,400 on all alignments and light rail is close to 20,000 ridership on just one alignment. He noted there is a perception issue and some people will ride light rail but will not ride buses.

Chair Lane asked about the farebox return. He noted that at one time there was concern for paying passengers versus the cost for inspectors aboard the trains. Mr. Callow replied that the farebox return is currently at 28 percent.

Mayor Scruggs stated that the farebox return is a source of discussion at the Valley Metro board meetings. She said that they have an imposed limit, which she thought was 26 percent, that they will not increase riders' rates as long as that limit is met or exceeded. Mayor Scruggs asked if a similar threshold had been established for light rail. Mr. Callow replied that the fares are established for the entire system and what applies to bus would apply to light rail.

Mayor Scruggs suggested that having a discussion of a ceiling on farebox recovery might be appropriate moving forward. She stated that to get people to use mass transit, an incentive was needed through lower rates, but if transit is going to become the mode of transportation for the Valley, it will become unrealistic to say we never want to recover more than 26 percent of costs through the farebox.

With no further questions, Chair Lane called for a motion. Mayor Stanton moved to 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.

Councilman Esser, seconding the motion, expressed his support for the project.

Before a vote was taken, Mayor Stanton stated that it was important to note that the alignment through the St. Matthew's neighborhood that was shown onscreen is not the original alignment. He said that City and METRO staff worked with the neighborhood to make the appropriate changes and residents now support the project. Mayor Stanton stated that the project will add some economic development opportunities for Van Buren Street, and he expressed his appreciation for the great leadership demonstrated by neighborhood leaders in this process.

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

6. MAG Federally Funded Locally Sponsored Projects Development Status Report

Teri Kennedy, MAG staff, provided a report on the MAG Federally Funded Locally Sponsored Projects Development Status Report. She stated that the MAG Federal Fund Programming Guidelines & Procedures were approved by the MAG Regional Council on October 26, 2011, and outline the requirements for local agencies to submit status information on the development of their federal funded projects. Ms. Kennedy advised that the goal is to ensure full utilization of all federal funding Obligation Authority made available to the region each year. She noted that this Project Development Status Report focuses mainly on projects that are programmed to obligate in Federal Fiscal Year (FFY) 2012, 2013, and 2014.

Ms. Kennedy pointed out that the June 2012 status report shows the projects that are on time: 28 projects in FFY 2012, 31 projects in FFY 2013, and 32 projects in FFY 2014. She stated that it is important to note that the process is working effectively; in the January 2012 report, 64 percent of FY 2012 projects and 65 percent of the FY 2013 projects were on time; in June 2012, 93 percent of the FY 2012 and 89 percent of the FY 2013 projects were on time.

Ms. Kennedy stated that the June estimate based on FFY 2012 project submittals shows an availability for the FFY 2013 of an estimated \$11-14 million. Ms. Kennedy stated that federal transportation authorization was extended through the Moving Ahead for Progress in the 21st Century (MAP-21) bill signed by President Obama on July 6, 2012. She noted that programs are being evaluated and funding levels will be adjusted and integrated into future reports. Ms. Kennedy stated that a better closeout number should be known in August.

Ms. Kennedy stated that the Dynamic TIP process includes three decision levels for each reporting cycle: Tier One, current year priorities are determined and approved; Tier Two, future year projects may advance if funding is available; and Tier Three, multiple options available to add new projects, increase funding, etc. She stated that approval of this item will allow projects programmed in the

TIP to move forward based on the agencies' schedules and complete Tier One of the process. Ms. Kennedy stated that Tier Two and Tier Three of the process can then proceed.

Chair Lane thanked Ms. Kennedy for her report and asked members if they had questions.

Mr. Berry noted that he saw several projects related to dust proofing and asked if they were a part of the MAG PM-10 Plan. Ms. Kennedy replied that was correct. Mr. Berry asked for clarification that they seemed to be moving forward on time. Ms. Kennedy noted that there were two deferrals in 2012 and three deferrals in 2013. Mr. Berry asked if any of the deferrals would impact the MAG PM-10 plan. Ms. Kennedy replied that the detail was included in the Project Status Report whether they were PM-10 projects. Mr. Berry expressed that it was important to keep the PM-10 Plan moving ahead because we are under the gun with EPA.

With no further questions, Mr. Barnes moved to 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. Mayor Scruggs seconded, and the motion passed unanimously.

7. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He reported on the new federal surface transportation legislation, Moving Ahead for Progress in the 21st Century, or MAP-21, which was signed into law by President Obama on July 6, 2012. Mr. Pryor stated that staff is still working with national associations and looking for federal guidance on final interpretation of the law and funding amounts.

Mr. Pryor stated that the legislation marks a significant bipartisan compromise that was somewhat unexpected in this election year. He noted that the previous surface transportation authorization, SAFETEA-LU, expired three years ago and has since been extended 10 times.

Mr. Pryor stated that MAP-21 provides certainty and stability through September 30, 2014. He said that broadly, MAP-21 preserves much of the status quo. Mr. Pryor advised that a long-term sustainable funding solution was not developed, and he added that the fuel tax is not enough to cover costs. To meet MAP-21 funding requirements, in addition to fuel tax revenue, \$19 billion in general fund transfers, \$2.4 billion from the Leaking Underground Storage Tank trust fund, and ten years of offsets from the Pension Funding Stabilization Initiative and the Pension Benefit Guaranty Corporation will be needed. Mr. Pryor noted that these offsets will make it even more difficult to identify funding for the next authorization.

Mr. Pryor then reported on some of the main provisions of the legislation. He said that the National Highway System and the Highway Bridge Program were consolidated into the new National Highway Program. Mr. Pryor stated that there is a call for performance measures in MAP-21. Metropolitan Planning Organizations (MPOs) are to establish targets that address national

performance measures in coordination with the State and providers of public transportation. Mr. Pryor stated that MPO funding is taken off the top from states' total highway formula apportionment in percentages they had from the 2009 apportionments. For transit, there is a move toward formula-based allocations, and he said that a consolidation of programs may affect what types of projects are eligible for funding. Mr. Pryor stated that MAG staff is working with agency partners to better understand changes to transit funding and programs.

Mr. Pryor stated that streamlining is a significant portion of MAP-21 and provides for a four-year deadline for project approval, for exempting more categories of projects from environmental assessments, and for expedited review (for most projects, it requires agencies with oversight responsibilities to conduct environmental review concurrently). Mr. Pryor stated that there are financial penalties when agencies fail to make decisions by deadlines.

Mr. Pryor stated that the new National Freight Policy will designate a primary freight network of 27,000 miles and require the development of a national freight strategic plan, which may be truck oriented, but national associations might push for a multimodal approach. Mr. Pryor stated that freight projects are eligible for \$500 million nationwide as projects of national and regional significance. He added that staff is working to understand potential opportunities for Arizona.

Mr. Pryor stated that for tribal transportation, the name was changed from the Indian Reservation Roads Program to the Tribal Transportation Program. He noted that MAP-21 includes a new funding formula which will be population based versus lane mile based and this may benefit smaller reservations with relatively large populations such as those in the MAG region.

Mr. Pryor stated that the segment of Interstate 11 from the Phoenix area to Las Vegas officially has been designated. He advised that no funding attached to this but it is a significant designation that allows for future potential funding. Mr. Pryor acknowledged the efforts of the MAG member agencies, regional organizations, the state, Senators McCain and Kyl from Arizona, and Senator Harry Reid of Nevada for pushing to make this designation happen.

Chair Lane asked how the ten year pension offsets would work into the funding number. Mr. Pryor replied that he did not have the number in front of him at the moment, but during the compromise they were looking to preserve certain provisions and funding amounts, virtually keeping everything the same as in SAFETEA-LU. Mr. Pryor noted that the fuel tax was insufficient to meet needs, and there was a transfer from the general fund and they looked at other areas.

Chair Lane asked if it was a type of fund sweep. Mr. Pryor replied that it appeared so. Chair Lane asked if the safeguard for these funds seems to be gone. Mr. Pryor said yes, and he added that payback is uncertain at this time. He indicated that he could check the language further for a payback provision.

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.

No requests were noted.

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.

Chair Lane noted that the August 15, 2012, TPC meeting had been canceled.

Adjournment

There being no further business, the meeting adjourned at 1:03 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

DATE:

September 11, 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 nineteen times with the last modification approved by the Regional Council Executive Committee on August 30, 2012.

The Arizona Department of Transportation (ADOT) and member agencies have requested project changes that include: deletions, cost changes, and additions for Interstate Maintenance (IM), National Highway Systems (NH), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ) funded projects. The City of Phoenix Public Transit Department, as the designated recipient of Federal Transit Administration funds for the urbanized area, has completed a competitive application process for the Job Access & Reverse Commute (5316), and New Freedom (5317), Federal Transit Administration programs and is requesting the projects be added to the TIP. Transit preventative maintenance, and adjustments to funding on transit items have been added to the project changes. All requested project changes and additions are included in Table A.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

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 to the Regional Transportation Plan 2010 Update, as appropriate.

PRIOR COMMITTEE ACTIONS:

This item is on the September 12, 2012, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

This item was recommended for approval on the August 23, 2012, at the MAG Transportation Review Committee TRC). Page 4 of the project changes was added since the TRC took action.

MEMBERS ATTENDING

- | | |
|---|---|
| Scottsdale: David Meinhart, Chair | Litchfield Park: Woody Scoutten |
| Avondale: David Fitzhugh, Vice-Chair | Maricopa County: John Hauskins |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Mesa: Jeff Martin for Scott Butler |
| Buckeye: Scott Lowe | Paradise Valley: Jim Shano |
| Chandler: Dan Cook for Patrice Kraus | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum for Lance Calvert | Phoenix: Rick Naimark |
| Fountain Hills: Randy Harrel | Queen Creek: Troy White |
| * Gila Bend: Eric Fitzer | Surprise: Bob Beckley |
| * Gila River: Doug Torres | Tempe: Chad Heinrich |
| Gilbert: Leah Hubbard | Valley Metro: John Farry |
| Glendale: Bob Darr for Terry Johnson | Wickenburg: Rick Austin |
| Goodyear: Cato Esquivel | Youngtown: Grant Anderson for Lloyce Robinson |
| * Guadalupe: Gino Turrubiarres | |

EX-OFFICIO MEMBERS ATTENDING

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

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

8/23/2012

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length in miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT12-133	ADOT	17: SR101L - Anthem Way	Construct FMS	2013	Jun-14	14	8	8	CMAQ	\$0	\$7,638,000	\$462,000	\$8,100,000	Admin Mod: Change project name to "SR101L -Anthem Way" from "SR101L -SR74"
DOT12-141	ADOT	74: Picacho Wash to Jct I-17	Design Pavement Preservation and Drainage Improvements	2012	May-14	8.8	2	2	STP-AZ	\$35,055	\$579,945	\$0	\$615,000	Amend: Increase total project budget by \$300,000 from \$315,000 to \$615,000. Additional funding is needed due to adding drainage improvements to this project.
DOT13-194	ADOT	10: 3rd Ave and 3rd St	Design Pump Station Improvements	2013	Apr-14	0.1	10	10	HM	\$7,125	\$117,875	\$0	\$125,000	Amend: Delete district minor design project from the TIP: Reprioritized Phoenix District Minor Program.
DOT13-190	ADOT	10: 3rd Ave to 3rd St, Deck Park Tunnel	Design Drainage Improvements	2013	Jun-14	1	10	10	IM	\$23,085	\$381,915	\$0	\$405,000	Amend: Increase total project budget by \$280,000 from \$125,000 to \$405,000. ADOT District Minor project.
DOT13-106	ADOT	10: SR85 - Verrado Way, EB	Design Pavement Preservation	2013	Jun-14	7	6	6	IM	\$18,696	\$309,304	\$0	\$328,000	Amend: Add a new pavement preservation design project in FY 2013 for \$328,000.
DOT13-192	ADOT	10: Wild Horse Pass to Queen Creek	Design Widening, EB	2013	Jun-14	2	4	5	IM	\$17,157	\$283,843	\$0	\$301,000	Amend: Increase total project budget by \$51,000 from \$250,000 to \$301,000. ADOT District Minor Project.
DOT13-108	ADOT	101 (Agua Fria Fwy): I-10 to I-17	Design FMS	2013	Dec-14	22	6	6	NH	\$74,100	\$1,225,900	\$0	\$1,300,000	Amend: Add a new FMS design project in FY 2013 for \$1,300,000. To complete FMS project before February 2015.
DOT13-154	ADOT	74: I-17 and Lake-Pleasant Parkway	Design Drainage Improvements	2013	Mar-16	0.3	2	2	STP	\$4,275	\$70,725	\$0	\$75,000	Amend: Delete district minor design project from the TIP: Reprioritized Phoenix District Minor Program.
DOT13-109	ADOT	87: at McDowell Rd	Design Signal Light	2013	Jun-14	0.1	4	4	STP	\$11,685	\$193,315	\$0	\$205,000	Amend: Add a new traffic signal light design project in FY 2013 for \$205,000.
DOT13-107	ADOT	88: Apache Jct - Tortilla Flat	Design Pavement Preservation	2013	Nov-14	9	2	2	STP	\$19,095	\$315,905	\$0	\$335,000	Amend: Add a new pavement preservation design project in FY 2013 for \$335,000.
DOT13-163	ADOT	Various - I10 and SR101L	Scope Drainage Tunnel System Improvements	2013	Jun-15	0.2	8	8	NH	\$5,700	\$94,300	\$0	\$100,000	Amend: Delete district minor scoping project from the TIP: Reprioritized Phoenix District Minor Program.
DOT13-162	ADOT	SR101L at various locations: 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	\$106,590	\$1,763,410	\$0	\$1,870,000	Amend: Increase total project budget by \$200,000 from \$1,670,000 to \$1,870,000. ADOT District Minor project.

Maricopa Association of Governments

HIGHWAY			cont'd											
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
MES07-315	Mesa	Southern Ave at Country Club Dr	Construct intersection improvement	2013	2014	0.5	6	6	CMAQ	\$ 390,000	\$ 910,000	\$ -	\$ 1,300,000	Amend: Change the work description to match that used in the ALCP and reduce to the minimum federal match. Multiple funding sources on this project.
MES14-117CZ	Mesa	Southern Ave at Country Club Dr	Construct intersection improvement	2013		0.5	6	6	CMAQ	\$ -	\$ 910,000	\$ -	\$ 910,000	Amend: Delete. The line item duplicates an existing line item and the TIP ID for that line item is already in use by ADOT.

TRANSIT														
TIP #	Agency	Project Location	Project Description	Fiscal Year	A.L.I.	Match	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	
PHX12-105T	Phoenix (CASS)	Regionwide	Operating Assistance: temporary employment operating assistance - FY2012 JARC funding	2012	30.09.01	50%	2012	5316	\$ 24,208	\$ 24,208	\$ -	\$ 48,416	Amend: Add new project to the TIP	
GLN12-102T	Glendale	Glendale	Operating Assistance: Rt 60 - Bethany Home Road - FY2012 JARC funding	2012	30.09.01	50%	2012	5316	\$ 336,208	\$ 336,208	\$ -	\$ 672,416	Amend: Add new project to the TIP	
PHX12-106T	Phoenix	Phoenix	Operating Assistance: Routes 3, 17 & 29 - FY2012 JARC funding	2012	30.09.01	50%	2012	5316	\$ 808,519	\$ 808,519	\$ -	\$ 1,617,038	Amend: Add new project to the TIP	
SUR12-101T	Surprise	Surprise	Operating Assistance: Route 571 - FY2012 JARC funding	2012	30.09.01	50%	2012	5316	\$ 195,000	\$ 195,000	\$ -	\$ 390,000	Amend: Add new project to the TIP	
TOL12-101	Tolleson	Tolleson	Operating Assistance: Zoom Route - FY2012 JARC funding	2012	30.09.01	50%	2012	5316	\$ 120,500	\$ 120,500	\$ -	\$ 241,000	Amend: Add new project to the TIP	
VMT12-105T	RPTA/ Valley Metro	Regionwide	Operating Assistance: NextRide Project - FY2012 JARC funding	2012	30.09.01	50%	2012	5316	\$ 25,000	\$ 25,000	\$ -	\$ 50,000	Amend: Add new project to the TIP	
VMT12-106T	RPTA/ Valley Metro	Regionwide	Operating Assistance: Route 251 - F	2012	30.09.01	50%	2012	5316	\$ 290,000	\$ 290,000	\$ -	\$ 580,000	Amend: Add new project to the TIP	
VMT12-107T	RPTA/ Valley Metro	Regionwide	Mobility Management: Travel Training Program - "Get Transit Smart" - FY2012 JARC funding	2012	11.7L.00	20%	2012	5316	\$ 23,595	\$ 57,365	\$ -	\$ 80,960	Amend: Add new project to the TIP	
GLN12-103T	Glendale	Glendale	Operating Assistance: Taxi Voucher Program - FY2012 New Freedom Funding	2012	30.09.01	50%	2012	5317	\$ 62,500	\$ 62,500	\$ -	\$ 125,000	Amend: Add new project to the TIP	
GLN12-104T	Glendale	Glendale	Bus Stop Accessibility Enhancements - FY2012 New Freedom Funding	2012	11.92.02	20%	2012	5317	\$ 56,000	\$ 224,000	\$ -	\$ 280,000	Amend: Add new project to the TIP	

Changes to TIP in Red

Maricopa Association of Governments

TRANSIT			<i>cont'd</i>										
TIP #	Agency	Project Location	Project Description	Fiscal Year	A.L.I.	Match	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PEO12-101T	Peoria	Peoria	Operating Assistance: DAR Plus - FY2012 New Freedom Funding	2012	30.09.01	50%	2012	5317	\$ 28,420	\$ 28,420	\$ -	\$ 56,840	Amend: Add new project to the TIP
PHX12-107T	Phoenix	Phoenix	Operating Assistance: Senior Cab Coupon Program (utilizing FY 2007 funds of \$82,101 returned & FY2011 funds of \$17,899)	2012	30.09.01	50%	2012	5317	\$ 100,000	\$ 100,000	\$ -	\$ 200,000	Amend: Add new project to the TIP
PHX12-108T	Phoenix	Phoenix	Program Administration - FY2012 New Freedom Funding	2012	44.21.00	0%	2012	5317	\$ -	\$ 27,989	\$ -	\$ 27,989	Amend: Add new project to the TIP
PHX12-109T	Phoenix	Phoenix	Operating Assistance: ADA Cab Coupon Program (utilizing FY2011 funds of \$23,634 returned & FY2012 funds of \$26,366)	2012	30.09.01	50%	2012	5317	\$ 50,000	\$ 50,000	\$ -	\$ 100,000	Amend: Add new project to the TIP
TOL12-102	Tolleson	Tolleson	Operating Assistance: Taxi Voucher Program - FY2011 New Freedom Funding	2012	30.09.01	50%	2012	5317	\$ 14,830	\$ 14,830	\$ -	\$ 29,660	Amend: Add new project to the TIP
PHX12-110T	Phoenix (NAU)	Phoenix	Operating Assistance: Senior Companion Program - FY2012 New Freedom Funding	2012	30.09.01	50%	2012	5317	\$ 68,715	\$ 68,715	\$ -	\$ 137,430	Amend: Add new project to the TIP
PHX12-111T	Phoenix (Benevilla)	Phoenix	Operating Assistance: Senior Program - FY2012 New Freedom Funding	2012	30.09.01	50%	2012	5317	\$ 31,800	\$ 31,800	\$ -	\$ 63,600	Amend: Add new project to the TIP
VMT12-108T	RPTA/ Valley Metro	Regionwide	Misc Bus Equip: Personal securement loops for vheelchair passengers - FY2011 New Freedom funding of \$7,879 and FY2012 New Freedom of \$761	2012	11.44.20	20%	2012	5317	\$ 2,160	\$ 8,640	\$ -	\$ 10,800	Amend: Add new project to the TIP
VMT12-109T	RPTA/ Valley Metro	Regionwide	Operating Assistance: Cab Coupon & Voucher Program - FY2012 New Freedom Funding	2012	30.09.01	50%	2012	5317	\$ 545,083	\$ 545,083	\$ -	\$ 1,090,166	Amend: Add new project to the TIP
VMT12-110T	RPTA/ Valley Metro	Regionwide	Mobility Management: Travel Training Program - FY2011 New Freedom funding	2012	11.7L.00	20%	2012	5317	\$ 56,888	\$ 103,363	\$ -	\$ 160,251	Amend: Add new project to the TIP

Changes to TIP in Red

TRANSIT - All Projects listed below have been added since the August 23, 2012 TRC Meeting

TIP #	Agency	Project Location	Project Description	Fiscal Year	A.L.I.	Match	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GLN12-813T	Glendale	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	2013	11.7A.00	20%	2012	5307	\$ 109,222	\$ 436,886	\$ -	\$ 546,108	Admin Mod: Increase federal funding
PEO12-807T	Peoria	Peoria: Citywide Paratransit	Preventive Maintenance	2013	11.7A.00	20%	2012	5307	\$ 33,402	\$ 133,607	\$ -	\$ 167,009	Admin Mod: Increase federal funding
PHX12-101T	Phoenix	Citywide	Install bus stop improvements (1% enhancement)	2013	11.92.02	20%	2012	5307	\$ 132,782	\$ 531,130	\$ -	\$ 663,912	Admin Mod: Increase federal funding
PHX12-825T	Phoenix	Regionwide	Preventive Maintenance	2013	11.7A.00	20%	2012	5307	\$ 6,411,956	\$ 25,647,825	\$ -	\$ 32,059,781	Admin Mod: Increase federal funding
SCT12-101T	Scottsdale	Scottsdale: Fixed Route	Preventive Maintenance	2013	11.7A.00	20%	2012	5307	\$ 76,309	\$ 305,235	\$ -	\$ 381,544	Admin Mod: Increase federal funding
SUR12-802T	Surprise	Surprise: Citywide Paratransit	Preventive Maintenance	2013	11.7A.00	20%	2012	5307	\$ 14,555	\$ 58,221	\$ -	\$ 72,776	Admin Mod: Increase federal funding
TMP12-807T	Tempe	Tempe: Fixed Route	Preventive Maintenance	2013	11.7A.00	20%	2012	5307	\$ 1,471,646	\$ 5,886,582	\$ -	\$ 7,358,228	Admin Mod: Increase federal funding
VMR12-105T	Valley Metro Rail	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance	2013	11.7A.00	20%	2012	5307	\$ 1,071,909	\$ 4,287,637	\$ -	\$ 5,359,546	Admin Mod: Increase federal funding
VMT12-813T	Valley Metro/ RPTA	Regionwide: Fixed Route	Preventive Maintenance	2013	11.7A.00	20%	2012	5307	\$ 2,030,281	\$ 8,121,124	\$ -	\$ 10,151,405	Admin Mod: Increase federal funding
AVN12-101T	Avondale	Regionwide	Operating:Operating Assistance	2013	30.09.01	50%	2012	5307-AVN UZA	\$ 1,000,279	\$ 1,000,279	\$ -	\$ 2,000,558	Admin Mod: Decrease Funding
PHX13-191T	Phoenix	Phoenix -Buses serving Rapid Routes on HOV system	Preventive Maintenance	2013	11.7A.00	20%	2012	5309-FGM	\$ 41,135	\$ 164,539	\$ -	\$ 205,674	Amend: New Project
VMR13-106	Valley Metro Rail	Phoenix, Mesa, Tempe - Light Rail	Preventive Maintenance	2013	11.7A.00	20%	2012	5309-FGM	\$ 45,997	\$ 183,986	\$ -	\$ 229,983	Amend: New Project
VMT13-105T	Valley Metro/ RPTA	Regionwide -Buses serving Express Routes on HOV system	Preventive Maintenance	2013	11.7A.00	20%	2012	5309-FGM	\$ 283,335	\$ 1,133,341	\$ -	\$ 1,416,676	Amend: New Project
PHX13-192T	Phoenix	Regionwide	Preventive Maintenance	2013	11.7A.00	5.7%	2012	STP-AZ	\$ 12,248	\$ 202,621	\$ -	\$ 214,869	New Project: The total amount of PM for City of Phoenix is not higher than the total distribution calculation

Changes to TIP in Red

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

DATE:

September 11, 2012

SUBJECT:

Local Match Consideration for Glendale Right-of-Way Costs for Northern Parkway

SUMMARY:

Glendale has acquired significant right-of-way for the planned Northern Parkway project, which is included in the Arterial Life Cycle Program (ALCP). Since the project will include federal funds, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are involved in determining the eligibility of project costs for reimbursement with federal funds. The ALCP Policies and Procedures states that for federally funded projects, the eligibility for both the reimbursement of costs with federal funds and for the calculation of the required local match will follow federal guidelines. The required local match for ALCP projects is 30 percent compared to the required minimum federal match requirement of 5.7 percent.

ADOT and FHWA have determined that \$560,597 of right of costs submitted by Glendale are ineligible for federal reimbursement. The attached chart shows the costs that were disallowed and Glendale's comments related to each. MAG staff has reviewed all of the information and analysis provided by Glendale, ADOT and FHWA and determined that the costs incurred by Glendale are directly related to the right-of-way needed for Northern Parkway and would be acceptable for either reimbursement or the required ALCP local match if the project did not include federal funds. MAG staff is recommending that an exception to the adopted ALCP policy be made to allow the \$560,597 to be included in the calculation of the local match for Northern Parkway.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The costs incurred by Glendale were for the benefit of the Northern Parkway project and were part of the City's effort to acquire right-of-way for the project. There is no financial impact on the ALCP.

CONS: The recommendation is an exception to the adopted ALCP Policies and Procedures that state that for federal funded ALCP projects the determination of eligibility of projects costs will be made following FHWA guidance.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: The recommendation is an exception to the adopted ALCP Policies and Procedures that state that for federal funded ALCP projects the determination of eligibility of projects costs will be made following FHWA guidance.

ACTION NEEDED:

Recommend allowing Glendale to include the \$560,597 of Northern Avenue right-of-way expenditures as part of the required local match for the project.

PRIOR COMMITTEE ACTIONS:

This item is on the September 12, 2012, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

On August 23, 2012, the Transportation Review Committee recommended allowing Glendale to include the \$560,597 of Northern Avenue right-of-way expenditures as part of the required local match for the project.

MEMBERS ATTENDING

- | | |
|---|---|
| Scottsdale: David Meinhart, Chair | Litchfield Park: Woody Scoutten |
| Avondale: David Fitzhugh, Vice-Chair | Maricopa County: John Hauskins |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Mesa: Jeff Martin for Scott Butler |
| Buckeye: Scott Lowe | Paradise Valley: Jim Shano |
| Chandler: Dan Cook for Patrice Kraus | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum for Lance Calvert | Phoenix: Rick Naimark |
| Fountain Hills: Randy Harrel | Queen Creek: Troy White |
| * Gila Bend: Eric Fitzer | Surprise: Bob Beckley |
| * Gila River: Doug Torres | Tempe: Chad Heinrich |
| Gilbert: Leah Hubbard | Valley Metro: John Farry |
| Glendale: Bob Darr for Terry Johnson | Wickenburg: Rick Austin |
| Goodyear: Cato Esquivel | Youngtown: Grant Anderson for Lloyce Robinson |
| * Guadalupe: Gino Turrubiarres | |

EX-OFFICIO MEMBERS ATTENDING

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

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

CONTACT PERSON:

Eric Anderson, Eanderson@azmag.gov, (602) 254-6300

NORTHERN PARKWAY
11/22/2010
Early Acquisitions FHWA/Glendale Cost Comparison Summary

Land Owner	Parcel #	Type of Activity	Acquisition Size (SF)		Land Value/SF		Other Appraised Costs		Acquisition Costs		Comments
			FHWA	Glendale	FHWA	Glendale	FHWA	Glendale	FHWA	Glendale	
Via West NGCP, LLC	143-25-008U	Land Acquisition	22,125	22,125	\$8.00	\$9.40	\$0	\$0	\$177,000	\$207,975	FHWA failed to consider the administrative settlement for Via West as an eligible expense.
		Dedication	15,164	15,164	\$8.00	\$9.40	\$0	\$0	\$121,312	\$142,542	
		Closing Costs					\$0	\$0	\$1,012	\$1,012	
		Subtotals	37,289	37,289			0	0	299,324	351,529	
Dan & Susan Olison, LLC	143-24-004N	Land Acquisition	17,132	17,132	\$8.25	\$8.25	\$0	\$0	\$12,200	\$153,539	FHWA failed to consider the payment of \$12,200 to the owner to mitigate damages (cost to cure) as an eligible expense.
		Dedication	3,229	3,229	\$8.25	\$8.25	\$0	\$0	\$26,639	\$26,639	
		Closing Costs					\$0	\$0	\$854	\$854	
		Subtotals	20,361	20,361			0	12,200	168,836	181,032	
Ron Gawilitta	142-60-005L	Land Acquisition	90,342	90,342	\$9.69	\$12.46	\$0	\$0	\$875,414	\$1,125,661	FHWA failed to consider the administrative settlement land value for the Gawilitta property as an eligible expense.
		Dedication	0	0	\$9.69	\$12.46	\$0	\$0	\$0	\$0	
		Closing Costs					\$0	\$0	\$6,333	\$6,333	
		Subtotals	90,342	90,342			0	0	881,747	1,131,994	
Hunt, Olesen & Olesen, LLC	143-24-064	Land Acquisition	6,904	6,904	\$8.25	\$8.25	\$0	\$0	\$56,958	\$56,958	
		Dedication	2,279	2,279	\$8.25	\$8.25	\$0	\$0	\$18,802	\$18,802	
		Closing Costs					\$0	\$0	\$501	\$501	
		Subtotals	9,183	9,183			0	0	76,261	76,261	
BCI Coca-Cola Bottling Co.	143-59-066D	Land Acquisition	21,054	21,054	\$8.85	\$8.85	\$0	\$0	\$186,328	\$186,328	
		Dedication	0	0	\$0.00	\$0.00	\$0	\$0	\$0	\$0	
		Closing Costs					\$0	\$0	\$1,176	\$1,176	
		Subtotals	21,054	21,054			0	0	187,504	187,504	
Ed Hoo	142-60-003Q	Land Acquisition	87,374	87,374	\$7.90	\$7.90	\$0	\$0	\$77,053	\$690,255	FHWA failed to consider the administrative settlement for the Ed Hoo property as an eligible expense.
		Dedication	871	871	\$7.90	\$7.90	\$0	\$0	\$768	\$6,881	
		Closing Costs					\$0	\$0	\$5,386	\$5,386	
		Subtotals	88,245	88,245			0	77,821	702,522	780,343	
Cannonball Express (Bron-AZ)	142-59-077	Land Acquisition	113,432	113,432	\$8.85	\$8.85	\$0	\$0	\$1,003,873	\$1,003,873	
		Dedication	0	0	\$0.00	\$0.00	\$0	\$0	\$0	\$0	
		Closing Costs					\$0	\$0	\$3,003	\$3,003	
		Subtotals	113,432	113,432			0	0	1,006,876	1,006,876	
Air Park LLC	142-59-009	Land Acquisition	82,052	82,052	\$8.85	\$9.40	\$0	\$0	\$726,160	\$771,289	FHWA failed to consider the administrative settlement for the Air Park property as an eligible expense.
		Dedication	0	0	\$0.00	\$0.00	\$0	\$0	\$0	\$0	
		Closing Costs					\$0	\$0	-\$132	-\$132	
		Subtotals	82,052	82,052			0	0	726,028	771,157	
Palm Harbor Homes	143-32-002B	Land Acquisition	62,672	62,672	\$8.50	\$8.50	\$0	\$0	\$123,000	\$532,712	FHWA failed to consider the appraised value of site improvements including buildings within the new right-of-way.
		Dedication	0	0	\$0.00	\$0.00	\$0	\$0	\$0	\$0	
		Closing Costs					\$0	\$0	\$5,256	\$5,256	
		Subtotals	62,672	62,672			0	123,000	537,968	660,968	
TOTALS									\$4,587,066	\$5,147,663	
									Difference:	\$560,597	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 11, 2012

SUBJECT:

Rebalancing of the Fiscal Year 2013 Arterial Life Cycle Program

SUMMARY:

A.R.S. 28-6352 (B) requires MAG to develop a budgeting process that ensures that the costs for the arterial program do not exceed available revenues from the regional sales tax extension and MAG federal funds. The Arterial Life Cycle Program (ALCP) provides a listing of 93 of the original 94 Regional Transportation Plan (RTP) arterial projects and maintains the fiscal constraint of the life cycle program over the remaining 20-year life cycle of the sales tax. The projects follow the priorities established in the RTP. In some cases, projects are advanced, deleted, deferred, exchanged, split, or substituted per the ALCP Policies and Procedures (Policies). The ALCP represents a program that is fiscally balanced for each year.

Since the economic downturn, which began in 2007, there have been significant reductions in program revenues that required a portion of program reimbursements to be deferred to an unfunded year of the program. The most recent Regional Area Road Fund (RARF) forecast released by the Arizona Department of Transportation (ADOT) in the Fall of 2011 indicated the continued decline of program revenues, particularly in the first few years of the program.

On May 22, 2012, MAG staff requested guidance from the ALCP Working Group on rebalancing the ALCP, which faced a \$40 million deficit of regional funds due to a continued decline in program revenues. At the meeting, the ALCP Working Group recommended to temporarily eliminate bonding and inflation to reduce the debt service in the program. After releasing a revised draft based on the direction received at the meeting, MAG staff received multiple complaints about the programming of reimbursements in the draft. On July 30, 2012, MAG staff conducted a second Working Group meeting to discuss the draft and address member agency concerns. At the meeting, MAG staff was directed to continue using the methodology recommended by the participants at the May Working Group meeting.

Please refer to the attached materials for additional information on the program deficit and rebalancing process. These materials include (1) a memorandum addressing the FY 2013 Arterial Life Cycle Program rebalancing process; (2) the program deficit memorandum sent to the ALCP Working Group on May 1, 2012, (3) the May 22, 2012, ALCP Working Group agenda, meeting summary, and attendance sheet, (4) the Jul 30, 2012, ALCP Working Group attendance sheet, and (5) the Draft FY 2013 Arterial Life Cycle Program.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The Draft Fiscal Year (FY) 2013 ALCP meets the legal requirement of MAG for the arterial street component of the RTP. If the proposed Draft FY 2013 ALCP is approved, it will allow jurisdictions and MAG to complete Project Overviews, enter into Project Agreements and allow Lead Agencies to receive regional reimbursements for FY 2013 ALCP Projects.

CONS: FY 2013 ALCP reimbursements and new project agreements will be put on hold until the program can be regionally approved.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will have a current Life Cycle budget for the arterial portion of Proposition 400, which totals about \$1.78 billion. This information also will be reflected in the MAG FY 2011-2015 TIP.

POLICY: A.R.S. 28-6352 (B) requires that MAG develop a budgeting process for the arterial street component of the RTP.

ACTION NEEDED:

Recommend approval of (1) the Draft FY 2013 Arterial Life Cycle Program and (2) the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate.

PRIOR COMMITTEE ACTIONS:

This item is on the September 12, 2012, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

This item was recommended for approval on August 23, 2012, at the MAG Transportation Review Committee (TRC). The FY 2011-2015 TIP listing of the project changes has been added since the TRC took action.

MEMBERS ATTENDING

- | | |
|---|--|
| Scottsdale: David Meinhart, Chair | Litchfield Park: Woody Scoutten |
| Avondale: David Fitzhugh, Vice-Chair | Maricopa County: John Hauskins |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Mesa: Jeff Martin for Scott Butler |
| Buckeye: Scott Lowe | Paradise Valley: Jim Shano |
| Chandler: Dan Cook for Patrice Kraus | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum for Lance Calvert | Phoenix: Rick Naimark |
| Fountain Hills: Randy Harrel | Queen Creek: Troy White |
| * Gila Bend: Eric Fitzer | Surprise: Bob Beckley |
| * Gila River: Doug Torres | Tempe: Chad Heinrich |
| Gilbert: Leah Hubbard | Valley Metro: John Farry |
| Glendale: Bob Darr for Terry Johnson | Wickenburg: Rick Austin |
| Goodyear: Cato Esquivel | Youngtown: Grant Anderson for Lloyce
Robinson |
| * Guadalupe: Gino Turrubiarres | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| * Street Committee: Charles Andrews, Avondale | Bicycle/Pedestrian Committee: Katherine
Coles, City of Phoenix |
| * ITS Committee: Debbie Albert, Glendale | *Transportation Safety Committee: Julian
Dresang, City of 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, tkennedy@azmag.gov

August 15, 2012

TO: Members of the Transportation Review Committee

FROM: Eric Anderson, MAG Transportation Director

SUBJECT: DRAFT FISCAL YEAR 2013 ARTERIAL LIFE CYCLE PROGRAM

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP) and is updated annually to reflect current project information. ALCP revenues and expenditures must be fiscally constrained, per Arizona Revised Statute 28-6352(B). The Draft FY 2013 ALCP is fiscally constrained over the remaining period of the 20-year life cycle program using projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds.

BACKGROUND

The Arterial Life Cycle program is a component of the Proposition 400 Regional Transportation Plan that includes arterial street projects that total about \$1.6 billion. Funding for the ALCP is from three sources: 10.5 percent of the one-half cent transportation sales tax (RARF), a portion of the federal highway funds from the Surface Transportation Program (STP), and a portion of the Congestion Mitigation and Air Quality (CMAQ) funds. RARF funds comprise about 46.5 percent of the total ALCP funding, STP accounts for about 45.5 percent of the total funding, and CMAQ makes up the remaining three percent.

Arizona Revised Statutes 28-6352 (B) requires that MAG have a budget process for the ALCP that ensures that the ALCP is financially balanced. This budget process is referred to as the ALCP for the arterial street component of Proposition 400. Since the economic downturn, which began in 2007, there have been significant reductions in the all three funding sources for the ALCP as Table I below shows. The projection of the sales tax revenues for the ALCP over the 20-year life of the tax have been reduced by \$529 million or 40.9 percent. The federal highway STP funds included in the ALCP have also been reduced by \$108 million, which is a 12.6 percent reduction from what was originally projected. CMAQ funding is also lower by \$51.9 million, a reduction of 28.1 percent. Overall, funding for the ALCP is \$689 million lower for a reduction of 29.5 percent of the program.

Table I

Revenue Source	2003 Forecast	2012 Forecast	Difference	Percent
Sales Tax	\$1,292.80	\$763.70	\$529.10	40.90%
STP	\$855.70	\$747.70	\$108.00	12.60%
CMAQ	\$184.90	\$133.00	\$51.90	28.10%
Total	\$2,333.40	\$1,644.40	\$689.00	29.50%

In light of the significant reductions in funding, the ALCP program has been updated to reflect the lower funding levels. Based on guidance from the Transportation Policy Committee and the ALCP Working Group, which is comprised of representatives of jurisdictions with ALCP projects, major changes were made in prior years, which moved many of the ALCP projects beyond the term of the Proposition 400 sales tax.

PROGRAM DEFICIT AND REBALANCING EFFORTS

On May 1, 2012, MAG staff disseminated a memorandum to the ALCP Working Group that discussed the current program deficit of \$45 million in regional funds due to the continued decline of program revenues. The memorandum detailed three proposed scenarios to rebalance the program as well as the estimated ramifications of each scenario. MAG staff also encouraged member agencies to develop and present alternative rebalancing scenarios. (Please refer to Attachment One for a copy of the memorandum sent to the ALCP Working Group on May 1, 2012.) On May 15, 2012, MAG staff provided the ALCP Working Group with illustrative drafts based on Scenario 2 and Scenario 3 presented in the May 1st memorandum¹.

On May 22, 2012, MAG staff conducted an ALCP Working Group meeting to discuss the program deficit and receive guidance from the ALCP Working Group on the preferred method to rebalance the ALCP. At the meeting, all but one member agency recommended that MAG staff use Scenario 3 to rebalance the ALCP. Under Scenario 3, programmed reimbursements would not be inflated from 2011\$ to 2012\$ and bonding would not be used as a finance mechanism to advance reimbursements before program revenues were forecasted to be available. By using Scenario 3, MAG staff would be able to eliminate the debt service associated with bonding and reduce the burden the inflation and bonding places on program revenues. The ramifications of Scenario 3, as listed in the May 1st memorandum and as discussed at the ALCP Working Group meeting, were that programmed reimbursements would be deferred up to four to six years and that up to \$5 million in programmed reimbursements may need to be eliminated from the program to restore the fiscal balance of the ALCP.

On July 16, 2012, MAG staff released a revised draft of the FY2013, which had been rebalanced based on the guidance provided by participants of the ALCP Working Group meeting conducted on May 22, 2012. MAG staff requested comments and revisions on the revised draft be submitted to the MAG no later than July 27, 2012. MAG staff received multiple requests from member agency staff to restore programmed reimbursements to the fiscal year(s) programmed in the approved FY2012 ALCP. (Please refer to Attachment Two for a copy of the May 22nd agenda, meeting summary, and attendance sheet.)

On July 30, 2012, MAG staff conducted a second ALCP Working Group meeting. Initially, the draft ALCP was not on the Working Group meeting agenda. However, MAG revised the agenda to include the reprogramming of the ALCP based on the negative feedback staff received on the rebalanced draft of the FY2013 ALCP. At the meeting, all participants achieved a consensus that MAG staff should continue to use Scenario 3 to rebalance the program. (Please see Attachment Three for the attendance sheet from the July 30th meeting.)

Since that time, comments were made on a number of projects with Maricopa County as the lead agency expressing concern about the proposed delay. Written comments were also received from El Mirage and the

¹ Copies of the illustrative drafts may be downloaded from the MAG website at http://azmag.gov/Administration/ALCP_Working_Group_Agendas_and_Memos.asp

Salt River Pima Maricopa Indian Community expressing similar concerns about the delays proposed for certain Maricopa County projects. MAG staff again received several requests to restore reimbursements to the fiscal years programmed in the FY2012 ALCP. MAG staff reviewed the draft ALCP program again in light of the comments received and could not accommodate the requests to move the projects into an earlier year for reimbursement.

For questions or comments, please contact myself or Teri Kennedy 602.254.6300.

**MEMORANDUM
ATTACHMENT ONE**

May 1, 2012

TO: Members of ALCP Working Group
 Members of the Transportation Review Committee

FROM: Christina Hopes, Transportation Planner II

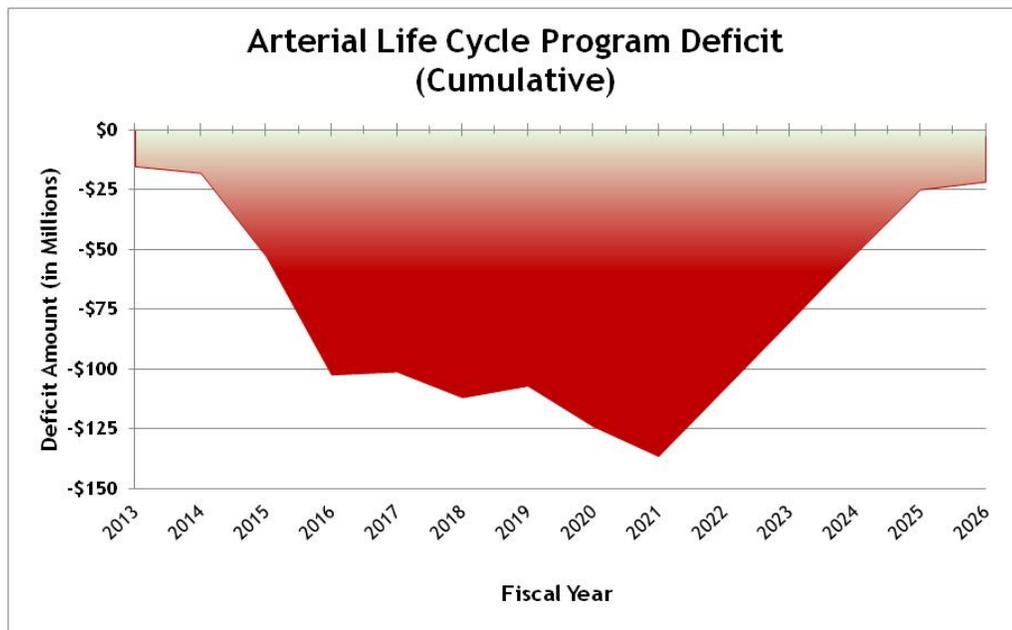
SUBJECT: DRAFT FISCAL YEAR 2013 ARTERIAL LIFE CYCLE PROGRAM DEFICIT

MAG Staff has received multiple requests that programmed reimbursements in the Draft Fiscal Year (FY) 2013 Arterial Life Cycle Program (ALCP) be restored to the same fiscal years listed in the adopted FY2012 ALCP. Annually, MAG updates the ALCP based on revised revenue forecasts, program expenditures, and project schedule changes. During the update process, reimbursements may shift due to availability of program funds¹. At this time, MAG is unable to accommodate requests to restore funding to the fiscal years listed in the adopted FY2012 ALCP due to a deficit of program funds.

OVERVIEW

Starting in FY2013, there is a deficit of program funds projected in the Arterial Life Cycle Program. The deficit is the result of decline in anticipated revenues and an increase in program expenditures. Figure 1 illustrates the forecasted program deficit for the period between FY2013 and the expiration of the half-cent transportation sales tax in FY2026.

FIGURE 1



* Figure compares forecasted revenues to programmed reimbursements in the FY13 Draft ALCP. Bonding not included in revenue calculations

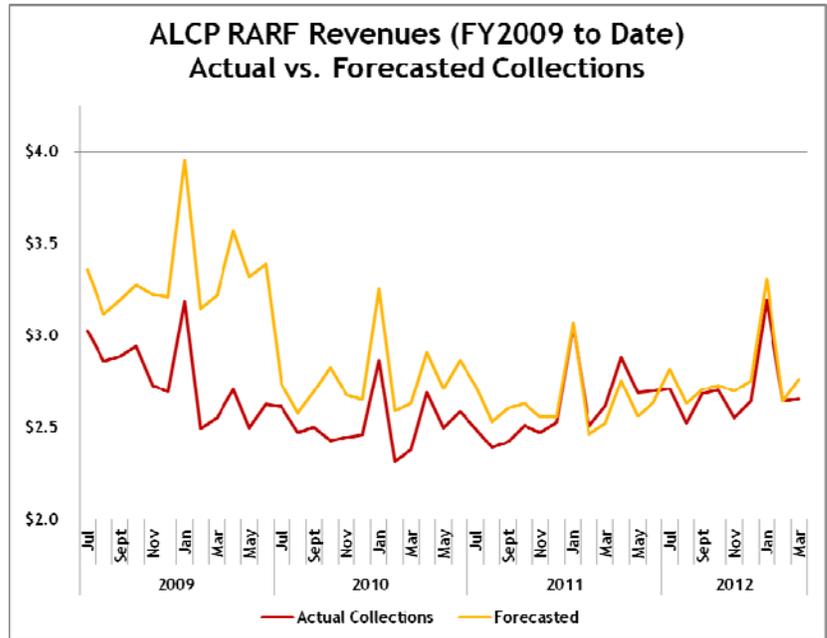
¹ Section 200.C of the ALCP Policies and Procedures adopted by the MAG Regional Council on December 9, 2009.

DECLINING REVENUES

Regional Area Road Fund (RARF) collections have steadily declined over the last several years due to the state of the economy. Decreased revenue collections resulted in a deficit of program funds in the Arterial Life Cycle Program (ALCP) and \$201 million in programmed reimbursements were removed from the program to-date in an effort to restore the fiscal balance to the program. In November 2011, the revised RARF revenue forecast was released and was incorporated into the revenue stream in the Draft FY2013 ALCP. The revised forecast indicated the continued decline in revenue collections, which resulted in an immediate negative impact on the program.

For the last several years, actual revenue collections have been below the forecasted amounts. Figure 2 illustrates the forecasted and actual RARF revenue collection between FY 2009 and March 2012.

FIGURE 2

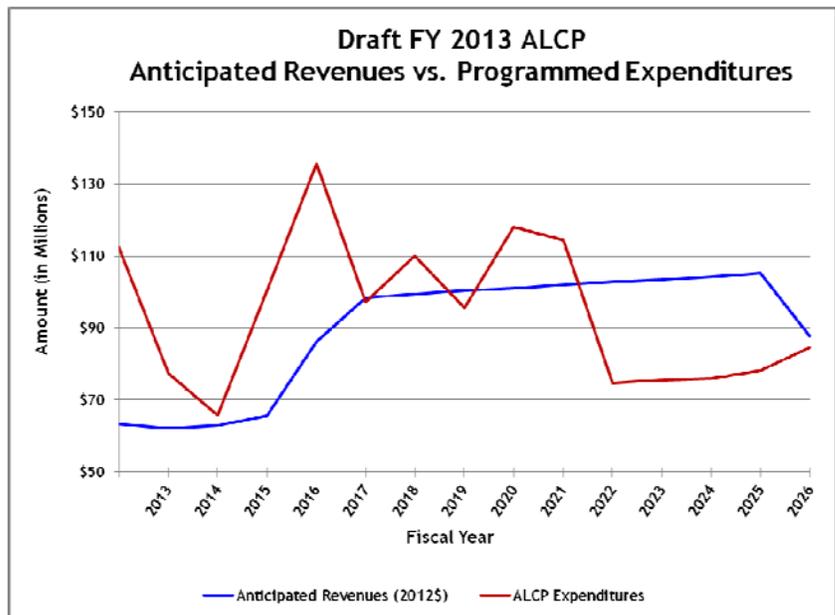


INCREASED EXPENDITURES

The Regional Transportation Plan (RTP) adopted in 2003 established the regional reimbursements for projects programmed in the ALCP. Original project budgets were expressed in 2002 dollars. During the annual update, MAG Staff inflates remaining budgets carried forward to the next year to account for the past year’s inflation². Inflating programmed reimbursements increases program expenditures.

Over the past few years, inflation has steadily increased while program revenues have steadily decreased. In 2011 and 2012, programmed reimbursements were inflated an average of 2.5%. Figure 3 illustrates the difference between anticipated program revenues from all sources (RARF, STP, CMAQ) and programmed expenditures in the Draft FY2013 ALCP.

FIGURE 3



² Per Section 240 of the ALCP Policies and Procedures adopted by the MAG Regional Council on December 9, 2009.

DECREASED BONDING CAPACITY

MAG Staff rebalances the ALCP annually to ensure the fiscal constraint of the program. The rebalancing process includes a review of the program cashflow, which is affected by actual/forecasted revenues, reimbursements paid, programmed reimbursement, bond funds, and debt service payments. The decrease in forecasted revenues reduced the bonding capacity in the program. Historically, bonding has been a key element to avoid deferring programmed reimbursements to a later year in the program.

REBALANCING EFFORTS

MAG delayed the release of draft of the FY13 ALCP while staff actively worked on strategies to maintain the fiscal balance of the program. After extensive analysis, MAG decided to release the draft, *which is not fiscally balanced*, for member agency review. Three scenarios to balance the draft have been developed and are discussed below.

Scenario 1: Bonding & Inflation

Bonding is one finance mechanisms used by MAG Staff to advance programmed reimbursements in the ALCP. However, the debt service associated with bonding places a burden on program revenues since the interest cost for the bonds are an additional cost to the ALCP. Annually, MAG Staff programmed reimbursements are adjusted to keep up with inflation. In the last two years, programmed reimbursements have been inflated an average of 2.5% annually. Inflation also places a burden on programmed revenues. Under Scenario 1, MAG would use bonding to advance programmed reimbursements to the greatest extent possible. It should be noted that programmed reimbursements would be deferred due to a deficit of program funds under this option. In addition, \$30-45 million would need to be removed from the program to restore the balance of program funds.

Scenario 2: No Bonding

The debt service associated with bonding places a burden on program revenues. Under Scenario 2, debt service expense would be eliminated. Lead Agencies can anticipate programmed reimbursements to be deferred between four to six years on average under this Scenario. In addition, \$10-15 million in programmed reimbursements would need to be deferred from the program to restore the fiscal balance of the ALCP.

Scenario 3: No Bonding & No Inflation

Annually, MAG Staff programmed reimbursements are adjusted to keep up with inflation. Scenario 3 would operate the same as Scenario 2; however, programmed reimbursements would not be adjusted for inflation. Under this Scenario, reimbursements would be deferred to a lesser extent than Scenario 2 because the burden on the program would be reduced. It is estimated that up to \$5 million in programmed may need to be removed from the program to restore the fiscal balance to the ALCP.

The ALCP is funded from three revenue sources: the half-cent sales tax (RARF), Surface Transportation Program Funds, and Congestion Mitigation and Air Quality Program Funds. During each annual update, the funding sources assigned to reimbursements may change in an effort to maximize the use of available resources. All programmed reimbursements, regardless of funding source, will be affected by the preferred Scenario recommended by the ALCP Working Group.

ALCP WORKING GROUP MEETING

On May 22, 2012, MAG Staff will conduct an ALCP Working Group meeting to discuss proposed scenarios to balance the Draft FY2013 Arterial Life Cycle Program. Member Agencies are encouraged to develop and propose alternative scenarios to balance the program.

Please contact me with any questions or concerns at (602) 254-6300 or chopes@azmag.gov.

**MEMORANDUM
ATTACHMENT TWO**

ARTERIAL LIFE CYCLE PROGRAM WORKING GROUP MEETING

DATE: Tuesday, May 22, 2012

TIME: 1:30 p.m.

WHERE: MAG Regional Meeting Center, Suite 200 - Ironwood Room
302 North 1st Avenue, Phoenix

AGENDA

- I. INTRODUCTIONS
- II. FY2013 ALCP PROGRAM DEFICIT
 - A. Actual and Forecasted Revenues
 - B. Programmed Expenditures
- III. PROPOSED SCENARIOS
 - A. Scenario 1: Bonding & Inflation
 - B. Scenario 2: No Bonding
 - C. Scenario 3: No Bonding & No Inflation
 - D. Alternative Scenarios
 1. Bonding & No Inflation
- IV. PROGRAMMING REIMBURSEMENTS
 - A. Methods applied by MAG
 - B. Alternative methods proposed by Member Agencies
- V. NEXT STEPS
 - A. Revised FY2012 Program Deadlines
- VI. CLOSING COMMENTS OR SUGGESTIONS

ARTERIAL LIFE CYCLE PROGRAM WORKING GROUP MEETING

MAG Regional Meeting Center, Suite 200 - Ironwood Room

Tuesday, May 22, 2012 - 1:30 p.m. - 3:30 p.m.

MEETING SUMMARY

INTRODUCTIONS

- See Appendix for attendees

FY2013 ALCP PROGRAM DEFICIT

Actual and Forecasted Revenues

- RARF revenue forecast released in the Fall 2011 projected a decrease in program revenues.
- Federal fund stream in the program was updated. The amount of available funds for the program decreased.
- For the last several years, actual revenue collections have been below the forecasted amounts.

Programmed Expenditures

- Inflation has averaged 2.4 percent over the last two years.
- Inflation required per the ALCP Policies and Procedures adopted on December 9, 2009.
- Actual/Forecasted revenues have not kept up with inflation. The result is an increased burden on the fiscal balance of the program.
- Cashflow discussion
 - Failure to reimburse projects has a slight negative impact due to inflation increasing program expenditures
 - No negative fiscal impact if reimbursements are not inflated

Fiscal Balance

- Required under state law
- Bonding used to finance program
- Bonding allows for reimbursements to be programmed before revenues are expected
- Debt service from bonding is the biggest burden on the program
- Historically, MAG has not bonding in the first two years of the program because we have had a chronic issue with agencies deferring reimbursements for the current fiscal year

programmed for reimbursement. No need to bond in the current year if we are not expending all the revenues on hand.

Proposition 400 Audit

- In January 2012, MAG Staff suspended Major Project Changes, as requested by the audit, until additional evaluation criteria could be identified.
- Additional reporting requirements.
 - Sign-in at Working Group meetings is required

PROPOSED SCENARIOS

Scenario 1: Bonding & Inflation

- Bonding used to advance programmed reimbursements to the greatest extent possible.
- Programmed reimbursements would be deferred due to a deficit of program funds under this option; however, the deferrals would be less severe than Scenarios 2 & 3.
- \$30-45 million would need to be removed from the program to restore the balance of program funds.
- MAG Staff would coordinate with Lead Agency Staff on the projects to unfunded to restore the balance.
- Funds would be removed from each Phase of the program to minimize the shifting of reimbursements.

Unfunded Reimbursements

- Over \$196 million removed from the program to date
- An extensive reprogramming occurred last year
- Lead Agencies were encouraged to reprogram projects based on priorities
- Each Agency was required to reduce program reimbursements based on their share (%) of the program
 - Agency shares have changed based on transfers of Lead Agency responsibilities
 - Some agencies reduced more/less than their share due to the transfer of Lead Agency responsibilities. How to address? Suggestions included:
 - Leave as is
 - Recalculate based on current share
 - For multi-jurisdictional projects, split deferrals based on shares
 - No consensus made during meeting. Agencies to submit additional comments/ideas to MAG Staff.

Scenario 2: No Bonding

- Debt service expense from bonding would be eliminated.
- Illustrative scenario sent to Working Group to demonstrate impacts of scenario.
- Memo sent to Lead Agencies stated that deferrals would be four to six years on average. Actual shift was closer to two to four years.
- \$10 million would need to be deferred from the program to restore the fiscal balance of the ALCP.

Scenario 3: No Bonding & No Inflation

- Scenario 3 would operate the same as Scenario 2; however, programmed reimbursements would not be adjusted for inflation.
- Illustrative scenario sent to Working Group to demonstrate impacts of scenario.
- Reimbursements would be deferred to a lesser extent than Scenario 2 because the burden on the program would be reduced.
- No additional funds would be deferred to an unfunded year of the program

Alternative Scenarios

- Reduced all reimbursements by the percentage necessary to rebalance the program
 - Group decided not to use this scenario

Comments

- General consensus was to use Scenario 3 to rebalance the program
- Suggestion to review the issue of inflating the reimbursements when forecasted revenues improve
- MAG Staff will present proposed scenario to the Transportation Policy Committee for policy guidance
- MAG will release a revised draft of the ALCP based on TPC direction
- Estimated approval of the FY13 ALCP slated for August/September committee cycle
- Draft program will be presented to the Transportation Review Committee, Management Committee, Transportation Policy Committee, and Regional Council for approval

PROGRAMMING REIMBURSEMENTS

Methods applied by MAG

- Based on available revenues
- Agency priorities and previous programming taken into consideration

- MAG solicits input from Agencies on proposed draft
- Exchanges encourage to meet agency needs

Alternative methods proposed by Member Agencies

- None

NEXT STEPS

Revised FY2012 Program Deadlines

- MAG Staff will release a revised program schedule for FY2012 based on the Working Group's input on the preferred rebalancing scenario
- Due dates and deadlines will be shifted
- Approval of the Draft FY2013 is estimated for the August/September 2012 Committee cycle

Future Working Group Meetings

- Several Working Group meetings will be scheduled throughout calendar year 2012. Items to be discussed include:
 - Congestion Management Process (CMP)
 - Process will be used to evaluate changes to the ALCP
 - CMP workgroup held first meeting April 26 after TRC, Next meeting June 28.
 - ALCP Working Group can review criteria currently in CMP Report/Tool and make recommendations
 - Project Change Requests
 - Needs to be revised based on Proposition 400 audit recommendations
 - Revisions to the ALCP Policies and Procedures
 - Have not be revised since 2009
 - RARF Closeout
 - Lead Agencies have requested that policies and procedures for RARF Closeout be reviewed and revised
 - Concerns expressed about prioritization

CLOSING COMMENTS OR SUGGESTIONS

None

**MEMORANDUM
ATTACHMENT THREE**

SIGN-IN SHEET

ALCP Working Group

Monday July 30, 2012 1:30 PM

NAME	AGENCY
C ESQUIVEZ	Goodyear
Jennifer Jack	SRPMIC
PHIL MATTHEWS	SRPMIC
Lynne Hilliard	MIDOT
Eric Anderson	MAG
Christina Hope	MAG
Tesi Kennedy	MAG
SHANE SILSBY	PHOENIX
Leticia Vargas	Phoenix
Chris Casey	Phoenix
Patrice Kraus	Chandler

DRAFT FY 2013 Arterial Life Cycle Program

RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED		
										PHASE I					PHASE II					PHASE III					PHASE IV								
CHANDLER																																	
Arizona Ave at Chandler Blvd: Intersection Improvements	AII-ARZ-30-03	\$ -	\$ -	\$ -	\$ -	\$ -																											
							RARF	DES	2004			0.189																					
							RARF	ROW	2005			1.013																					
							RARF	CONST	2006			2.380																					
Arizona Ave at Elliot Rd: Intersection Improvements	AII-ARZ-10-03	\$ -	\$ -	\$ -	\$ -	\$ -																											
							RARF	DES	2003				0.215																				
							RARF	ROW	2006				0.314																				
							RARF	CONST	2006				2.682																				
Arizona Ave at Ray Rd: Intersection Improvements	AII-ARZ-20-03	\$ -	\$ -	\$ -	\$ -	\$ -																											
							RARF	DES	2005			0.188																					
							RARF	ROW	2006			0.660																					
							RARF	CONST	2007			2.616																					
Arizona Ave: Ocotillo Rd to Hunt Hwy	ACI-ARZ-10-03	\$ 4,433,096	\$ 3,017,765	\$ -	\$ -	\$ 4,433,096																											
							STP-MAG	DES	2021/2022																	0.642	0.642						
							STP-MAG	ROW	2022/2023																		0.560	0.560					
							STP-MAG	CONST	2023/2024																		1.015	1.015				3.018	
Chandler Blvd at Alma School Rd: Intersection Improvements	AII-CHN-10-03	\$ 2,871,729	\$ 941,543	\$ -	\$ -	\$ 2,871,729																											
							RARF	DES	2008-2012			0.235	0.135	0.089			0.266																
							RARF	ROW	2009, 2014			0.016					0.339	0.327															
							RARF	CONST	2015								1.335															0.942	
							RARF	SAVE	2016											0.605													
Chandler Blvd at Dobson Rd: Intersection Improvements	AII-CHN-20-03	\$ -	\$ -	\$ -	\$ -	\$ -																											
							RARF	DES	2007-2009			0.017	0.041	0.139																			
							RARF	ROW	2007-2010				0.026	0.837	1.013																		
							RARF	CONST	2010-2012						0.427																		
Chandler Blvd at Kyrene Rd: Intersection Improvements	AII-CHN-30-03	\$ -	\$ 3,775,521	\$ -	\$ -	\$ -																											
							CMAQ	DES	2026																							0.503	
							CMAQ	ROW	2026																							0.506	
							CMAQ	CONST	2026/2027																							2.767	
Gilbert Rd: SR-202L to Hunt Hwy	ACI-GIL-10-03	\$ 21,143,121	\$ 1,769,620	\$ -	\$ 2,499,527	\$ 18,643,594																											
Gilbert Rd: SR-202L/Germann Rd to Queen Creek Rd	ACI-GIL-10-03-A						RARF	DES	2008/2009				0.327																				
							RARF	ROW	2008/2009				0.715																				
							RARF	CONST	2008-2010				5.036		0.674																		
Gilbert Rd: Queen Creek Rd to Hunt Hwy	ACI-GIL-10-03-B						RARF	DES	2010-2012						1.774																		
							RARF	ROW	2011-2013						0.052	1.418																	
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	ACI-GIL-10-03-C						RARF	CONST	2012/2013							5.669	1.869																
Gilbert Rd: Ocotillo Rd to Chandler Heights	ACI-GIL-10-03-D						RARF	CONST	2013/2014												3.160	3.000											
Gilbert Rd: Chandler Heights Rd to Riggs Rd	ACI-GIL-10-03-E						RARF	CONST	2015/2016														1.000	0.764								0.885	
Gilbert Rd: Riggs Rd to Hunt Hwy	ACI-GIL-10-03-F						STP-MAG	CONST	2018/2019															1.764								0.885	
Kyrene Rd at Ray Rd: Intersection Improvements	AII-KYR-10-03	\$ 3,775,192	\$ -	\$ -	\$ -	\$ 3,775,192																											
							CMAQ	DES	2022																	0.181							
							CMAQ	ROW	2023																		0.572						
							CMAQ	CONST	2024/2025																			1.511	1.511				
Price Rd Extension Replacement Projects	ACI-PRC-10-03	\$ 43,589,385	\$ 1,407,736	\$ -	\$ 3,052,965	\$ 40,536,420																											
Chandler Heights Rd: Arizona Ave to McQueen Rd	ACI-PRC-10-03-A	\$ -					STP-MAG	DES	2022																	0.788							
							STP-MAG	ROW	2022/2023																		0.551	0.551					
							STP-MAG	CONST	2022-2024																		2.912	2.524					

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RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED							
										PHASE I					PHASE II					PHASE III					PHASE IV													
Chandler Heights Rd: McQueen Rd to Gilbert Rd	ACI-PRC-10-03-B						STP-MAG	DES	2019														0.601															
							STP-MAG	ROW	2020/2021															1.002	1.002													
							STP-MAG	CONST	2021/2022																2.065	1.865												
McQueen Rd: Ocotillo Rd to Riggs Rd	ACI-PRC-10-03-C						RARF	DES	2011/2012													0.137																
							RARF	ROW	2012/2013													0.930	0.930															
							RARF	CONST	2016-2018															3.243	1.243													
Ocotillo Rd: Arizona Ave to McQueen Rd	ACI-PRC-10-03-D						RARF	DES	2012/2013														0.260									0.260						
							RARF	ROW	2012/2013															0.339	0.339							0.669						
							STP-MAG	CONST	2014								4.356															0.479						
Ocotillo Rd: Cooper Rd to Gilbert Rd	ACI-PRC-10-03-E						STP-MAG	DES	2021																													
							STP-MAG	ROW	2022																													
							STP-MAG	CONST	2023/2024																													
Price Rd at Germann Rd: Intersection Improvements	ACI-PRC-10-03-F						STP-MAG	DES	2019														0.364															
							STP-MAG	ROW	2020															0.511														
							STP-MAG	CONST	2020/2021															1.333	0.969													
Price Rd at Queen Creek Rd: Intersection Improvements	ACI-PRC-10-03-G						STP-MAG	DES	2019														0.518															
							STP-MAG	ROW	2020															1.141														
							STP-MAG	CONST	2020/2021															1.781	1.781													
Price Rd: Santan Fwy to Germann Rd	ACI-PRC-10-03-H						RARF	DES	2005																													
							RARF	CONST	2008																													
Ray Rd at Alma School Rd: Intersection Improvements	AII-RAY-10-03	\$ -	\$ -	\$ -	\$ -	\$ -																																
							RARF	DES	2008/2009			0.137	0.217																									
							RARF	ROW	2009/2010				1.863																									
							RARF	CONST	2011/2012																													
Ray Rd at Dobson Rd: Intersection Improvements	AII-RAY-20-03	\$ 6,717,544	\$ -	\$ -	\$ -	\$ 6,717,544																																
							STP-MAG	DES	2017													0.959																
							STP-MAG	ROW	2018																1.031													
							STP-MAG	CONST	2019/2020																1.364													
Ray Rd at McClintock Dr: Intersection Improvements	AII-RAY-40-03	\$ 5,646,238	\$ -	\$ -	\$ -	\$ 5,646,238																																
							STP-MAG	DES	2009, 2015													0.605																
							STP-MAG	ROW	2016													0.889																
							STP-MAG	CONST	2017/2018														3.226	0.927														
Ray Rd at Rural Rd: Intersection Improvements	AII-RAY-50-03	\$ 3,775,192	\$ -	\$ -	\$ -	\$ 3,775,192																																
							CMAQ	DES	2023																													
							CMAQ	ROW	2024																													
							CMAQ	CONST	2025																													
CHANDLER/GILBERT																																						
Queen Creek Rd: Arizona Ave to Higley Rd	ACI-QNC-10-03	\$ 20,771,426	\$ 5,112,093	\$ (2,430,629)	\$ 10,893,193	\$ 7,447,604																																
Queen Creek Rd: Arizona Ave to McQueen Rd (CHN)	ACI-QNC-10-03-A						RARF	DES	2005-2008				0.307																									
							RARF	ROW	2005-2008				1.393																									
							RARF	CONST	2008/2009				3.972																									
Queen Creek Rd: McQueen Rd to Gilbert Rd (CHN)	ACI-QNC-10-03-B						STP-MAG	DES	2018														0.584													0.584		
							STP-MAG	ROW	2019															0.787												0.787		
							STP-MAG	CONST	2020/2021																3.213	2.864										3.741		
Queen Creek Rd: Val Vista Dr to Higley Rd (GIL)	ACI-QNC-10-03-C						RARF	DES	2010/2011							1.346																						
							RARF	ROW	2010/2011							1.072																						
							RARF	CONST	2011/2012							8.474																						
							RARF	SAVE	2015																													

Reallocated \$130,145 in project savings to AIIIGUD3003 and \$2,300,484 in savings to ACIGER2003B

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RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED						
										PHASE I			PHASE II			PHASE III				PHASE IV																	
EL MIRAGE/MARICOPA COUNTY																																					
El Mirage Rd: Northern Ave to Bell Rd (Phase I)	ACI-ELM-20-03	\$ 23,212,934	\$ -	\$ -	\$ -	\$ 23,212,934																															
							RARF	DCR					1.105	0.342																							
El Mirage Rd: Bell Rd to Picerne Dr (MC)	ACI-ELM-20-03-A						RARF	DES	2011/2012																												
							RARF	ROW	2011-2013																												
							RARF	CONST	2013/2014																												
El Mirage Rd: Northern to Cactus (MC)	ACI-ELM-20-03-B						RARF	DES	2012/2013								1.140																				
El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand (ELM)	ACI-ELM-20-03-C						RARF	DES	2012/2013									1.788																			
El Mirage Rd: Northern Ave to Peoria Ave (MC)	ACI-ELM-20-03-D						RARF	ROW	2013/2014										1.034	1.034																	
							RARF	CONST	2014/2015												3.894	3.894															
Thunderbird Rd: El Mirage Rd to Grand Avenue (ELM)	ACI-ELM-20-03-E						RARF	ROW	2013											0.352																	
							RARF	CONST	2014/2015												0.500	1.965															
El Mirage Rd: Peoria Ave to Cactus Rd (ELM)	ACI-ELM-20-03-F						RARF	ROW	2013													2.176															
							RARF	CONST	2014/2015													1.718	3.718														
El Mirage Rd: Northern Ave to Bell Rd (Phase II)	ACI-ELM-30-03	\$ 13,552,916	\$ -	\$ -	\$ -	\$ 13,552,916	RARF																														
El Mirage Rd: Cactus to Grand Avenue (ELM)	ACI-ELM-30-03-A						RARF	ROW	2016/2017																	2.383											
							RARF	CONST	2018/2019																5.024	6.146											
El Mirage Rd: Grand Avenue to Picerne Drive	ACI-ELM-30-03-B						RARF	DES	2031																												
							RARF	CONST	2031																												
FOUNTAIN HILLS																																					
Shea Blvd: Palisades Blvd to Cereus Wash	ACI-SHA-10-03	\$ 5,103,307	\$ 691,851	\$ -	\$ 67,274	\$ 5,036,033																															
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	ACI-SHA-10-03-A						RARF	DES	2009/2010				0.248																								
Shea Blvd: Technology Dr to Cereus Wash	ACI-SHA-10-03-B						RARF	DES	2009-2012				0.064	0.056	0.033	0.067	0.081																				
							RARF	ROW	2012/2013																												
							RARF	CONST	2012/2013									0.021																			
Shea Blvd: Palisades Blvd to Technology Dr	ACI-SHA-10-03-C						RARF	DES	2018-2020																	0.554											
							RARF	ROW	2019/2020																0.135												
							RARF	CONST	2020/2021																		0.176	1.266							0.692		
GILBERT																																					
Elliot Rd at Cooper Rd: Intersection Improvements	AII-ELT-30-03	\$ 4,140,267	\$ -	\$ -	\$ -	\$ 4,140,267																															
							CMAQ	DES	2015/2016												0.492																
							CMAQ	ROW	2015/2016												0.840																
							CMAQ	CONST	2016/2017												1.808	1.000															
Elliot Rd at Gilbert Rd: Intersection Improvements	AII-ELT-40-03	\$ 3,775,172	\$ 3,600,212	\$ -	\$ -	\$ 3,775,172																															
							CMAQ	DES	2016/2017												0.250	0.242															
							CMAQ	ROW	2017/2018													0.420	0.420														
							CMAQ	CONST	2018/2019														0.681	1.762												3.600	
Elliot Rd at Greenfield Rd: Intersection Improvements	AII-ELT-10-03	\$ 3,774,218	\$ -	\$ -	\$ -	\$ 3,774,218																															
							CMAQ	DES	2017/2018																	0.251											
							CMAQ	ROW	2018/2019																1.734												
							CMAQ	CONST	2019/2020																1.789												
Elliot Rd at Higley Rd: Intersection Improvements	AII-ELT-20-03	\$ 3,775,192	\$ 1,136,823	\$ -	\$ -	\$ 3,775,192																															
							RARF	DES	2018/2019																		0.404										
							RARF	ROW	2019/2020																		0.644										
							RARF	CONST	2020/2021																			1.364	1.364							1.137	
Elliot Rd at Val Vista Dr: Intersection Improvements	AII-ELT-50-03	\$ 3,775,192	\$ 699,021	\$ -	\$ -	\$ 3,775,192																															
							RARF	DES	2017/2018																	0.109	0.109										
							RARF	ROW	2018/2019																	0.380	0.380										

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RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED	
										PHASE I			PHASE II			PHASE III				PHASE IV												
Germann Rd: Gilbert Rd to Power Rd	ACI-GER-20-03	\$ 20,800,324	\$ 1,458,151	\$ 2,300,484	\$ -	\$ 23,100,808	RARF	CONST	2019/2020																					0.699		
Germann Rd: Gilbert Rd to Val Vista Dr	ACI-GER-20-03-A						RARF	DES	2017/2018														0.337	0.337								
							RARF	ROW	2018/2019														0.216	0.816								
							RARF	CONST	2019/2020															2.621			0.959				1.458	
Germann Rd: Val Vista Dr to Higley Rd	ACI-GER-20-03-B						RARF	DES	2013									0.879														
							RARF	ROW	2013/2014									1.006	1.206													
							RARF	CONST	2014/2015											2.407	2.407					4.514						
							RARF	SAVE	2021																2.269		3.128					
Greenfield Rd: Elliot Rd to Ray Rd	ACI-GRN-10-03	\$ 3,775,173	\$ -	\$ -	\$ -	\$ 3,775,173																										
							RARF	DES	2017/2018																							
							RARF	ROW	2018/2019																							
							RARF	CONST	2019/2020																							
Guadalupe Rd at Cooper Rd: Intersection Improvements	AII-GUD-30-03	\$ 4,672,646	\$ -	\$ 130,145	\$ -	\$ 4,802,791																										
							RARF	DES	2012/2013						0.357		0.585															
							RARF	ROW	2012						0.020	0.700																
							RARF	CONST	2012/2013						0.009		1.500	2.018														
Guadalupe Rd at Gilbert Rd: Intersection Improvements	AII-GUD-40-03	\$ 3,774,919	\$ -	\$ -	\$ -	\$ 3,774,919																										
							RARF	DES	2013									0.492														
							RARF	ROW	2013/2014									0.508	0.332													
							RARF	CONST	2014/2015										2.443													
Guadalupe Rd at Greenfield Rd: Intersection Improvements	AII-GUD-10-03	\$ 2,992,255	\$ 1,919,430	\$ -	\$ -	\$ 2,992,255																										
							CMAQ	DES	2021/2022																0.144	0.144						
							CMAQ	ROW	2022/2023																	0.273	0.273					
							CMAQ	CONST	2023/2024																		1.080	1.080				1.919
Guadalupe Rd at Power Rd: Intersection Improvements	AII-GUD-20-03	\$ 2,378,665	\$ 3,901,107	\$ -	\$ -	\$ 2,378,665																										
							RARF	DES	2021/2022																							
							RARF	ROW	2022/2023																							
							CMAQ	CONST	2023/2024																							
Guadalupe Rd at Val Vista Dr: Intersection Improvements	AII-GUD-50-03	\$ 3,775,192	\$ -	\$ -	\$ -	\$ 3,775,192																										
							CMAQ	DES	2018/2019																							
							CMAQ	ROW	2019/2020																							
							CMAQ	CONST	2020/2021																							
Ray Rd: Val Vista Dr to Power Rd	ACI-RAY-10-03	\$ 16,683,077	\$ -	\$ -	\$ -	\$ 16,683,077																										
							STP-MAG	DES	2018															1.992								
							STP-MAG	ROW	2018/2019																2.639	1.009						
							STP-MAG	CONST	2019/2020																3.508	3.536	2.027					
							STP-MAG	SAVE	2026																						1.973	
Ray Rd at Gilbert Rd: Intersection Improvements	AII-RAY-30-03	\$ -	\$ 3,774,710	\$ -	\$ -	\$ -																										
							RARF	DES	2021/2022																							
							RARF	ROW	2022/2023																							
							RARF	CONST	2023/2024																							
Val Vista Dr: Warner Rd to Pecos Rd	ACI-VAL-20-03	\$ -	\$ -	\$ -	\$ -	\$ -																										
							RARF	DES	2004						0.600																	
							RARF	ROW	2005						1.248																	
							RARF	CONST	2005/2006						1.616	6.934																
Warner Rd at Cooper Rd: Intersection Improvements	AII-WNR-10-03	\$ -	\$ -	\$ -	\$ -	\$ -																										
							RARF	DES	2008						0.514	0.064																
							RARF	ROW	2009/2010						0.585	0.049																
							RARF	CONST	2009/2010						0.205	2.283																
Warner Rd at Greenfield Rd: Intersection Improvements	AII-WRN-20-03	\$ 3,774,768	\$ -	\$ -	\$ -	\$ 3,774,768																										
							CMAQ	DES	2019/2020																							

Received \$2,300,484 in project savings from ACI0NC1003C

Received \$130,145 in project savings from ACI0NC1003C

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RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED
										PHASE I					PHASE II					PHASE III					PHASE IV						
										RARE					PRE-DES					CONSTRUCTION					OPERATION						
							RARF	PRE-DES	2009																						
							STP-MAG	DES	2017/2018														0.526								
							STP-MAG	ROW	2017/2018														0.800								
							STP-MAG	CONST	2018/2019														5.290	2.000							
							STP-MAG	SAVE	2020																	6.830	4.000	3.439	14.567		
Northern Pkwy: Sarival to Grand (Phase I)	ACI-NOR-30-03	\$ -	\$ -	\$ -	\$ -	\$ -																									
Northern Parkway: Sarival to Dysart	ACI-NOR-30-03-A						STP-MAG	PRE-DES	2003-2011																						
							STP-MAG	DES	2011/2012					3.197																	
							STP-MAG	ROW	2010/2011					7.000																	
							STP-MAG	CONST	2011-2013					9.396	38.025																
Northern Parkway: ROW Protection	ACI-NOR-30-03-B						STP-MAG	ROW	2003-2011						2.601																
Northern Pkwy: Sarival to Grand (Phase II)	ACI-NOR-10-03	\$ 87,951,211	\$ -	\$ -	\$ 3,300,674	\$ 84,650,537																									
Northern Pkwy: Sarival to Grand (Phase II)	ACI-NOR-10-03																														
Northern Parkway: Sarival to Dysart	ACI-NOR-10-03-A						STP-MAG	CONST	2012/2013							0.496		2.410													
Northern Parkway: Dysart to 111th	ACI-NOR-10-03-B						STP-MAG	DES	2012-2014							1.770	0.651														
							STP-MAG	ROW	2012-2014							0.687		2.000	3.341												
							STP-MAG	CONST	2014/2015										5.530	4.940	7.828										
Northern Parkway: Reems and Litchfield Overpasses	ACI-NOR-10-03-C						STP-MAG	DES	2012/2013							0.348															
							STP-MAG	CONST	2013/2014										2.000	4.866											
Northern Parkway: Northern Ave at Loop 101	ACI-NOR-10-03-D						STP-MAG	DES	2014/2015											1.101											
							STP-MAG	ROW	2015											2.340											
							STP-MAG	CONST	2016											2.008	3.000										
Northern Parkway: Dysart Overpass	ACI-NOR-10-03-E						STP-MAG	DES	2014-2016											0.200	2.449										
							STP-MAG	CONST	2017												10.000	10.707									
Northern Parkway: ROW Protection	ACI-NOR-10-03-F						STP-MAG	ROW	2016/2017											0.700	0.700										
Northern Parkway: Interim Construction	ACI-NOR-10-03-G						STP-MAG	CONST	2018-2020													13.081	2.079	2.720							
Northern Pkwy: Sarival to Grand (Phase III)	ACI-NOR-20-03	\$ 88,566,018	\$ -	\$ -	\$ -	\$ 88,566,018																									
Northern Parkway: El Mirage Alternative Access	ACI-NOR-20-03-A						STP-MAG	DES	2018																	0.174					
							STP-MAG	ROW	2018																	0.564					
							STP-MAG	CONST	2019																	2.177					
Northern Parkway: El Mirage Overpass	ACI-NOR-20-03-B						STP-MAG	DES	2019																		1.594				
							STP-MAG	CONST	2020																		8.922	11.000			
Northern Parkway: Agua Fria to 111th	ACI-NOR-20-03-C						STP-MAG	DES	2020																			0.228			
							STP-MAG	CONST	2021																			2.589			
Northern Parkway: 111th to 107th	ACI-NOR-20-03-D						STP-MAG	DES	2021																			0.912			
							STP-MAG	ROW	2022																			3.112			
							STP-MAG	CONST	2023																			11.399			
Northern Parkway: 107th to 99th	ACI-NOR-20-03-E						STP-MAG	DES	2022																				1.048		
							STP-MAG	ROW	2023																				7.046		
							STP-MAG	CONST	2024																				12.478		
Northern Parkway: Loop 101 to 91st	ACI-NOR-20-03-F						STP-MAG	DES	2023																					0.229	
							STP-MAG	ROW	2024																					0.505	
							STP-MAG	CONST	2025																					2.841	
Northern Pkwy: 91st to Grand Ave Intersection Improvements	ACI-NOR-20-03-G						STP-MAG	CONST	2025																						5.907
Northern Parkway: ROW Protection	ACI-NOR-20-03-H						CMAQ	ROW	2021-2025																						

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RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED	
										PHASE I					PHASE II					PHASE III					PHASE IV							
Northern Parkway: Ultimate Construction	ACI-NOR-20-03-I						STP-MAG	CONST	2025																					4.280	11.560	
MESA																																
Baseline Rd: Power Rd to Meridian Rd	ACI-BSL-10-03	\$ 18,296,707	\$ -	\$ -	\$ -	\$ 18,296,707																										
Baseline Rd: Power Rd to Ellsworth Rd	ACI-BSL-10-03-A						STP-MAG	DES	2014											0.915												
							STP-MAG	ROW	2015											2.743												
							STP-MAG	CONST	2016											5.278												
Baseline Rd: Ellsworth Rd to Meridian Rd	ACI-BSL-10-03-B						STP-MAG	DES	2015											0.914												
							STP-MAG	ROW	2016											2.743												
							STP-MAG	CONST	2017												5.704											
Broadway Rd: Dobson to Country Club Dr	ACI-BDW-10-03	\$ 3,751,357	\$ 4,741,440	\$ -	\$ -	\$ 3,751,357																										
							RARF	PRE-DES	2008, 2010, 2017				0.080		0.001																0.134	
							RARF	DES	2017																						0.884	0.376
							RARF	ROW	2018																						1.576	1.151
							RARF	CONST	2019																						1.157	3.215
Country Club Dr at University Dr: Intersection Improvements	AII-CCB-10-03	\$ 8,325,007	\$ -	\$ -	\$ -	\$ 8,325,007																										
							STP-MAG	PRE-DES	2016												0.067											
							STP-MAG	DES	2017/2018												0.070	0.070										
							STP-MAG	ROW	2018													2.484										
							STP-MAG	CONST	2019														5.633									
Country Club at Brown Rd: Intersection Improvements	AII-CCB-20-03	\$ 4,029,722	\$ -	\$ -	\$ -	\$ 4,029,722																										
							CMAQ	DES	2017												0.362											
							CMAQ	ROW	2018													1.168										
							CMAQ	CONST	2019														2.500									
Crismon Rd: Broadway Rd to Germann Rd	ACI-CRS-10-03	\$ 24,732,191	\$ 9,918,681	\$ -	\$ -	\$ 24,732,191																										
Crismon Rd: Broadway Rd to Guadalupe Rd	ACI-CRS-10-03-A						RARF	DES	2027																						1.254	
							RARF	ROW	2028																						3.762	
							RARF	CONST	2029																						4.903	
Crismon Rd: Guadalupe Rd to Ray Rd	ACI-CRS-10-03-B						STP-MAG	DES	2023																						1.216	
							STP-MAG	ROW	2024																						3.893	
							STP-MAG	CONST	2025																						3.300	3.997
Crismon Rd: Ray Rd to Germann Rd	ACI-CRS-10-03-C						STP-MAG	DES	2015											1.217												
							STP-MAG	ROW	2016											3.645												
							STP-MAG	CONST	2017												4.200	3.264										
Dobson Rd at Guadalupe Rd: Intersection Improvements	AII-DOB-10-03	\$ -	\$ -	\$ -	\$ -	\$ -																										
							RARF	PRE-DES	2008				0.072																			
							RARF	DES	2008-2010				0.034	0.077	0.125																	
							RARF	ROW	2009-2010					0.013	0.344																	
							RARF	CONST	2010/2011						0.042	1.463																
Dobson Rd at University Dr: Intersection Improvements	AII-DOB-20-03	\$ -	\$ 4,920,757	\$ -	\$ -	\$ -																										
							RARF	DES	2010-2012																						0.457	
							RARF	ROW	2011																						1.440	
							RARF	CONST	2012																						3.024	
Elliot Rd: Power Rd to Meridian Rd	ACI-ELT-10-03	\$ 9,329,621	\$ 8,646,498	\$ -	\$ -	\$ 9,329,621																										
Elliot Rd: Power Rd to Ellsworth Rd	ACI-ELT-10-03-A						RARF	DES	2025																						0.915	
							RARF	ROW	2026																						2.743	
							RARF	CONST	2027																						4.989	
Elliot Rd: Ellsworth Rd to Meridian Rd	ACI-ELT-10-03-B						STP-MAG	DES	2023																						0.914	
							STP-MAG	ROW	2024																						2.810	
							STP-MAG	CONST	2025																						5.606	

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RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED		
										PHASE I			PHASE II			PHASE III				PHASE IV													
Germann Rd: Ellsworth Rd to Signal Butte Rd	ACI-GER-10-03	\$ 12,795,322	\$ -	\$ -	\$ -	\$ 12,795,322																											
							STP-MAG	DES	2016											1.268													
							STP-MAG	ROW	2017													3.685											
							STP-MAG	CONST	2018														7.842										
Gilbert Rd at University Dr: Intersection Improvements	All-GIL-10-03	\$ -	\$ -	\$ -	\$ -	\$ -																											
							RARF	DES	2007					0.188																			
							RARF	ROW	2007					0.495																			
							RARF	CONST	2009/2010					2.058																			
Greenfield Rd: University Rd to Baseline Rd	ACI-GRN-20-03	\$ -	\$ 6,584,626	\$ -	\$ -	\$ -																											
Greenfield Rd: Baseline Rd to Southern Ave	ACI-GRN-20-03-A						RARF	DES	2008/2009				0.454	0.079																			
							RARF	ROW	2008-2010				0.001	0.016	0.198	0.006																	
							RARF	CONST	2010					1.619	3.404																		
Greenfield Rd: Southern Ave to University Rd	ACI-GRN-20-03-B						RARF	PRE-DES	2025																							0.536	
							RARF	DES	2026																							0.233	
							RARF	ROW	2027																							2.596	
							RARF	CONST	2028																							3.219	
Guadalupe Rd: Power Rd to Meridian Rd	ACI-GUD-10-03	\$ 25,269,224	\$ -	\$ -	\$ -	\$ 25,269,224																											
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A						STP-MAG	DES	2016																							0.503	
							STP-MAG	ROW	2017																							1.856	
							STP-MAG	CONST	2018																							2.215	
Guadalupe Rd: Hawes Rd to Crismon Rd	ACI-GUD-10-03-B						STP-MAG	DES	2016																							1.831	
							STP-MAG	ROW	2017																							2.364	
							STP-MAG	CONST	2018																							4.727	
Guadalupe Rd: Crismon Rd to Meridian Rd	ACI-GUD-10-03-C						STP-MAG	DES	2017																							0.788	
							STP-MAG	ROW	2018																							2.535	
							STP-MAG	CONST	2019																							4.235	
Hawes Rd: Broadway Rd to Ray Rd	ACI-HWS-10-03	\$ 11,939,185	\$ -	\$ -	\$ 416,353	\$ 11,522,832																											
Hawes Rd: Broadway Rd to US60	ACI-HWS-10-03-A						RARF	DES	2020																								
							RARF	ROW	2021																								
							RARF	CONST	2022																								
Hawes Rd: Baseline Rd to Elliot Rd	ACI-HWS-10-03-B						STP-MAG	DES	2025																							0.696	
							STP-MAG	ROW	2025																							2.088	
							STP-MAG	CONST	2025																							4.323	
Hawes Rd: Elliot Rd to Santan Freeway	ACI-HWS-10-03-C						STP-MAG	DES	2026																							0.253	
							STP-MAG	ROW	2026																							1.620	
							STP-MAG	CONST	2026																							2.542	
Hawes Rd: Santan Freeway to Ray Rd	ACI-HWS-10-03-D						RARF	DES	2009/2010							0.061																	
							RARF	ROW	2009/2010							0.002																	
							RARF	CONST	2010/2011							0.354																	
Higley Rd Parkway: US60 to SR-202L	ACI-HIG-10-03	\$ 17,163,171	\$ -	\$ -	\$ -	\$ 17,163,171																											
Higley Rd Parkway: Loop 202 to Brown Rd	ACI-HIG-10-03-A						CMAQ	DES	2018																							0.844	
							CMAQ	ROW	2018																							2.711	
							CMAQ	CONST	2019																							2.513	
Higley Rd Parkway: Brown Rd to US60	ACI-HIG-10-03-B						STP-MAG	DES	2020																							0.844	
							STP-MAG	ROW	2020																							2.711	
							STP-MAG	CONST	2020																							5.027	
Higley Rd Parkway: US 60 to Loop 202 Grade Separations	All-HIG-10-03	\$ 22,490,292	\$ -	\$ -	\$ -	\$ 22,490,292																											
							STP-MAG	DES	2018																							2.813	
							STP-MAG	ROW	2019																							8.440	
							STP-MAG	CONST	2020																							5.000	
																																2.119	
																																4.119	

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RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED
										PHASE I			PHASE II			PHASE III				PHASE IV											
Lindsay Rd at Brown Rd: Intersection Improvements	All-LND-10-03	\$ 3,918,744	\$ -	\$ -	\$ -	\$ 3,918,744	CMAQ	DES	2025																						
							CMAQ	ROW	2026																					0.344	
							CMAQ	CONST	2026																					1.139	
McKellips Rd: East of Sossaman to Meridian	ACI-MCK-10-03	\$ 12,283,308	\$ -	\$ -	\$ -	\$ 12,283,308																								2.437	
McKellips Rd: East of Sossaman to Crismon Rd	ACI-MCK-10-03-A						STP-MAG	DES	2022																					1.205	
							STP-MAG	ROW	2023																					3.855	
							STP-MAG	CONST	2024																					7.224	
McKellips Rd: Crismon Rd to Meridian Rd	ACI-MCK-10-03-B						RARF	DES	2026																						
							RARF	ROW	2026																						
							RARF	CONST	2027																						
McKellips Rd: Gilbert Rd to Power Rd	ACI-MCK-20-03	\$ 24,774,808	\$ -	\$ -	\$ -	\$ 24,774,808																									
Corridor Study							RARF	Study																							
McKellips Rd at Lindsay Rd: Intersection Improvements	ACI-MCK-20-03-A						RARF	PRE-DES	2025				0.043																	0.043	
							STP-MAG	DES	2026																					0.166	
							STP-MAG	ROW	2026																					0.796	
							STP-MAG	CONST	2026																					5.132	
McKellips Rd at Greenfield Rd: Intersection Improvements	ACI-MCK-20-03-B						CMAQ	PRE-DES	2024				0.040																	0.040	
							CMAQ	DES	2025																					0.168	
							CMAQ	ROW	2026																					0.045	
							CMAQ	CONST	2026																					2.377	
McKellips Rd at Higley Rd: Intersection Improvements	ACI-MCK-20-03-C						CMAQ	PRE-DES	2022				0.040														0.041				
							CMAQ	DES	2023																					0.535	
							CMAQ	ROW	2024																					0.763	
							CMAQ	CONST	2025/2026																					2.486	
McKellips Rd at Power Rd: Intersection Improvements	ACI-MCK-20-03-D						CMAQ	DES	2017												0.566									2.486	
							CMAQ	ROW	2018													0.803								0.168	
							CMAQ	CONST	2019														2.024							0.236	
McKellips Rd at Recker Rd: Intersection Improvements	ACI-MCK-20-03-E						CMAQ	DES	2025																					0.566	
							CMAQ	ROW	2026																					0.803	
							CMAQ	CONST	2026																					2.024	
McKellips Rd at Val Vista Dr: Intersection Improvements	ACI-MCK-20-03-F						CMAQ	PRE-DES	2016				0.040								0.041										
							CMAQ	DES	2017													0.168									
							CMAQ	ROW	2017													0.236									
							CMAQ	CONST	2018														2.467								
Meridian Rd: Baseline Rd to Germann Rd	ACI-MER-10-03	\$ 29,944,946	\$ -	\$ -	\$ -	\$ 29,944,946																									
Meridian Rd: Baseline Rd to Ray Rd	ACI-MER-10-03-A						STP-MAG	DES	2015/2016													1.689									
							STP-MAG	ROW	2017													5.064									
							STP-MAG	CONST	2018														10.471								
Meridian Rd: Ray Rd to Germann Rd	ACI-MER-10-03-B						STP-MAG	DES	2018															1.266							
							STP-MAG	ROW	2019																3.798						
							STP-MAG	CONST	2020																7.658						
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd	ACI-MES-10-03	\$ 22,210,334	\$ -	\$ -	\$ 2,399,330	\$ 19,811,004																									
Mesa Dr: US 60 to Southern Ave	ACI-MES-10-03-A						RARF	PRE-DES	2008/2009				0.044	0.015																	
							RARF	DES	2010-2012					0.192	0.435	0.356	1.467														
							RARF	ROW	2009-2012					0.002	0.004	0.394	0.950	2.747													
							RARF	CONST	2012/2013							1.093	0.919	2.231			4.231										
Mesa Dr at Broadway Rd: Intersection Improvements	ACI-MES-10-03-B						RARF	PRE-DES	2010					0.056																	
							RARF	DES	2013/ 2014													0.654									

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RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED			
										PHASE I					PHASE II					PHASE III					PHASE IV									
							RARF	ROW	2014/ 2015												1.854													
							RARF	CONST	2016														5.709											
Pecos Rd: Ellsworth Rd to Meridian Rd	ACI-PEC-10-03	\$ 15,381,130	\$ -	\$ -	\$ -	\$ 15,381,130																												
							STP-MAG	DES	2017															1.425										
							STP-MAG	ROW	2018															6.140										
							STP-MAG	CONST	2019																7.816									
Ray Rd: Sossaman Rd to Meridian Rd	ACI-RAY-20-03	\$ 24,871,351	\$ -	\$ -	\$ 3,023,237	\$ 21,848,114																												
Ray Rd: Sossaman Rd to Ellsworth Rd	ACI-RAY-20-03-A						RARF	DES	2009							0.266																		
							RARF	ROW	2009							0.010																		
							RARF	CONST	2010/ 2011							2.748																		
Ray Rd: Ellsworth Rd to Meridian Rd	ACI-RAY-20-03-B						STP-MAG	DES	2024																			1.520						
							STP-MAG	ROW	2025																				4.558					
							STP-MAG	CONST	2025																				11.125					
							STP-MAG	SAVE	2026																					4.645				
Signal Butte Rd: Broadway to Pecos Rd	ACI-SGB-10-03	\$ 33,792,929	\$ -	\$ -	\$ -	\$ 33,792,929																												
Signal Butte Rd: Broadway Rd to Elliot Rd	ACI-SGB-10-03-A						RARF	DES	2020																									
							RARF	ROW	2021																									
							RARF	CONST	2022																									
Signal Butte Rd: Elliot Rd to Pecos Rd	ACI-SGB-10-03-B						STP-MAG	DES	2023																									
							STP-MAG	ROW	2024																									
							STP-MAG	CONST	2025/2026																									
Southern Ave: Country Club Dr to Recker Rd	ACI-SOU-10-03	\$ 28,341,768	\$ -	\$ -	\$ 57,839	\$ 28,283,929																												
Southern Ave: Country Club Dr to Recker Rd							RARF	STUDY	2007																									
Southern at Country Club Dr: Intersection Improvements	ACI-SOU-10-03-A						RARF	DES	2007, 2012								0.342																	
							RARF	ROW	2012									1.793																
							RARF	CONST	2013																									
							RARF	SAVE	2015										0.160															
Southern Ave at Stapley Dr: Intersection Improvements	ACI-SOU-10-03-B						RARF	PRE-DES	2007				0.119																					
							RARF	DES	2009- 2011				0.049		0.051	0.058	0.456																	
							RARF	ROW	2013								0.475																	
							RARF	CONST	2013								1.967	1.978																
							RARF	SAVE	2015											1.496	5.474													
Southern Ave at Lindsay Rd: Intersection Improvements	ACI-SOU-10-03-C						RARF	DES	2017																									
							RARF	ROW	2018																									
							RARF	CONST	2019																									
Southern Ave at Higley Rd: Intersection Improvements	ACI-SOU-10-03-D						RARF	DES	2017																									
							RARF	ROW	2018																									
							RARF	CONST	2019																									
Southern Ave: Sossaman to Meridian	ACI-SOU-20-03	\$ -	\$ 13,310,248	\$ -	\$ -	\$ -																												
Southern Ave: Sossaman Rd to Crismon Rd	ACI-SOU-20-03-A						RARF	DES	2020/2021																									1.097
							RARF	ROW	2022																									3.291
							RARF	CONST	2023																									3.625
Southern Ave: Crismon Rd to Meridian Rd	ACI-SOU-20-03-B						RARF	DES	2023																									0.731
							RARF	ROW	2024																									2.194
							RARF	CONST	2025																									2.371
Stapley Dr at University Dr: Intersection Improvements	All-STA-10-03	\$ 7,784,970	\$ -	\$ -	\$ -	\$ 7,784,970																												
							RARF	DES	2013																									
							RARF	ROW	2014/2015																									
							RARF	CONST	2014/2015																									

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										PHASE I			PHASE II					PHASE III					PHASE IV										
Thomas Rd: Gilbert Rd to Val Vista Dr	ACI-THM-10-03	\$ 4,745,938	\$ -	\$ -	\$ -	\$ 4,745,938																											
							STP-MAG	DES	2019															0.377									
							STP-MAG	ROW	2019														1.398										
							STP-MAG	CONST	2020															2.971									
University Dr: Val Vista Dr to Hawes Rd	ACI-UNV-10-03	\$ 22,032,700	\$ -	\$ -	\$ -	\$ 22,032,700																											
University Dr: Val Vista Dr to Higley Rd	ACI-UNV-10-03-A						RARF	DES	2019/2020																0.550	0.550							
							RARF	ROW	2021																		3.521						
							RARF	CONST	2022																			6.584					
University Dr: Higley Rd to Hawes Rd	ACI-UNV-10-03-B						RARF	DES	2023																					1.097			
							RARF	ROW	2023																					3.291			
							RARF	CONST	2024																					6.440			
Val Vista Dr: University Dr to Baseline Rd	ACI-VAL-10-03	\$ 8,319,977	\$ 4,722,381	\$ -	\$ -	\$ 8,319,977																											
Val Vista Dr: Baseline Rd to Southern Ave	ACI-VAL-10-03-A						RARF	DES	2018															0.538									
							RARF	ROW	2018/2019															1.074	1.074								
							RARF	CONST	2019																	3.633	2.000						
Val Vista Dr: Southern Ave to University Dr	ACI-VAL-10-03-B						RARF	DES	2025																						0.538		
							RARF	ROW	2025																						1.647		
							RARF	CONST	2026																						2.537		
PEORIA																																	
Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	ACI-BRD-10-03	\$ 5,584,727	\$ -	\$ -	\$ 1,854,383	\$ 3,730,344																											
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03-A						STP-MAG	DES	2007																								
							STP-MAG	ROW	2007																								
							STP-MAG	CONST	2009/2010				6.696																				
Loop 101 at Beardsley Rd/Union Hills Dr	ACI-BRD-10-03-B						STP-MAG	DES	2007																								
							STP-MAG	ROW	2007																								
							STP-MAG	CONST	2009/2010				10.851																				
83rd Ave: Butler Rd to Mountain View	ACI-BRD-10-03-C						RARF	DES	2011/2012							0.584																	
							RARF	CONST	2012/2013								0.977																
75th Ave at Thunderbird Rd: Intersection Improvement	ACI-BRD-10-03-D						RARF	DES	2010-2012						0.462																		
							RARF	ROW	2011/2012							0.270																	
							RARF	CONST	2012/2013							1.000	0.160																
Happy Valley Rd: L303 to 67th Ave	ACI-HPV-10-03	\$ 9,016,255	\$ -	\$ -	\$ 9,016,255	\$ -																											
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	ACI-HPV-10-03-A						RARF	DES	2024																								
							RARF	ROW	2024																								
							RARF	CONST	2024																								
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	ACI-HPV-10-03-B						RARF	DES	2008/2009						2.047																		
							RARF	ROW	2008/2009						4.842																		
							RARF	CONST	2008-2010						4.729	9.016																	
Lake Pleasant Pkwy: Union Hills to SR74	ACI-LKP-10-03	\$ 16,511,878	\$ 11,114,250	\$ -	\$ 2,644,676	\$ 13,867,202																											
Lake Pleasant Pkwy: Dynamite Blvd to CAP	ACI-LKP-10-03-A						RARF	PRE-DES	2010							1.993																	
							RARF	DES	2011-2013							0.652																	
							RARF	ROW	2011/2012																							3.886	
							RARF	CONST	2012-2014																						4.991	4.991	11.114
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	ACI-LKP-10-03-B						RARF	DES	2003																								
							RARF	ROW	2011																								
							RARF	CONST	2006/2008	7.027	7.263	8.044	4.793																				

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										PHASE I			PHASE II			PHASE III					PHASE IV										
Lake Pleasant Pkwy: CAP to SR74/Carefree Hwy	ACI-LKP-10-03-C						RARF	DES	2022																						
							RARF	ROW	2012																						
							RARF	CONST	2024																						
PHOENIX																															
Avenida Rio Salado: 51st Ave to 7th Street	ACI-RIO-10-03	\$ 44,693,212	\$ -	\$ -	\$ 23,188,621	\$ 21,504,591																									
							STP-MAG	STUDY	2007																						
							STP-MAG	DES	2010/2011																						
							STP-MAG	ROW	2012/2013						23.189																
							STP-MAG	CONST	2013-2015								7.168	6.168	8.168												
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	ACI-BMT-10-03	\$ 21,230,082	\$ -	\$ -	\$ -	\$ 21,230,082																									
							STP-MAG	STUDY	2007																						
							STP-MAG	DES	2011, 2013						1.300		1.288														
							STP-MAG	ROW	2013								2.452														
							STP-MAG	CONST	2013-2015									14.990	2.500												
Happy Valley Rd: 67th Ave to I-17	ACI-HPV-20-03	\$ 5,342,724	\$ 13,291,635	\$ -	\$ -	\$ 5,342,724																									
Happy Valley Rd: I-17 to 35th Ave	ACI-HPV-20-03-A						RARF	DES	2003																			0.587		0.078	
							RARF	ROW	2004																			0.011			
							RARF	CONST	2005																			4.745			
Happy Valley Rd: 35th Ave to 43rd Ave	ACI-HPV-20-03-B						RARF	PREDES	2008																						
							RARF	DES	2021																					0.401	
							RARF	ROW	2022																					1.449	
							RARF	CONST	2023																					3.383	
Happy Valley Rd: 43rd Ave to 55th Ave	ACI-HPV-20-03-C						RARF	PREDES	2009																						
							RARF	DES	2027																					0.457	
							RARF	ROW	2028																					0.214	
							RARF	CONST	2029/2030																					3.999	
Happy Valley Rd: 55th Ave to 67th Ave	ACI-HPV-20-03-D						RARF	DES	2027																					0.457	
							RARF	ROW	2028																						
							RARF	CONST	2029/2030																					2.853	
Sonoran Blvd: 15th Ave to Cave Creek	ACI-SON-10-03	\$ 32,572,196	\$ -	\$ -	\$ 18,208,306	\$ 14,363,889																									
							RARF	PRE-DES	2008																						
							RARF	DES	2009, 2011						1.422																
							RARF	ROW	2009, 2011						2.844																
							RARF	CONST	2011-2013						13.942		5.170	9.194													
SCOTTSDALE/CAREFREE																															
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek Rd	ACI-PMA-10-03	\$ 71,853,479	\$ 625,201	\$ (6,101,138)	\$ 6,936,477	\$ 58,815,864																									
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak (SCT)	ACI-PMA-10-03-A						RARF	DES	2005-2012				0.440	0.748	0.518	0.189															
							RARF	ROW	2009-2012				0.008	0.025	0.532	0.061															
							RARF	CONST	2010-2012					2.029	6.610	6.686															
Pima Rd/Happy Valley Intersection Improvement (SCT)	ACI-PMA-10-03-B						RARF	CONST	2008																						
Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	ACI-PMA-10-03-C						RARF	DES	2015													1.345									
							RARF	ROW	2016													1.190									
							RARF	CONST	2017														3.200	10.255							
Pima Rd: Dynamite Blvd to Stagecoach Rd (SCT)	ACI-PMA-10-03-D						RARF	DES	2016															5.390							
							RARF	ROW	2016/2017															5.950							
							RARF	CONST	2016-2020															10.276	6.638	9.638					
Pima Rd: Stagecoach Rd to Cave Creek (CFR)	ACI-PMA-10-03-E						RARF	CONST	2020																		1.387	3.546		0.625	
Pima Rd: SR101L to Thompson Peak Pkwy (SCT)	ACI-PMA-10-03-F						RARF	DES	2004-2008				1.061																		
							RARF	ROW	2006-2008																						

Project Savings of \$6,101,138 moved to ACISCT1003A

DRAFT FY 2013 Arterial Life Cycle Program

RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED	
										PHASE I			PHASE II			PHASE III					PHASE IV											
							RARF	CONST	2006-2008				12.578																			
SCOTTSDALE																																
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	ACI-CFR-10-03	\$ 8,011,907	\$ -	\$ -	\$ -	\$ 8,011,907																										
							STP-MAG	DES	2023																							
							STP-MAG	ROW	2024																							
							STP-MAG	CONST	2025/2026																							
Loop 101 North Frontage Rds: Pima/Princess Dr to Scottsdale Rd	ACI-SFN-10-03	\$ -	\$ 29,014,102	\$ -	\$ -	\$ -																										
Loop 101 N Frontage Rd: Hayden Rd to Scottsdale Rd	ACI-SFN-10-03-A						RARF	DES	2007/2008				0.611																			
							RARF	ROW	2008				0.006																			
							RARF	CONST	2008/2009				2.420	0.708																		
Loop 101 N Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	ACI-SFN-10-03-B						RARF	PRE-DES	2027																						0.257	
							RARF	DES	2027																							
							RARF	ROW	2028																							
							RARF	CONST	2028																						28.757	
Miller Rd/SR-101L Underpass	ACI-MLR-10-03	\$ 14,004,748	\$ -	\$ -	\$ -	\$ 14,004,748																										
							STP-MAG	DES	2018																1.400							
							STP-MAG	ROW	2019																	3.435						
							STP-MAG	CONST	2020																	9.169						
Pima Rd: Happy Valley Rd to Dynamite Blvd	ACI-PMA-20-03	\$ 23,747,179	\$ -	\$ -	\$ -	\$ 23,747,179																										
							RARF	DES	2016															2.145								
							RARF	ROW	2017																2.367							
							RARF	CONST	2018																8.427	10.809						
Pima Rd: McKellips Rd to Via Linda	ACI-PMA-30-03	\$ 30,718,840	\$ -	\$ -	\$ 7,462,745	\$ 23,256,095																										
Pima Rd: Via Linda to Via De Ventura	ACI-PMA-30-03-A						RARF	DES	2013															0.102								
							RARF	CONST	2014															1.236								
Pima Rd: Via De Ventura to Krail	ACI-PMA-30-03-B						RARF	DES	2010							0.744																
							RARF	CONST	2010-2012							6.719																
Pima Rd: Krail to Chaparral Rd	ACI-PMA-30-03-C						RARF	DES	2015																0.756							
							RARF	CONST	2016																2.000	6.707						
Pima Rd: Chaparral Rd to Thomas Rd	ACI-PMA-30-03-D						RARF	DES	2017																							
							RARF	CONST	2018																							
Pima Rd: Thomas Rd to McDowell Rd	ACI-PMA-30-03-E						RARF	DES	2013								0.048							0.491								
							RARF	CONST	2014															5.590								
Scottsdale Airpark Area Capacity Improvements	ACI-SAT-10-03	\$ 68,839,645	\$ 564	\$ 1,200,000	\$ 398,672	\$ 69,640,973																										
Frank Lloyd Wright at Loop 101 Traffic Interchange	ACI-SAT-10-03-A						STP-MAG	DES	2018																							
							STP-MAG	CONST	2019																							
Raintree at Loop 101 Traffic Interchange	ACI-SAT-10-03-B						STP-MAG	PRE-DES/ DES	2016																							
							STP-MAG	CONST	2017																							
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	ACI-SAT-10-03-C						RARF	DES	2011-2013							0.384	0.286															
							RARF	ROW	2012/2013							0.014	2.517															
							RARF	CONST	2012/2013								1.023	2.182														
							RARF	SAVE	2013										2.747													
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	ACI-SAT-10-03-D						RARF	DES	2013										0.704													
							RARF	ROW	2014										1.408													
							RARF	CONST	2015										5.633													
Redfield Rd: Scottsdale Rd to Hayden	ACI-SAT-10-03-E						RARF	DES	2013										0.352													
							RARF	CONST	2014										3.521													

DRAFT FY 2013 Arterial Life Cycle Program

RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED						
										PHASE I				PHASE II				PHASE III				PHASE IV															
Raintree Extension: Hayden to Redfield	ACI-SAT-10-03-F						RARF	DES	2013								1.056																				
							RARF	ROW	2013/2014								0.320	0.176	0.900	2.621																	
							RARF	CONST	2014/2015												2.225	6.225															
Raintree Drive: Loop 101 to Hayden	ACI-SAT-10-03-G						RARF	DES	2014										0.704																		
							RARF	ROW	2015												3.521																
							RARF	CONST	2016												4.041	3.000															
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	ACI-SAT-10-03-H						RARF	DES	2012/2013								0.070																				
							RARF	ROW	2013								0.070																				
							RARF	CONST	2014									0.704																			
Southbound Loop 101 Frontage Road Connections	ACI-SAT-10-03-I						RARF	DES	2013																												
							RARF	ROW	2014												0.352																
							RARF	CONST	2014												0.704																
Hayden Rd at Loop 101 Interchange Improvements	ACI-SAT-10-03-J						STP-MAG	DES	2023																			0.955									
							STP-MAG	ROW	2024																												
							STP-MAG	CONST	2025/2026																				0.775								
Airpark DCR	ACI-SAT-10-03-K						RARF	DES	2013								0.704																				
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd	ACI-SCT-10-03	\$ 12,701,653	\$ 6,117,894	\$ 6,117,894	\$ 63,355	\$ 18,756,192																															
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	ACI-SCT-10-03-A						RARF	PRE DES	2009-2011						0.694	0.063																					
							RARF	DES	2011/2012								0.500																				
							RARF	ROW	2012/2013								1.022																				
							RARF	CONST	2013/2014								2.224	5.582		4.814	2.814																
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	ACI-SCT-10-03-B						RARF	DES	2017															1.800													
							RARF	ROW	2018																												
							RARF	CONST	2019																												
Scottsdale Rd: Jomax Rd to Carefree Hwy	ACI-SCT-20-03	\$ 28,496,613	\$ -	\$ -	\$ -	\$ 28,496,613																															
Scottsdale Rd: Jomax Rd to Dixileta Dr	ACI-SCT-20-03-A						RARF	DES	2018															1.095													
							RARF	ROW	2018															1.978													
							RARF	CONST	2019															3.213	3.213												
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	ACI-SCT-20-03-B						RARF	DES	2019															1.095													
							RARF	ROW	2020																												
							RARF	CONST	2021																1.978												
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	ACI-SCT-20-03-C						RARF	DES	2020																												
							RARF	ROW	2021																												
							RARF	CONST	2022																												
Shea Blvd: SR-101L to SR-87	ACI-SHA-20-03	\$ 19,030,394		\$ (1,216,756)	\$ 616,084	\$ 17,197,554																															
Shea Blvd at 90th/92nd/96th: Intersection Improvements	ACI-SHA-20-03-A						RARF	DES	2005				0.297																								
							RARF	ROW	2006				0.038																								
							RARF	CONST	2007				1.492	2.229																							
Shea Auxiliary Lane from 90th St to Loop 101	ACI-SHA-20-03-B						RARF	DES	2019																												
							RARF	ROW	2020																												
							RARF	CONST	2021																												
Shea Blvd at Via Linda (Phase1): Intersection Improvements	ACI-SHA-20-03-C						RARF	DES	2005				0.027																								
							RARF	CONST	2006				0.595																								
Shea Blvd at Via Linda (Phase 2): Intersection Improvements	ACI-SHA-20-03-D						RARF	DES	2016																												
							RARF	ROW	2017																												
							RARF	CONST	2017																												

Received \$496,000 in project savings from ACISHA2003E

Received \$704,000 in project savings from ACISHA2003E

Received \$6,101,138 in Project Savings from ACIPMA1003A and \$16,756 from ACISHA2003E

DRAFT FY 2013 Arterial Life Cycle Program

RTP Project	RTP Code	Remaining Regional Budget (FY12)	Unfunded Due to Deficit	Project Savings Reallocation	Spent in FY2012	Remaining Regional Budget (FY13)	Fund Type	Work Phase	FY for Work	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11 2010\$	FY12 2011\$	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	UNFUNDED				
										PHASE I					PHASE II					PHASE III					PHASE IV										
Shea Blvd at 120/124th St: Intersection Improvements	ACI-SHA-20-03-E						RARF	DES	2010						0.053																				
							RARF	ROW	2010/2011																										
							RARF	CONST	2011/2012						0.130																				
Shea Blvd at Mayo/134th St: Intersection Improvements	ACI-SHA-20-03-F						RARF	DES	2005				0.019																						
							RARF	CONST	2006				0.143																						
Shea Blvd: SR-101L to 96th St: ITS Improvements	ACI-SHA-20-03-G						RARF	DES	2009						0.123																				
							RARF	CONST	2009/2010						0.310																				
Shea Blvd: 96th St to 144th St: ITS Improvements	ACI-SHA-20-03-H						RARF	DES	2015																					0.443					
							RARF	ROW	2016																					0.443					
							RARF	CONST	2016																					1.475					
Shea Blvd at Loop 101: Intersection Improvements	ACI-SHA-20-03-I						RARF	DES	2016																					0.406					
							RARF	ROW	2017																					0.332					
							RARF	CONST	2018																					2.951					
Shea Blvd at 110th St: Intersection Improvements	ACI-SHA-20-03-J						RARF	DES	2016																					0.044					
							RARF	ROW	2017																					0.089					
							RARF	CONST	2017																					0.133					
Shea Blvd at 114th St: Intersection Improvements	ACI-SHA-20-03-K						CMAQ	DES	2018																				0.044						
							CMAQ	ROW	2018																				0.089						
							CMAQ	CONST	2019																				0.133						
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	ACI-SHA-20-03-L						RARF	DES	2010, 2015											0.148															
							RARF	ROW	2011, 2016											0.148															
							RARF	CONST	2016/2017											0.184	0.184														
Shea Blvd at 115th St: Intersection Improvements	ACI-SHA-20-03-M						RARF	DES	2018																					0.016					
							RARF	ROW	2019																					0.032					
							RARF	CONST	2019																					0.063					
Shea Blvd at 125th St: Intersection Improvements	ACI-SHA-20-03-N						RARF	DES	2011/2012										0.088																
							RARF	ROW	2012/2013										0.088																
							RARF	CONST	2012/2013										0.704																
Shea Blvd at 135th St: Intersection Improvements	ACI-SHA-20-03-O						RARF	DES	2018																					0.016					
							RARF	ROW	2019																					0.032					
							RARF	CONST	2019																					0.063					
Shea Blvd at 136th St: Intersection Improvements	ACI-SHA-20-03-P						RARF	DES	2012																					0.221					
							RARF	ROW	2012																					0.007					
							RARF	CONST	2012/2013																					0.148					
Legacy Dr: Hayden Rd to 88th Street	ACI-UNH-10-03	\$ 2,072,944	\$ 10,021,458	\$ -	\$ -	\$ 2,072,944																													
							STP-MAG	DES	2023																										
							STP-MAG	ROW	2024																										
							STP-MAG	CONST	2025/2026																				2.073	10.021					
MAG/MULTI-AGENCY																																			
ITS Program	AOP-ITS-10-03	\$ 40,962,850	\$ -				CMAQ		2006-2026			5.559	5.641	6.461	6.565	6.709	8.818	7.528	6.794	2.461	4.787	1.483	2.883												
TOTAL										7.027	14.208	28.326	65.021	60.395	79.812	102.809	60.942	72.530	64.195	83.776	97.500	97.505	99.287	98.824	102.867	100.383	97.160	94.834	107.003	81.496	196.451				

Reallocated \$16,756 to ACISCT1003A, \$496,000 to ACISAT1003F and \$704,000 to ACISAT1003K

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
CHN12-110RWZ	Chandler	Gilbert Rd: Queen Creek to Hunt Hwy	Acquisition of right-of-way for roadway widening	2012	4	2	4	Local	\$ -	\$ -	\$ 236,485	\$ 788,284	2013	RARF	\$ 551,799	Amend: FY13ALCP partial reimbursement deferred	ACI-GIL-10-03-B
CHN13-110RWZ	Chandler	Gilbert Rd: Queen Creek to Hunt Hwy	Acquisition of right-of-way for roadway widening	2013	1	2	6	RARF	\$ -	\$ 866,515	\$ 371,364	\$ 1,237,879	2013	RARF	\$ 866,515	Amend: add new FY13 update	ACI-GIL-10-03-B
CHN12-103CZ	Chandler	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	2012	1	2	6	Local	\$ -	\$ -	\$ 2,429,393	\$ 8,097,978	2013	RARF	\$ 5,668,585	Amend: FY13ALCP reimbursement deferred to 2013	ACI-GIL-10-03-C
CHN12-103CZ2	Chandler	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	2013	1	2	6	Local	\$ -	\$ -	\$ 800,822	\$ 2,669,406	2014	RARF	\$ 1,868,585	Amend: FY13ALCP reimbursement deferred to 2014	ACI-GIL-10-03-C
CHN14-104CZ2	Chandler	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	2014	1	2	4	Local	\$ -	\$ -	\$ 1,320,000	\$ 4,285,714	2019	RARF	\$ 3,000,000	Amend: new ALCP reimbursement	ACI-GIL-10-03-D
CHN14-104CZ	Chandler	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	2013	1	2	4	Local	\$ -	\$ -	\$ 1,320,000	\$ 4,514,286	2018	RARF	\$ 3,160,000	Admin: decrease reimbursement	ACI-GIL-10-03-D
CHN15-108CZ	Chandler	Gilbert Rd: Chandler Heights Rd to Riggs Rd	Construct roadway widening	2015	1	2	4	Local	\$ -	\$ -	\$ 428,571	\$ 1,428,571	2019	RARF	\$ 1,000,000	Amend: new ALCP reimbursement	ACI-GIL-10-03-E
CHN10-101DZ2	Chandler	McQueen Road: Ocotillo Road to Riggs Road	Design roadway widening	2012	2	2	4	Local	\$ -	\$ -	\$ 1,428,571	\$ 1,428,571	2017	RARF	\$ 929,974	Amend: new reimbursement year	ACI-PRC-10-03-C
CHN10-101DZ	Chandler	McQueen Road: Ocotillo Road to Riggs Road	Design roadway widening	2011	2	2	4	Local	\$ -	\$ -	\$ 136,736	\$ 136,736	2017	RARF	\$ 136,736	Admin: ALCP FY13 update	ACI-PRC-10-03-C
CHN10-101RWZ2	Chandler	McQueen Road: Ocotillo Road to Riggs Road	Acquisition of right-of-way for roadway widening	2013	2	2	4	Local	\$ -	\$ -	\$ 1,242,771	\$ 1,242,771	2018	RARF	\$ 1,242,771	Amend: add new reimbursement year	ACI-PRC-10-03-C
CHN10-101RWZ	Chandler	McQueen Road: Ocotillo Road to Riggs Road	Acquisition of right-of-way for roadway widening	2012	2	2	4	Local	\$ -	\$ -	\$ 929,974	\$ 929,974	2017	RARF	\$ 929,974	Admin: decrease reimbursement	ACI-PRC-10-03-C
CHN11-102DZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	2013	1	2	4	Local	\$ -	\$ -	\$ 111,226	\$ 370,754	2018	RARF	\$ 259,528	Admin: ALCP FY13 update	ACI-PRC-10-03-D
CHN12-102RWZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	2013	1	2	4	Local	\$ -	\$ -	\$ 630,497	\$ 969,996	2018	RARF	\$ 339,499	Admin: ALCP FY13 update	ACI-PRC-10-03-D
CHN14-102CZ2	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	2014	1	2	4	Local	\$ -	\$ -	\$ 1,866,999	\$ 6,223,330	2014	STP-MAG	\$ 4,356,331	Amend: new reimbursement year	ACI-PRC-10-03-D
CHN14-102CZ3	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	2014	1	2	4	Local	\$ -	\$ -	\$ 1,842,466	\$ 2,321,564	2027	STP-MAG	\$ 479,098	Amend: new reimbursement year	ACI-PRC-10-03-D
CHN14-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	2014	1	2	4	Local	\$ -	\$ -	\$ 2,132,791	\$ 2,801,901	2027	STP-MAG	\$ 669,110	Amend: new reimbursement year	ACI-PRC-10-03-D
CHN14-102DZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	2012	1	2	4	Local	\$ -	\$ -	\$ 111,226	\$ 370,754	2018	RARF	\$ 259,528	Admin: ALCP FY13 update	ACI-PRC-10-03-D
CHN14-102RWZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	2012	1	2	4	Local	\$ -	\$ -	\$ 630,497	\$ 969,996	2018	RARF	\$ 339,499	Amend: new reimbursement year	ACI-PRC-10-03-D
CHN14-109RWZ	Chandler	Chandler Blvd at Alma School Rd	Acquisition of right-of-way for intersection improvement	2014	0.3	4	6	RARF	\$ -	\$ 339,125	\$ 259,186	\$ 598,311	2014	RARF	\$ 339,125	Amend: new reimbursement year	All-CHN-10-03
CHN14-109RZ	Chandler	Chandler Blvd at Alma School Rd	Reimbursement for acquisition of right-of-way for intersection improvement	2015	0.3	4	6	RARF	\$ -	\$ 326,685	\$ -	\$ 326,685	2015	RARF	\$ 326,685	Amend: new reimbursement year	All-CHN-10-03
CHN15-109RZ	Chandler	Chandler Blvd at Alma School Rd	Reimbursement for construction of intersection improvement	2015	0.3	4	6	RARF	\$ -	\$ 1,334,806	\$ -	\$ 1,906,866	2015	RARF	\$ 1,334,806	Amend: new reimbursement year	All-CHN-10-03
CHN14-106DZ	Chandler	Ray Rd at McClintock Dr	Design intersection improvement	2015	0.3	4	6	Local	\$ -	\$ -	\$ 161,066	\$ 536,887	2016	STP-MAG	\$ 375,821	Admin: advance reimbursement year	All-RAY-40-03
CHN13-103CZ3	Chandler	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	2012	4	2	6	Local	\$ -	\$ -	\$ 607,849	\$ 2,026,163	2013	RARF	\$ 1,418,314	Amend: delete	
CHN14-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening	2014	1	2	4	HSIP	\$ 2,250,773	\$ -	\$ 3,830,396	\$ 6,081,169	2014	HSIP	\$ 2,250,773	Amend: delete	
CHN13-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway	2013	1	2	4	HSIP	\$ 1,157,061	\$ -	\$ 139,878	\$ 1,296,939	2013	HSIP	\$ 1,157,061	Amend: delete	

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
CHN15-102CZ	Chandler	Ocotillo Road- Arizona Avenue to McQueen Road	Construct roadway widening	2013	1	2	4	Local	\$ -	\$ -	\$ 840,570	\$ 2,103,726	2016	RARF	\$ 1,263,156	Amend: delete	
CHN15-102CZ2	Chandler	Ocotillo Road- Arizona Avenue to McQueen Road	Construct roadway widening	2014	1	2	4	Local	\$ -	\$ -	\$ 1,026,429	\$ 3,421,429	2022	RARF	\$ 2,395,000	Amend: delete	
ELM12-101DZ	El Mirage	El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand	Design roadway widening	2013	0	0	0	Local	\$ -	\$ -	\$ 383,146	\$ 1,277,152	2014	RARF	\$ 894,006	Amend: add new design reimbursement	ACI-ELM-20-03-C
ELM12-101DZ	El Mirage	El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand	Design roadway widening	2012	0	0	0	Local	\$ -	\$ -	\$ 383,146	\$ 1,277,152	2014	RARF	\$ 894,006	No reimbursement changes, FY13ALCP	ACI-ELM-20-03-C
MMA13-103RWZ	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right-of-way for roadway widening	2013	1	2	4	Local	\$ -	\$ -	\$ 932,615	\$ 3,108,718	2017	RARF	\$ 2,176,103	Amend: defer reimbursement	ACI-ELM-20-03-F
MMA14-103CZ	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	2014	1	2	4	Local	\$ -	\$ -	\$ 736,308	\$ 2,454,359	2017	RARF	\$ 1,718,051	Amend: defer reimbursement	ACI-ELM-20-03-F
MMA15-103CZ	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	2015	1.6	4	6	Local	\$ -	\$ -	\$ 1,593,450	\$ 5,311,501	2018	RARF	\$ 3,718,051	Admin: decrease reimbursement	ACI-ELM-20-03-F
MMA13-102RWZ	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2013	5.8	4	6	Local	\$ -	\$ -	\$ 150,888	\$ 502,961	2016	RARF	\$ 352,073	Amend: ALCP FY13 update	ACI-ELM-30-03-E
MMA14-102CZ2	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	2014	5.8	4	6	Local	\$ -	\$ -	\$ 841,931	\$ 2,806,439	2017	RARF	\$ 1,964,508	Amend: ALCP FY13 update	ACI-ELM-30-03-E
MMA14-102CZ	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	2014	5.8	4	6	Local	\$ -	\$ -	\$ 214,286	\$ 714,286	2016	RARF	\$ 500,000	Amend: ALCP FY13 update	ACI-ELM-30-03-E
MMA15-102CZ	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	2015	5.8	4	6	Local	\$ -	\$ -	\$ 528,109	\$ 1,760,363		RARF	\$ 1,232,254	Amend: ALCP FY13 update	ACI-ELM-30-03-E
ELM13-103RWZ	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right of way for roadway widening	2013	1	2	4	Local	\$ -	\$ -	\$ 932,615	\$ 3,108,718	2016	RARF	\$ 2,176,103	Amend: delete	
ELM14-103CZ	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	2014	1	2	4	Local	\$ -	\$ -	\$ 736,308	\$ 2,454,359	2016	RARF	\$ 1,718,051	Amend: delete	
ELM15-103CZ	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	2015	1	2	4	Local	\$ -	\$ -	\$ 1,593,450	\$ 5,311,501	2018	RARF	\$ 3,718,051	Amend: delete	
ELM13-102RWZ	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2013	0.5	4	4	Local	\$ -	\$ -	\$ 150,888	\$ 502,961	2015	RARF	\$ 352,073	Amend: delete	
ELM14-102CZ	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	2014	0.5	4	4	Local	\$ -	\$ -	\$ 214,286	\$ 714,286	2015	RARF	\$ 500,000	Amend: delete	
ELM15-102CZ	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	2015	0.5	4	4	Local	\$ -	\$ -	\$ 841,932	\$ 2,806,440	2016	RARF	\$ 1,964,508	Amend: delete	
FTH09-908	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Acquisition of right-of-way for roadway widening	2012	0.8	5	6	Local	\$ -	\$ -	\$ 4,599	\$ 15,328	2013	RARF	\$ 10,730	Amend: advance reimbursement from FY14	ACI-SHA-10-03-B
FTH10-909	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	2012	0.8	5	6	Local	\$ -	\$ -	\$ 303,905	\$ 1,013,016	2014	RARF	\$ 709,111	Amend: decrease reimburse and partial defer to FY15, FY17	ACI-SHA-10-03-B
FTH11-101CZ	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	2013	0.8	5	6	Local	\$ -	\$ -	\$ 214,286	\$ 714,286	2015	RARF	\$ 500,000	Amend: Deferred reimbursement from FY14	ACI-SHA-10-03-B
FTH12-002DZ	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	2012	0.8	5	6	RARF	\$ -	\$ 67,274	\$ 28,832	\$ 96,106	2012	RARF	\$ 67,274	Amend: decrease and defer to FY13	ACI-SHA-10-03-B
FTH12-002DZ2	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	2012	0.8	5	6	Local	\$ -	\$ -	\$ 34,517	\$ 115,055	2013	RARF	\$ 80,539	Amend: new reimbursement year	ACI-SHA-10-03-B
FTH12-02RWZ	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Acquisition of right-of-way for roadway widening	2013	0.8	5	6	RARF	\$ -	\$ 10,730	\$ 4,599	\$ 15,328	2013	RARF	\$ 10,730	Amend: new reimbursement year	ACI-SHA-10-03-B
FTH13-002CZ	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	2013	0.8	5	6	Local	\$ -	\$ -	\$ 1,148,158	\$ 2,742,154	2017	RARF	\$ 1,593,996	Amend: new reimbursement year	ACI-SHA-10-03-B
GLB09-728	Gilbert	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2013	2	2	6	Local	\$ -	\$ -	\$ 437,281	\$ 1,256,000	2015	RARF	\$ 879,200	Admin: increase local costs	ACI-GER-20-03-B
GLB14-103CZ2	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2015	2	2	6	Local	\$ -	\$ -	\$ 538,639	\$ 1,795,464	2018	RARF	\$ 1,256,825	Amend: ALCP FY13 update	ACI-GER-20-03-B

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
GLB14-103CZ	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2014	2	2	6	Local	\$	-	\$ 538,639	\$ 1,795,464	2017	RARF	\$ 1,256,825	Amend: ALCP FY13 update	ACI-GER-20-03-B
GLB14-103RW2Z	Gilbert	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2014	2	2	6	Local	\$	-	\$ 229,600	\$ 1,579,500	2016	RARF	\$ 1,205,650	Amend: ALCP FY13 update	ACI-GER-20-03-B
GLB14-103RWZ	Gilbert	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2013	2	2	6	Local	\$	-	\$ 229,600	\$ 1,579,500	2015	RARF	\$ 1,005,650	Admin: ALCP FY13 update	ACI-GER-20-03-B
GLB12-107ADZ2	Gilbert	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening	2011	2	2	4	Local	\$	-	\$ 288,481	\$ 961,604	2012	RARF	\$ 673,123	Admin: ALCP FY13 update	ACI-QNC-10-03-C
GLB12-107CZ	Gilbert	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2012	2	2	4	Local	\$	-	\$ 1,815,958	\$ 6,053,194	2015	RARF	\$ 4,237,236	Admin: ALCP FY13 update	ACI-QNC-10-03-C
GLB13-107ARWZ 2	Gilbert	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquisition of right-of-way for roadway widening	2011	2	2	4	Local	\$	-	\$ 229,816	\$ 766,054	2013	RARF	\$ 536,238	Admin: ALCP FY13 update	ACI-QNC-10-03-C
GLB14-107ACZ	Gilbert	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2011	2	2	4	Local	\$	-	\$ 1,815,958	\$ 6,053,194	2014	RARF	\$ 4,237,236	Admin: ALCP FY13 update	ACI-QNC-10-03-C
NONE	Gilbert	Queen Creek Rd: Val Vista Dr to Higley Rd	Project savings for roadway widening	2012	2	2	4	Local	\$	-	\$	\$ 2,466,448	2015	RARF	\$	Project savings Reallocated to other projects	ACI-QNC-10-03-C
GIL15-108DZ	Gilbert	Elliot Rd at Cooper Dr	Design intersection improvement	2015	0.5	4	6	Local	\$	-	\$ 105,450	\$ 351,500	2016	CMAQ	\$ 246,050	Amend: new reimbursement year	AII-ELT-30-03
GIL15-108RWZ	Gilbert	Elliot Rd at Cooper Dr	Acquisition of right-of-way for intersection improvement	2015	0.5	4	6	Local	\$	-	\$ 189,839	\$ 609,839	2016	CMAQ	\$ 420,000	Amend: new reimbursement year	AII-ELT-30-03
GLB12-107CZ	Gilbert	Guadalupe Rd at Cooper Rd	Construct intersection improvement	2012	2	2	4	Local	\$	-	\$ 642,857	\$ 2,142,857	2015	RARF	\$ 1,500,000	Admin: defer reimbursement year	AII-GUD-30-03
GLB12-107DZ	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2012	0.5	4	6	Local	\$	-	\$ 125,388	\$ 417,961	2013	RARF	\$ 292,573	Amend: new reimbursement year	AII-GUD-30-03
GLB13-107CZ	Gilbert	Guadalupe Rd at Cooper Rd	Construct intersection improvement	2013	0.5	4	6	Local	\$	-	\$ 1,387,497	\$ 3,405,143	2015	RARF	\$ 2,017,646	Amend: new reimbursement year	AII-GUD-30-03
GLB13-107DZ	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2013	0.5	4	6	RARF	\$	\$ 292,573	\$ 125,388	\$ 417,961	2013	RARF	\$ 292,573	Amend: new reimbursement year	AII-GUD-30-03
GLB13-107RWZ	Gilbert	Guadalupe Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2013	0.5	4	6	RARF	\$	\$ 700,000	\$ 300,000	\$ 1,000,000	2013	RARF	\$ 700,000	Amend: new reimbursement year	AII-GUD-30-03
GLB130-07D	Gilbert	Guadalupe Rd at Gilbert Rd	Design intersection improvement	2013	0.5	4	6	RARF	\$	\$ 492,100	\$ 210,900	\$ 703,000	2013	RARF	\$ 492,100	Amend: Advanced reimbursement	AII-GUD-40-03
GLB130-08CZ2	Gilbert	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	2015	0.5	4	6	RARF	\$	\$ 1,221,409	\$ 1,541,091	\$ 2,762,500	2015	RARF	\$ 1,221,409	Amend: new reimbursement year	AII-GUD-40-03
GLB130-08CZ	Gilbert	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	2014	0.5	4	6	Local	\$	-	\$ 1,541,091	\$ 2,762,500	2015	RARF	\$ 1,221,409	Amend: new reimbursement year	AII-GUD-40-03
GLB130-08RWZ	Gilbert	Guadalupe Rd at Gilbert Rd	Acquisition of right-of-way for intersection improvement	2013	0.5	4	6	RARF	\$	\$ 507,900	\$ 217,671	\$ 725,571	2013	RARF	\$ 507,900	Amend: Advanced reimbursement	AII-GUD-40-03
GLB130-08RW2Z	Gilbert	Guadalupe Rd at Gilbert Rd	Acquisition of right-of-way for intersection improvement	2014	0.5	4	6	RARF	\$	\$ 332,100	\$ 142,329	\$ 474,429	2014	RARF	\$ 332,100	Amend: new reimbursement year	AII-GUD-40-03
GLB14-103CZ	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2014	2	2	6	Local	\$	\$	\$ 3,754,822	\$ 5,011,647	2016	RARF	\$ 1,256,825	Amend: delete	
GLB15-103CZ	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2015	2	2	6	Local	\$	\$	\$ 3,794,294	\$ 5,051,119	2018	RARF	\$ 1,256,825	Amend: delete	
GLB15-103CZ2	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2015	2	2	6	Local	\$	\$	\$ 2,906,861	\$ 9,689,537	2021	RARF	\$ 6,782,676	Amend: delete	
GLB120-08CZ	Gilbert	Guadalupe Rd at Cooper Rd	Construct intersection improvement	2012	0.5	4	6	Local	\$	\$	\$ 1,384,292	\$ 4,614,306	2014	RARF	\$ 3,230,014	Amend: delete	
GLB120-08RW	Gilbert	Guadalupe Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2011	0.5	4	6	RARF	\$	\$ 19,933	\$ 8,542	\$ 28,475	2011	RARF	\$ 19,933	Amend: delete	
GLB120-08RW2	Gilbert	Guadalupe Rd at Cooper Rd	Acquire right-of-way for intersection improvement	2011	0.5	4	6	Local	\$	\$	\$ 618,271	\$ 2,060,903	2012	RARF	\$ 1,442,632	Amend: delete	

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
GLB09-726C	Gilbert	Power Rd- Santan Fwy to Pecos Rd	Construct roadway widening	2012	1.5	4	6	Local	\$ -	\$ -	\$ 1,270,695	\$ 4,235,648	2013	RARF	\$ 2,964,954	Amend: delete	
GLB10-005RWZ	Gilbert	Power Rd- Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	2011	1.5	4	6	Local	\$ -	\$ -	\$ 2,327,961	\$ 4,781,290	2013	RARF	\$ 2,453,329	Amend: delete	
GLB10-731C	Gilbert	Power Rd- Santan Fwy to Pecos Rd	Construct roadway widening	2012	1.5	4	6	Local	\$ -	\$ -	\$ 7,475,398	\$ 14,464,039	2014	RARF	\$ 6,988,640	Amend: delete	
GLB11-108DZ	Gilbert	Power Rd- Santan Fwy to Pecos Rd	Design roadway widening	2011	1.5	4	6	Local	\$ -	\$ -	\$ 672,147	\$ 1,189,694	2012	RARF	\$ 517,547	Amend: delete	
GLB13-107ACZ	Gilbert	Queen Creek Rd- Val Vista Dr to Higley Rd	Construct roadway widening	2011	2	2	4	Local	\$ -	\$ -	\$ 5,631	\$ 18,768	2012	RARF	\$ 13,137	Amend: delete	
MMA12-116DZ2	Maricopa County	El Mirage Rd: Bell Road to Picene Drive	Design roadway widening	2013	0.5	4	10	Local	\$ -	\$ -	\$ 83,827	\$ 83,827	2015	RARF	\$ -	Amend: Add local design	ACI-ELM-20-03-A
MMA12-115DZ2	Maricopa County	El Mirage Rd: Northern Avenue to Cactus	Design roadway widening	2013	2	2	6	RARF	\$ -	\$ 570,006	\$ 244,288	\$ 814,294	2013	RARF	\$ 570,006	Amend: add new design reimbursement	ACI-ELM-20-03-B
MMA12-115DZ	Maricopa County	El Mirage Rd: Northern Avenue to Cactus	Design roadway widening	2012	2	2	6	Local	\$ -	\$ -	\$ 244,288	\$ 814,294	2013	RARF	\$ 570,006	No reimbursement changes, FY13ALCP	ACI-ELM-20-03-B
MMA13-114RWZ2	Maricopa County	El Mirage Rd: Northern Avenue to Peoria Avenue	Acquisition of right-of-way for roadway widening	2014	2	2	6	Local	\$ -	\$ -	\$ 443,002	\$ 1,476,675	2016	RARF	\$ 1,033,672	Amend: ALCP FY13 update	ACI-ELM-20-03-D
MMA13-114RWZ	Maricopa County	El Mirage Rd: Northern Avenue to Peoria Avenue	Acquisition of right-of-way for roadway widening	2013	2	2	6	Local	\$ -	\$ -	\$ 443,002	\$ 1,476,675	2015	RARF	\$ 1,033,672	Amend: Split reimbursement, defer to FY 15, FY16	ACI-ELM-20-03-D
MMA11-103DZ	Maricopa County	Gilbert Road Bridge over the Salt River	Design roadway widening	2013	1.6	4	6	STP-MAG	\$ 836,597	\$ -	\$ 358,542	\$ 1,195,139	2013	STP-MAG	\$ 836,597	No reimbursement changes, FY13ALCP	ACI-GIL-20-03
MMA11-103RWZ2	Maricopa County	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	2015	1.6	4	6	Local	\$ -	\$ -	\$ 448,120	\$ 1,476,675	2016	STP-MAG	\$ 1,028,555	Amend: new reimbursement year	ACI-GIL-20-03
MMA11-103RWZ	Maricopa County	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	2014	1.6	4	6	Local	\$ -	\$ -	\$ 448,120	\$ 1,476,675	2016	STP-MAG	\$ 1,028,555	Admin: decrease reimbursement	ACI-GIL-20-03
MMA13-103DZ	Maricopa County	Gilbert Road Bridge over the Salt River	Design roadway widening	2014	1.6	4	6	Local	\$ -	\$ -	\$ 358,542	\$ 1,195,139	2013	STP-MAG	\$ 836,597	Amend: new reimbursement year	ACI-GIL-20-03
MMA15-103CZ	Maricopa County	Gilbert Road Bridge over the Salt River	Construct roadway widening	2015	1.6	4	6	Local	\$ -	\$ -	\$ 1,344,523	\$ 4,481,744	2016	STP-MAG	\$ 3,137,221	Admin: decrease reimbursement	ACI-GIL-20-03
MMA12-106RZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct and landscape roadway widening	2012	4.1	4	6	Local	\$ -	\$ -	\$ 27,758	\$ 523,728	2012	STP-MAG	\$ 495,970	Amend: new reimbursement year	ACI-NOR-10-03-A
MMA12-106RZ3	Maricopa County	Northern Parkway: Sarival to Dysart	Construct and landscape roadway widening	2013	4.1	4	6	Local	\$ -	\$ -	\$ 134,877	\$ 2,544,850	2014	STP-MAG	\$ 2,409,973	Amend: new reimbursement year	ACI-NOR-10-03-A
MMA11-922	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening	2012	2.5	2	4	STP-MAG	\$ 686,731	\$ -	\$ 294,313	\$ 981,044	2012	STP-MAG	\$ 686,731	Admin: ALCP FY13 update	ACI-NOR-10-03-B
MMA11-923	Maricopa County	Northern Parkway: Dysart to 111th	Design roadway widening	2012	2.5	2	4	STP-MAG	\$ 1,770,367	\$ -	\$ 758,729	\$ 2,529,096	2012	STP-MAG	\$ 1,770,367	No reimbursement changes, FY13ALCP	ACI-NOR-10-03-B
MMA11-923D2	Maricopa County	Northern Parkway: Dysart to 111th	Design roadway widening	2013	2.5	2	4	STP-MAG	\$ 325,602	\$ -	\$ 139,543	\$ 465,145	2013	STP-MAG	\$ 325,602	Amend: new reimbursement year	ACI-NOR-10-03-B
MMA11-923D3	Maricopa County	Northern Parkway: Dysart to 111th	Design roadway widening	2014	2.5	2	4	Local	\$ -	\$ -	\$ 139,543	\$ 465,145	2013	STP-MAG	\$ 325,602	Amend: new reimbursement year	ACI-NOR-10-03-B
MMA13-118RWZ2	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening	2014	2.5	2	4	Local	\$ -	\$ -	\$ 151,602	\$ 3,492,320	2015	STP-MAG	\$ 3,340,718	Amend: new reimbursement year	ACI-NOR-10-03-B
MMA13-118RWZ	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening	2013	2.5	2	4	Local	\$ -	\$ -	\$ 857,143	\$ 2,857,143	2014	STP-MAG	\$ 2,000,000	Amend: Defer reimbursement from FY13, decrease reimbursement	ACI-NOR-10-03-B
MMA14-113CX	Maricopa County	Northern Parkway: Dysart to 111th	Construct roadway widening	2014	2.5	2	4	Local	\$ -	\$ -	\$ 2,370,089	\$ 7,900,296	2015	STP-MAG	\$ 5,530,207	Amend: Advance reimbursement from FY16	ACI-NOR-10-03-B
MMA15-113C2X	Maricopa County	Northern Parkway: Dysart to 111th	Construct roadway widening	2015	2.5	2	4	Local	\$ -	\$ -	\$ 4,634,836	\$ 12,462,474	2017	STP-MAG	\$ 7,827,638	Amend: new reimbursement year	ACI-NOR-10-03-B
MMA15-113CX	Maricopa County	Northern Parkway: Dysart to 111th	Construct roadway widening	2015	2.5	2	4	Local	\$ -	\$ -	\$ 2,117,137	\$ 7,057,124	2016	STP-MAG	\$ 4,939,987	Admin: FY13 ALCP Update	ACI-NOR-10-03-B
MMA13-117CZ	Maricopa County	Northern Parkway: Reems and Litchfield Overpasses	Construct roadway widening	2013	0.2	0	4	Local	\$ -	\$ -	\$ 857,143	\$ 2,857,143	2015	STP-MAG	\$ 2,000,000	Amend: Advance reimbursement from FY16	ACI-NOR-10-03-C

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
MMA13-117DZ	Maricopa County	Northern Parkway: Reems and Litchfield Overpasses	Design roadway widening	2013	0.1	0	4	Local	\$ -	\$ -	\$ 148,974	\$ 496,580	2012	STP-MAG	\$ 347,606	Amend: new reimbursement year	ACI-NOR-10-03-C
MMA14-117CZ	Maricopa County	Northern Parkway: Reems and Litchfield Overpasses	Construct roadway widening	2014	0.2	0	4	Local	\$ -	\$ -	\$ 2,601,645	\$ 7,467,597	2016	STP-MAG	\$ 4,865,952	Admin: decrease reimbursement	ACI-NOR-10-03-C
MMA14-112D2Z	Maricopa County	Northern Parkway: Northern Aven at L101	Design intersection improvement	2015	0	0	0	Local	\$ -	\$ -	\$ 150,000	\$ 500,000	2016	STP-MAG	\$ 350,000	Amend: add new reimbursement year	ACI-NOR-10-03-G
MMA14-112DZ	Maricopa County	Northern Parkway: Northern Aven at L101	Design intersection improvement	2014	0.5	4	6	Local	\$ -	\$ -	\$ 321,711	\$ 1,072,371	2016	STP-MAG	\$ 750,660	Admin: decrease reimbursement	ACI-NOR-10-03-G
MMA14-113D2Z	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2015	0.1	0	4	Local	\$ -	\$ -	\$ 524,872	\$ 1,749,571	2017	STP-MAG	\$ 1,224,700	Amend: new reimbursement year	ACI-NOR-10-03-H
MMA14-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2014	0.1	0	4	Local	\$ -	\$ -	\$ 85,714	\$ 285,714	2016	STP-MAG	\$ 200,000	Amend: new reimbursement year	ACI-NOR-10-03-H
MMA14-103DZ	Maricopa County	Gilbert Road Bridge over the Salt River	Design roadway widening	2014	1.6	4	6	STP-MAG	\$ 836,597	\$ -	\$ 1,195,139	\$ 2,031,736	2015	STP-MAG	\$ 836,597	Amend: delete	
MMA15-103RWZ	Maricopa County	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	2015	1.6	4	6	Local	\$ -	\$ -	\$ -	\$ 1,033,672	2016	STP-MAG	\$ 1,033,672	Amend: delete	
MMA14-119DZ	Maricopa County	Northern Parkway: Dysart-Overpass	Design roadway widening and overpass	2014	0.1	0	4	Local	\$ -	\$ -	\$ 500,000	\$ 500,000	2011	STP-MAG	\$ -	Amend: delete	
MMA15-119DZ	Maricopa County	Northern Parkway: Dysart-Overpass	Design roadway widening and overpass	2015	0.1	0	4	Local	\$ -	\$ -	\$ -	\$ 350,000	2016	STP-MAG	\$ 350,000	Amend: delete	
MMA12-118DZ	Maricopa County	Northern Parkway: Dysart to 111th	Design bridge construction and roadway widening	2013	2.5	2	4	Local	\$ -	\$ -	\$ 651,718	\$ 651,718	2013	STP-MAG	\$ -	Amend: delete	
mma14-113cz	Maricopa County	Northern Parkway: Dysart to 111th	Construct bridge and roadway widening	2014	2.5	2	4	Local	\$ -	\$ -	\$ 5,370,353	\$ 5,370,353	2016	STP-MAG	\$ -	Amend: delete	
MMA14-113RWZ	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right of way for bridge construction and roadway widening	2014	2.5	2	4	STP-MAG	\$ 3,205,268	\$ -	\$ 1,373,686	\$ 4,578,954	2014	STP-MAG	\$ 3,205,268	Amend: delete	
MMA14-118DZ	Maricopa County	Northern Parkway: Dysart to 111th	Design bridge construction and roadway widening	2014	2.5	2	4	STP-MAG	\$ 651,204	\$ -	\$ 279,087	\$ 930,291	2014	STP-MAG	\$ 651,204	Amend: delete	
MMA15-113GZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct bridge and roadway widening	2015	2.5	2	4	Local	\$ -	\$ -	\$ 14,543,914	\$ 14,543,914	2016	STP-MAG	\$ -	Amend: delete	
MMA15-113RZ	Maricopa County	Northern Parkway: Dysart to 111th	Reimbursement for constructing bridge and roadway widening	2015	2.5	2	4	STP-MAG	\$ 4,030,207	\$ -	\$ -	\$ 4,030,207	2015	STP-MAG	\$ 4,030,207	Amend: delete	
MMA15-112DZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Design roadway widening and overpasses	2015	0.5	4	6	Local	\$ -	\$ -	\$ 500,000	\$ 500,000	2016	STP-MAG	\$ -	Amend: delete	
MMA13-106CLZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct and landscape roadway widening	2012	4.1	4	6	STP-MAG	\$ 495,970	\$ -	\$ 27,758	\$ 523,728	2012	STP-MAG	\$ 495,970	Amend: delete	
MMA14-106CLZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct and landscape roadway widening	2014	4.1	4	6	STP-MAG	\$ 2,409,973	\$ -	\$ 134,877	\$ 2,544,850	2014	STP-MAG	\$ 2,409,973	Amend: delete	
MES15-127DZ	Mesa	Crismon Rd: Ray Rd to Germann Rd	Design roadway widening	2015	3	0	6	Local	\$ -	\$ -	\$ 521,589	\$ 1,738,755	2016	STP-MAG	\$ 1,217,165	Amend: add design project	ACI-CRS-10-03-C
MES15-114DZ	Mesa	Meridian Rd: Baseline Rd to Ray	Design roadway widening	2015	4	0	6	Local	\$ -	\$ -	\$ 361,977	\$ 1,206,591	2017	STP-MAG	\$ 844,614	Amend: defer reimbursement	ACI-MER-10-03-A
MES11-125DZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2011	1	4	6	RARF	\$ -	\$ 612,343	\$ 262,433	\$ 874,776	2011	RARF	\$ 612,343	Admin: decrease reimbursement	ACI-MES-10-03-A
MES11-125RWZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	2011	1	4	6	RARF	\$ -	\$ 217,288	\$ 93,124	\$ 310,412	2011	RARF	\$ 217,288	Admin: decrease reimbursement	ACI-MES-10-03-A
MES12-125DZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2012	1	4	6	RARF	\$ -	\$ 356,193	\$ 152,654	\$ 508,847	2012	RARF	\$ 356,193	Admin: defer partial reimbursement	ACI-MES-10-03-A

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
MES12-125DZ2	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2012	1	4	6	Local	\$ -	\$ -	\$ 965,129	\$ 2,432,319	2013	RARF	\$ 1,467,191	Amend: new reimbursement year	ACI-MES-10-03-A
MES12-125RWZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	2012	1	4	6	RARF	\$ -	\$ 950,156	\$ 407,210	\$ 1,357,366	2012	RARF	\$ 950,156	Admin: Increase reimbursement from FY11	ACI-MES-10-03-A
MES12-125RWZ2	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	2012	1	4	6	RARF	\$ -	\$ 2,747,272	\$ 1,177,402	\$ 3,924,674	2012	RARF	\$ 2,747,272	Amend: new reimbursement year	ACI-MES-10-03-A
MES14-125CZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2014	1	4	6	RARF	\$ -	\$ 2,230,563	\$ 955,956	\$ 3,186,518	2014	RARF	\$ 2,230,563	Amend: new reimbursement year	ACI-MES-10-03-A
MES14-125CZ2	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2014	1	4	6	Local	\$ -	\$ -	\$ 1,813,098	\$ 6,043,661	2016	RARF	\$ 4,230,563	Amend: new reimbursement year	ACI-MES-10-03-A
MES150-10C	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2012	1	4	6	RARF	\$ -	\$ 1,092,981	\$ 468,421	\$ 1,561,402	2012	RARF	\$ 1,092,981	Admin: decrease reimbursement	ACI-MES-10-03-A
MES150-10CZ2	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2013	1	4	6	RARF	\$ -	\$ 918,861	\$ 393,798	\$ 1,312,659	2013	RARF	\$ 918,861	Amend: increase reimbursement from FY12 and FY14	ACI-MES-10-03-A
MES151-09D	Mesa	Mesa Dr at Broadway Rd	Design intersection improvement	2013	1	4	6	Local	\$ -	\$ -	\$ 140,077	\$ 466,923	2017	RARF	\$ 326,846	Admin: defer reimbursement year	ACI-MES-10-03-B
MES151-09DZ2	Mesa	Mesa Dr at Broadway Rd	Design intersection improvement	2014	1	4	6	Local	\$ -	\$ -	\$ 140,077	\$ 466,923	2017	RARF	\$ 326,846	Admin: defer reimbursement year	ACI-MES-10-03-B
MES11-126DZ	Mesa	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	2011	1.5	4	6	Local	\$ -	\$ -	\$ 549,509	\$ 1,189,694	2013	RARF	\$ 640,185	Amend: new reimbursement year	ACI-PWR-10-03-B
MES11-126RWZ	Mesa	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	2011	1.5	4	6	Local	\$ -	\$ -	\$ 2,718,275	\$ 3,823,446	2013	RARF	\$ 1,105,171	Amend: new reimbursement year	ACI-PWR-10-03-B
MES12-126CZ	Mesa	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2012	1.5	4	6	Local	\$ -	\$ -	\$ 2,014,286	\$ 6,714,286	2014	RARF	\$ 4,700,000	Amend: new reimbursement year	ACI-PWR-10-03-B
MES12-126CZ2	Mesa	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2013	1.5	4	6	Local	\$ -	\$ -	\$ 4,728,175	\$ 11,985,401	2015	RARF	\$ 7,257,226	Amend: new reimbursement year	ACI-PWR-10-03-B
MES15-117SAVZ	Mesa	Southern Ave at Country Club Dr	Project savings for roadway widening	2015	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ -	\$ 3,605,458	2015	RARF	\$ 3,605,458	Amend: New, Project Savings	ACI-SOU-10-03-A
MES181-015DZ	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2012	0.5	6	6	Local	\$ -	\$ -	\$ 334,865	\$ 676,436	2013	RARF	\$ 341,571	Admin: ALCP FY13 update	ACI-SOU-10-03-A
MES181-10RW	Mesa	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	2012	0.5	6	6	Local	\$ -	\$ -	\$ 828,759	\$ 2,622,004	2014	RARF	\$ 1,793,245	Admin: ALCP FY13 update	ACI-SOU-10-03-A
MES11-016DZ3	Mesa	Southern Ave at Stapley Dr	Design intersection improvement	2011	0.5	4	6	Local	\$ -	\$ -	\$ 108,360	\$ 108,360	2012	RARF	\$ 57,839	Admin: ALCP FY13 update	ACI-SOU-10-03-B
MES12-118DZ	Mesa	Southern Ave at Stapley Dr	Design intersection improvement	2012	0.5	4	6	Local	\$ -	\$ -	\$ 301,232	\$ 1,004,107	2013	RARF	\$ 455,983	Amend: new reimbursement year	ACI-SOU-10-03-B
MES13-118CZ	Mesa	Southern Ave at Stapley Dr	Construct intersection improvement	2014	0.5	4	6	Local	\$ -	\$ -	\$ 3,009,830	\$ 10,032,766	2015	RARF	\$ 1,978,185	Admin: ALCP FY13 update	ACI-SOU-10-03-B
MES13-118CZ2	Mesa	Southern Ave at Stapley Dr	Construct intersection improvement	2013	0.5	4	6	Local	\$ -	\$ -	\$ 857,143	\$ 2,857,143	2014	RARF	\$ 2,000,000	Admin: ALCP FY13 update	ACI-SOU-10-03-B
MES183-10RW	Mesa	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	2012	0.5	4	6	Local	\$ -	\$ -	\$ 631,738	\$ 2,105,793	2013	RARF	\$ 474,508	Admin: ALCP FY13 update	ACI-SOU-10-03-B
MES14-121CZ	Mesa	Stapley Dr at University Dr	Acquisition of right-of-way for intersection improvement	2015	0.5	4	6	Local	\$ -	\$ -	\$ 354,281	\$ 1,180,936	2016	STP-MAG	\$ 826,655	Admin: ALCP FY13 update	All-STA-10-03
MES490-09ADZ	Mesa	Stapley Dr at University Dr	Design intersection improvement	2013	0.5	4	6	Local	\$ -	\$ -	\$ 213,642	\$ 712,141	2016	STP-MAG	\$ 498,499	Amend: new reimbursement year	All-STA-10-03
MES490-10ARWZ	Mesa	Stapley Dr at University Dr	Construct intersection improvement	2014	0.5	4	6	Local	\$ -	\$ -	\$ 1,207,106	\$ 4,023,686	2016	STP-MAG	\$ 2,816,580	Admin: ALCP FY13 update	All-STA-10-03

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
MES12-016DZ	Mesa	Southern Ave at Stapley Dr	Design intersection improvement	2012	0.5	4	6	RARF	\$ -	\$ 256,911	\$ 110,105	\$ 367,016	2012	RARF	\$ 256,911	Amend: delete	
MES13-118RZ	Mesa	Southern Ave at Stapley Dr	Reimbursement for construction of intersection improvement	2013	0.5	4	6	RARF	\$ -	\$ 1,966,712	\$ -	\$ 1,966,712	2013	RARF	\$ 1,966,712	Amend: delete	
MES490-09AD	Mesa	Stapley Dr at University Dr	Design intersection improvement	2013	0.5	4	6	Local	\$ -	\$ -	\$ 213,643	\$ 712,141	2016	STP-MAG	\$ 498,499	Amend: delete	
PEO11-103CZ	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2012	1	2	4	RARF	\$ -	\$ -	\$ 181,096	\$ 181,096	-	-	\$ -	Admin: reimbursement changes, FY12ALCP	ACI-BRD-10-03-C
PEO12-103CZ	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2013	1	2	4	Local	\$ -	\$ -	\$ 1,729,257	\$ 4,322,615	2021	RARF	\$ 2,593,358	Amend: new reimbursement year	ACI-BRD-10-03-C
PEO12-103CZ	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2013	1	2	4	RARF	\$ -	\$ 977,008	\$ 418,718	\$ 1,395,726	2013	RARF	\$ 977,008	Amend: new reimbursement year	ACI-BRD-10-03-C
PEO11-104CZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	2011	0.2	4	6	Local	\$ -	\$ -	\$ 44,627	\$ 44,627	2012	RARF	\$ -	Amend: new local cost	ACI-BRD-10-03-D
PEO11-104CZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	2012	0.2	4	6	Local	\$ -	\$ -	\$ 75,302	\$ 1,075,642	2012	RARF	\$ 1,000,341	Admin: adjust reimbursement	ACI-BRD-10-03-D
PEO12-104DZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Design intersection improvement	2012	0.2	4	6	RARF	\$ -	\$ -	\$ 17,300	\$ 17,300	2012	RARF	\$ -	Amend: Add local design	ACI-BRD-10-03-D
PEO12-104RWZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	2012	0.2	4	6	RARF	\$ -	\$ 270,335	\$ 386,777	\$ 657,112	2012	RARF	\$ 270,335	No reimbursement changes, FY13ALCP	ACI-BRD-10-03-D
PEO13-104CZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	2013	0.2	4	6	Local	\$ -	\$ -	\$ 3,194,608	\$ 3,354,586	2013	RARF	\$ 159,978	Admin: adjust reimbursement	ACI-BRD-10-03-D
PEO10-101DZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2011	2.5	2	4	Local	\$ -	\$ -	\$ 269,487	\$ 898,289	2012	RARF	\$ 628,802	Admin: defer reimbursement year	ACI-LKP-10-03-A
PEO10-101RWZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquisition of right-of-way for roadway widening	2011	2.5	2	4	Local	\$ -	\$ -	\$ 443,474	\$ 1,478,246	2024	RARF	\$ 1,034,772	Admin: defer reimbursement year	ACI-LKP-10-03-A
PEO11-101CZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2012	2.5	2	4	Local	\$ -	\$ -	\$ 2,138,830	\$ 7,129,435	2025	RARF	\$ 4,990,604	Admin: defer reimbursement year	ACI-LKP-10-03-A
PEO11-101RWZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquisition of right-of-way for roadway widening	2011	2.5	2	4	Local	\$ -	\$ -	\$ 279,326	\$ 931,086	2012	RARF	\$ 651,760	Amend: new reimbursement year	ACI-LKP-10-03-A
PEO12-101CZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2013	2.5	2	4	Local	\$ -	\$ -	\$ 2,138,830	\$ 7,129,435	2026	RARF	\$ 4,990,604	Admin: defer reimbursement year	ACI-LKP-10-03-A
PEO12-101CZ2	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2014	2.5	2	4	Local	\$ -	\$ -	\$ 4,763,250	\$ 15,877,501	2027	RARF	\$ 11,114,250	Admin: defer reimbursement year	ACI-LKP-10-03-A
PEO12-101DZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2012	2.5	2	4	RARF	\$ -	\$ 628,802	\$ 269,487	\$ 898,289	2012	RARF	\$ 628,802	Admin: defer reimbursement year	ACI-LKP-10-03-A
PEO12-101RWZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquisition of right-of-way for roadway widening	2012	2.5	2	4	Local	\$ -	\$ -	\$ 1,221,951	\$ 4,073,172	2024	RARF	\$ 2,851,221	Amend: new reimbursement year	ACI-LKP-10-03-A
PEO13-101DZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2010	2.5	2	4	Local	\$ -	\$ -	\$ 1,407,032	\$ 1,407,032	2012	RARF	\$ 735,311	Amend: new reimbursement year	ACI-LKP-10-03-A
PEO11-199RWZ	Peoria	Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	Acquire right-of-way for roadway widening	2012	1.8	2	4	Local	\$ -	\$ -	\$ 3,543,934	\$ 3,543,934	2027	RARF	\$ -	Amend: delete	
PHX100-07RW	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Acquisition of right-of-way for roadway widening	2013	2	0	6	STP-MAG	\$ 2,452,030	\$ -	\$ 1,050,870	\$ 3,502,900	2013	STP-MAG	\$ 2,452,030	Admin: decrease reimbursement	ACI-BMT-10-03
PHX100-60D2	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2012	2	0	6	Local	\$ -	\$ -	\$ 551,972	\$ 1,839,907	2013	STP-MAG	\$ 1,287,935	No reimbursement changes, FY13ALCP	ACI-BMT-10-03

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
PHX13-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2014	2	0	6	STP-MAG	\$ 14,990,117	\$ -	\$ 6,424,336	\$ 21,414,453	2014	STP-MAG	\$ 14,990,117	Admin: Increase reimbursement from FY13	ACI-BMT-10-03
PHX15-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2015	2	0	6	STP-MAG	\$ 2,500,000	\$ -	\$ 1,071,429	\$ 3,571,429	2015	STP-MAG	\$ 2,500,000	Amend: new line item, defer partial reimbursement	ACI-BMT-10-03
PHX12-101RWZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	2012	6	0	6	STP-MAG	\$ 14,453,198	\$ -	\$ 6,969,396	\$ 21,422,594	2012	STP-MAG	\$ 14,453,198	No reimbursement changes, FY13ALCP	ACI-RIO-10-03
PHX13-101CZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2013	6	0	6	STP-MAG	\$ 7,168,197	\$ -	\$ 3,072,084	\$ 10,240,282	2013	STP-MAG	\$ 7,168,197	Admin: decrease reimbursement	ACI-RIO-10-03
PHX13-101RWZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	2013	6	0	6	Local	\$ -	\$ -	\$ 3,743,753	\$ 12,479,176	2012	STP-MAG	\$ 8,735,423	No reimbursement changes, FY13ALCP	ACI-RIO-10-03
PHX14-101CZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2014	6	0	6	STP-MAG	\$ 6,168,197	\$ -	\$ 2,643,513	\$ 8,811,710	2014	STP-MAG	\$ 6,168,197	Admin: decrease reimbursement	ACI-RIO-10-03
PHX15-101CZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2015	6	0	6	STP-MAG	\$ 8,168,197	\$ -	\$ 3,500,756	\$ 11,668,954	2015	STP-MAG	\$ 8,168,197	Admin: ALCP FY13 update	ACI-RIO-10-03
PHX10-103DZ	Phoenix	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	2011	7	4	6	Local	\$ -	\$ -	\$ 2,313,615	\$ 3,024,731	2012	2012	\$ 711,116	No reimbursement changes, FY13ALCP	ACI-SON-10-03
SCT11-001CZ	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2011	1.5	4	6	Local	\$ -	\$ -	\$ 2,832,683	\$ 9,442,278	2011	RARF	\$ 6,609,594	Admin: adjust total costs	ACI-PMA-10-03-A
SCT11-001CZ2	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2012	1.5	4	6	Local	\$ -	\$ -	\$ 2,977,111	\$ 9,923,704	2012	RARF	\$ 6,946,593	Admin: defer work year	ACI-PMA-10-03-A
SCT12-117CZ	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2013	1.5	4	6	Local	\$ -	\$ -	\$ 2,865,449	\$ 9,551,497	2012	RARF	\$ 6,686,048	Admin: adjust total costs	ACI-PMA-10-03-A
SCT12-117DZ	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2012	1.5	4	6	RARF	\$ -	\$ 189,244	\$ 124,603	\$ 415,344	2012	RARF	\$ 189,244	Admin: Project Cost savings to ACISCT1003A	ACI-PMA-10-03-A
SCT12-117RWZ	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Acquisition of right-of-way for roadway widening	2012	1.5	4	6	RARF	\$ -	\$ 61,185	\$ 26,222	\$ 87,407	2012	RARF	\$ 61,185	Admin: adjust total costs, savings to ACISCT1003A	ACI-PMA-10-03-A
SCT12-113DZ	Scottsdale	Pima Rd: Via Linda to Via De Ventura	Design roadway widening	2013	1.3	2	4	Local	\$ -	\$ -	\$ 85,839	\$ 188,029	2016	RARF	\$ 102,190	Amend: defer reimbursement from FY15	ACI-PMA-30-03-A
SCT13-113CZ	Scottsdale	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	2014	1.3	2	4	Local	\$ -	\$ -	\$ 929,925	\$ 2,166,419	2016	RARF	\$ 1,236,494	Amend: defer reimbursement from FY15	ACI-PMA-30-03-A
SCT11-111CZ	Scottsdale	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	2014	1	2	4	Local	\$ -	\$ -	\$ 2,401,454	\$ 7,991,224	2016	RARF	\$ 5,589,769	Amend: defer reimbursement to FY16	ACI-PMA-30-03-E
SCT11-111DZ	Scottsdale	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	2013	1	2	4	Local	\$ -	\$ -	\$ 210,219	\$ 700,728	2016	RARF	\$ 490,510	Amend: Defer reimbursement to FY16	ACI-PMA-30-03-E
SCT13-105CZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	2013	0.4	2	4	Local	\$ -	\$ -	\$ 1,078,854	\$ 3,596,179	2014	RARF	\$ 2,517,325	Admin: increase reimbursement	ACI-SAT-10-03-C
SCT13-105DZ2	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	2012	0.4	2	4	Local	\$ -	\$ -	\$ 122,616	\$ 408,719	TBD	RARF	\$ 286,103	Amend: new reimbursement year	ACI-SAT-10-03-C
SCT13-105DZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	2011	0.4	2	4	Local	\$ -	\$ -	\$ 164,784	\$ 549,281	TBD	RARF	\$ 384,497	Admin: increase reimbursement	ACI-SAT-10-03-C
SCT13-105SAVZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	2014	0.4	2	4	Local	\$ -	\$ -	\$ 1,177,194	\$ 3,923,980	2015	RARF	\$ 2,746,786	Amend: new reimbursement year	ACI-SAT-10-03-C
SCT14-105RWZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Acquisition of right-of-way for roadway widening	2012	0.4	2	4	RARF	\$ -	\$ 14,175	\$ 6,075	\$ 20,250	2012	RARF	\$ 14,175	Admin: decrease reimbursement	ACI-SAT-10-03-C
SCT14-105RWZ2	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Acquisition of right-of-way for roadway widening	2013	0.4	2	4	RARF	\$ -	\$ 2,517,325	\$ 1,078,854	\$ 3,596,179	2013	RARF	\$ 2,517,325	Admin: increase reimbursement	ACI-SAT-10-03-C
SCT15-105CZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	2012	0.4	2	4	Local	\$ -	\$ -	\$ 1,078,854	\$ 3,596,179	2013	RARF	\$ 2,517,325	Admin: decrease reimbursement	ACI-SAT-10-03-C
SCT15-106CZ	Scottsdale	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	2015	0.75	0	2	RARF	\$ -	\$ 5,633,161	\$ 2,414,212	\$ 8,047,373	2015	RARF	\$ 5,633,161	No reimbursement changes, FY13ALCP	ACI-SAT-10-03-D

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
SCT15-105CZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	2012	0.4	2	4	Local	\$ -	\$ -	\$ 1,078,854	\$ 3,596,179	2013	RARF	\$ 2,517,325	Admin: decrease reimbursement	ACI-SAT-10-03-C
SCT15-106CZ	Scottsdale	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	2015	0.75	0	2	RARF	\$ -	\$ 5,633,161	\$ 2,414,212	\$ 8,047,373	2015	RARF	\$ 5,633,161	No reimbursement changes, FY13ALCP	ACI-SAT-10-03-D
SCT14-107DZ	Scottsdale	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	2013	1.2	2	4	Local	\$ -	\$ -	\$ 150,888	\$ 502,961	2015	RARF	\$ 352,073	No reimbursement changes, FY13ALCP	ACI-SAT-10-03-E
SCT13-122CZ	Scottsdale	Raintree Extension: Hayden to Redfield	Construct roadway widening	2013	0.3	0	4	Local	\$ -	\$ -	\$ 953,516	\$ 3,178,387	2017	RARF	\$ 2,224,871	Amend: defer reimbursement to FY17	ACI-SAT-10-03-F
SCT13-122RWZ	Scottsdale	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	2013	0.3	0	4	Local	\$ -	\$ -	\$ 75,444	\$ 251,480	2014	RARF	\$ 176,036	Amend: advance reimbursement from FY16	ACI-SAT-10-03-F
SCT14-122CZ	Scottsdale	Raintree Extension: Hayden to Redfield	Construct roadway widening	2014	0.3	0	4	Local	\$ -	\$ -	\$ 2,667,801	\$ 8,892,672	2018	RARF	\$ 6,224,871	Amend: defer reimbursement to FY18	ACI-SAT-10-03-F
SCT14-122RWZ	Scottsdale	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	2014	0.3	0	4	Local	\$ -	\$ -	\$ 137,127	\$ 457,091	2013	RARF	\$ 319,964	Amend: advance reimbursement from FY16	ACI-SAT-10-03-F
SCT14-122RWZ	Scottsdale	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	2014	0.3	0	4	Local	\$ -	\$ -	\$ 385,714	\$ 1,285,714	2015	RARF	\$ 900,000	Amend: new reimbursement from FY16	ACI-SAT-10-03-F
SCT14-122RWZ	Scottsdale	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	2014	0.3	0	4	Local	\$ -	\$ -	\$ 1,123,168	\$ 3,743,894	2016	RARF	\$ 2,620,725	Amend: reimbursement	ACI-SAT-10-03-F
SCT14-118DZ	Scottsdale	Raintree Drive: Loop 101 to Hayden	Pre-Design/Design roadway widening	2014	1	4	6	Local	\$ -	\$ -	\$ 301,776	\$ 1,005,922	2015	RARF	\$ 704,145	Amend: Defer reimbursement from FY14	ACI-SAT-10-03-G
SCT15-118RWZ	Scottsdale	Raintree Drive: Loop 101 to Hayden	Acquisition of right-of-way for roadway widening	2015	1	4	6	Local	\$ -	\$ -	\$ 1,508,733	\$ 5,029,608	2016	RARF	\$ 3,520,874	Amend: defer reimbursement to FY16	ACI-SAT-10-03-G
SCT11-123DZ	Scottsdale	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Design intersection improvement	2012	0.5	4	6	Local	\$ -	\$ -	\$ 30,178	\$ 100,592	2013	RARF	\$ 70,415	Amend: Defer to FY13, increase reimbursement to 70,415.	ACI-SAT-10-03-H
SCT13-123RWZ	Scottsdale	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Acquisition of right-of-way for intersection improvement	2013	0.5	4	6	RARF	\$ -	\$ 70,415	\$ 30,178	\$ 100,592	2013	RARF	\$ 70,415	No reimbursement changes, FY13ALCP	ACI-SAT-10-03-H
SCT14-123CZ	Scottsdale	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Construct intersection improvement	2014	0.5	4	6	Local	\$ -	\$ -	\$ 301,776	\$ 1,005,922	2015	RARF	\$ 704,145	Amend: Defer to FY15	ACI-SAT-10-03-H
SCT13-124DZ	Scottsdale	Loop 101 South Frontage Roads	Design roadway widening	2013	0.75	0	4	Local	\$ -	\$ -	\$ 150,888	\$ 502,961	2015	RARF	\$ 352,073	Amend: Defer reimbursement from FY13, decrease reimbursement	ACI-SAT-10-03-I
SCT14-124CZ	Scottsdale	Loop 101 South Frontage Roads	Construct roadway widening	2014	0.75	0	4	Local	\$ -	\$ -	\$ 427,693	\$ 1,425,643	2015	RARF	\$ 997,950	Admin: decrease reimbursement, defer balance to FY16	ACI-SAT-10-03-I
SCT14-124RWZ	Scottsdale	Loop 101 South Frontage Roads	Acquisition of right-of-way for roadway widening	2014	0.75	0	4	Local	\$ -	\$ -	\$ 301,776	\$ 1,005,922	2015	RARF	\$ 704,145	Amend: Defer reimbursement from FY14	ACI-SAT-10-03-I
SCT11-014DZ	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2011	2	4	6	Local	\$ -	\$ -	\$ 269,495	\$ 785,275	2013	RARF	\$ 500,000	Amend: decrease reimbursement and defer	ACI-SCT-10-03-A
SCT12-014C2RZ	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2013	2	4	6	Local	\$ -	\$ -	\$ 2,063,239	\$ 6,877,465	2016	RARF	\$ 4,814,225	Amend: new reimbursement	ACI-SCT-10-03-A
SCT12-014C3RZ	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2013	2	4	6	Local	\$ -	\$ -	\$ 1,206,097	\$ 4,020,322	2017	RARF	\$ 2,814,225	Amend: new reimbursement	ACI-SCT-10-03-A
SCT12-014CZ	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2013	2	4	6	Local	\$ -	\$ -	\$ 2,392,419	\$ 7,974,729	2015	RARF	\$ 5,582,310	Amend: increase and defer reimbursement to FY15	ACI-SCT-10-03-A

ALCP Rebalancing 2011-15 TIP Amendment

TIPID	Agency	Location	Work	Work Year	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	New Reimbursement FY	Fund Type	Regional Reimb.	Notes	RTPID
SCT210-10AC	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2012	2	4	6	Local	\$ -	\$ -	\$ 952,975	\$ 3,176,584	2013	RARF	\$ 2,223,609	Amend: decrease reimbursement	ACI-SCT-10-03-A
SCT210-10ARW	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Acquisition of right-of-way for roadway widening	2012	2	4	6	Local	\$ -	\$ -	\$ 1,823,330	\$ 2,845,226	2013	RARF	\$ 1,021,896	Admin: decrease reimbursement	ACI-SCT-10-03-A
SCT11-115RWZ	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Acquisition of right-of-way for intersection improvement	2011	0.25	6	6	Local	\$ -	\$ -	\$ 31,614	\$ 105,379	2016	RARF	\$ 73,765	Admin: ALCP FY13 update	ACI-SHA-20-03-L
SCT15-115DZ	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Design intersection improvement	2015	0.25	6	6	Local	\$ -	\$ -	\$ 31,614	\$ 105,379	2016	RARF	\$ 73,765	Amend: add new reimbursement year	ACI-SHA-20-03-L
SCT11-120DZ	Scottsdale	Shea Blvd at 125th Street	Design intersection improvement	2011	0.25	6	6	Local	\$ -	\$ -	\$ 18,861	\$ 62,870	2015	RARF	\$ 44,009	Amend: defer reimbursement	ACI-SHA-20-03-N
SCT12-120CZ	Scottsdale	Shea Blvd at 125th Street	Construct intersection improvement	2012	0.25	6	6	Local	\$ -	\$ -	\$ 150,888	\$ 502,961	2015	RARF	\$ 352,073	Amend: defer reimbursement	ACI-SHA-20-03-N
SCT12-120DZ	Scottsdale	Shea Blvd at 125th Street	Design intersection improvement	2012	0.25	6	6	Local	\$ -	\$ -	\$ 18,861	\$ 62,870	2015	RARF	\$ 44,009	Amend: defer reimbursement from FY14	ACI-SHA-20-03-N
SCT12-120RWZ	Scottsdale	Shea Blvd at 125th Street	Acquisition of right-of-way for intersection improvement	2012	0.25	6	6	Local	\$ -	\$ -	\$ 18,861	\$ 62,870	2015	RARF	\$ 44,009	Amend: defer reimbursement from FY14	ACI-SHA-20-03-N
SCT13-120CZ	Scottsdale	Shea Blvd at 125th Street	Construct intersection improvement	2013	0.25	6	6	Local	\$ -	\$ -	\$ 150,888	\$ 502,961	2015	RARF	\$ 352,073	Amend: defer reimbursement from FY14	ACI-SHA-20-03-N
SCT13-120RWZ	Scottsdale	Shea Blvd at 125th Street	Acquisition of right-of-way for intersection improvement	2013	0.25	6	6	Local	\$ -	\$ -	\$ 18,861	\$ 62,870	2015	RARF	\$ 44,009	Amend: add new reimbursement year	ACI-SHA-20-03-N
SCT12-121CZ	Scottsdale	Shea Blvd at 136th Street	Construct intersection improvement	2012	0.25	6	6	Local	\$ -	\$ -	\$ 31,614	\$ 105,379	2025	RARF	\$ 73,765	Amend: defer reimbursement from FY22	ACI-SHA-20-03-P
SCT13-121CZ	Scottsdale	Shea Blvd at 136th Street	Construct intersection improvement	2013	0.25	6	6	Local	\$ -	\$ -	\$ 31,614	\$ 105,379	2025	RARF	\$ 73,765	Amend: defer reimbursement from FY22	ACI-SHA-20-03-P
SCT12-115CZ	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Construct intersection improvement	2012	0.25	6	6	Local	\$ -	\$ -	\$ 79,035	\$ 263,448	2014	RARF	\$ 184,414	Amend: delete	

New line item in TIP

Change in TIP

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 11, 2012

SUBJECT:

Update on the Southeast Major Investment Study

SUMMARY:

During the course of developing an Environmental Impact Statement (EIS) for the Interstate 10/Maricopa Freeway, questions were raised by MAG member agencies about the improvements that were being considered for the corridor and the need for alternate transportation options. In response, MAG began developing the Southeast Corridor Major Investment Study to address these questions.

The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, was amended by the MAG Regional Council Executive Committee in March 2010 to include \$300,000 to conduct the Southeast Corridor Major Investment Study. On May 17, 2010, the MAG Regional Council Executive Committee selected HDR, Inc. to conduct the study.

The work program for the Southeast Corridor Major Investment Study encompassed the following tasks:

- Review of all transportation investments proposed to date for the Southeast Corridor;
- Study of the travel demand shed between Central Phoenix and the Southeast Valley to identify the potential for alternative transportation mode strategies to accommodate demand in addition to freeway widening scenarios;
- Consultation with project stakeholders on the project's findings and recommendations; and
- Development of a preferred investment strategy for the Southeast Corridor.

Presently, the Regional Freeway and Highway Program of the MAG Regional Transportation Plan provides approximately \$650 million for an initial phase to widen the Interstate 10/Maricopa Freeway between 32nd Street and the SR-202L/Santan-South Mountain Freeways at the Pecos Stack traffic interchange.

Since receiving notice to proceed on the study in June 2010, the consultant has developed, studied, and analyzed three bundles of more than 25 different transportation alternatives to accommodate the travel demand forecasts in the Southeast Corridor area that reaches from Downtown Phoenix to Downtown Chandler. Information generated by this study thus far benefits not only this Major Investment Study, but has also significantly contributed valuable information to the continuing planning efforts for the Interstate 10/Maricopa Freeway, Interstate 17/Black Canyon Freeway, and SR-143/Hohokam Expressway. A presentation on the study's recommendations will be made. The study's Executive Summary, detailing the recommendations for both freeway and transit modes, is attached for review.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: As presently proposed, an investment of approximately \$1.5 billion is proposed for the Southeast Corridor to accommodate future travel demand, primarily in facilitating widening of Interstate 10. The outcome of this study will evaluate the suitability of this investment measured against the ability to incorporate alternative transportation strategies in the corridor. In light of current economic conditions, this study's results may provide the region with options to consider in making the appropriate investments for the Southeast Corridor. Study of the additional improvement combinations, as brought forward by MAG member agencies, will add value to the outcome of this study.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The outcome and subsequent actions taken by the Regional Council based upon the findings of this study could affect the timing of the Interstate 10 improvements in the Southeast Corridor. However, this process could result in a plan for the Southeast Corridor that provides the best value for accommodating increasing travel demand between the East Valley and Central Phoenix.

POLICY: The Southeast Corridor Major Investment Study will provide guidance to MAG, ADOT, and other affected jurisdictions and agencies with a comprehensive approach for accommodating the travel demand between the East Valley and Central Phoenix.

ACTION NEEDED:

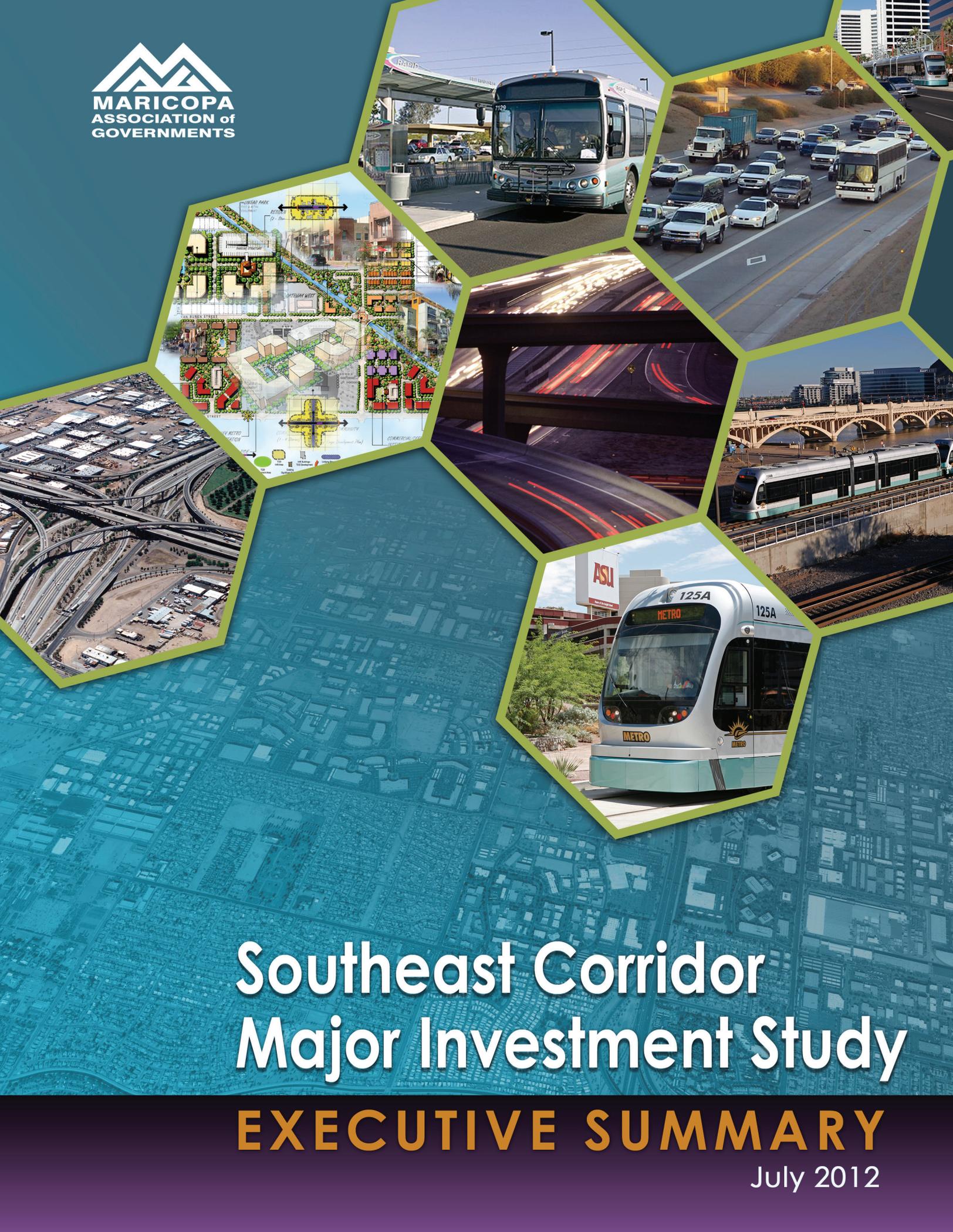
Information and discussion.

PRIOR COMMITTEE ACTIONS:

No prior committee actions have been taken. This item will be presented to the MAG Management Committee on September 12, 2012, for information and discussion.

CONTACT PERSON:

Bob Hazlett, Senior Engineering Manager, 602 254-6300.



Southeast Corridor Major Investment Study

EXECUTIVE SUMMARY

July 2012

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INTRODUCTION

The Maricopa Association of Governments (MAG) has completed a comprehensive transportation study of southeast Maricopa County. The Southeast Corridor Major Investment Study (SE Corridor MIS) identifies compatible transportation elements designed to improve overall mobility within a portion of southeast Maricopa County. The Southeast Corridor (study area) is bounded by I-10 (Papago Freeway) and SR-202L (Red Mountain Freeway) on the north, SR-101L (Price Freeway) on the east, the Gila River Indian Community border on the south, and I-17 (Black Canyon Freeway) and the 23rd Avenue alignment on the west (Figure 1). The study area includes the Town of Guadalupe and parts of Phoenix, Tempe, and Chandler.

The transportation system within the study area provides connections between many of Maricopa County's major activity centers as well as access to regional, national and international destinations. At present, freeways and roadways in the study area experience recurring weekday congestion. The area's population is expected to double between 2010 and 2030, placing increased demand on its transportation infrastructure.

The SE Corridor MIS identifies multi-modal transportation investment options to the currently planned expansion of I-10 between the I-10/I-17 traffic interchange (TI) (referred to as "The Stack") and the I-10/SR-202L (Pecos Stack) TI, including the Broadway Curve. Transportation investment options were explored to address the projected increases in area employment and population and the resulting increase in roadway congestion



Figure 1 | Southeast Corridor MIS Study Area

levels as demonstrated by the following findings from previous studies:

- The 2006 MAG *Freeway Level of Service Study* indicates that every freeway within the study area currently experiences recurring congestion.
- A major increase in the number of congested intersections (level of service (LOS) E and F) will occur between 2012 and 2030, despite the construction of the arterial improvements identified in the current *Regional Transportation Plan (RTP)*.¹

¹ Source: MAG TDM simulations of the traffic performance of the regional roadway network based on 2008 travel demand and 2030 travel demand forecasts prepared for the RTP.

EXISTING AND PLANNED ROADWAY AND TRANSIT IMPROVEMENTS

Roadways

The RTP identifies substantial free-way/highway improvements in the study area to be constructed over a 20-year period between 2010 and 2030; which include varying levels of improvement on nearly every free-way/highway. This includes corridor capacity improvements along I-10 and a new South Mountain Freeway along the southern border of the study area. New high occupancy vehicle (HOV) ramp connections are planned for the I-10/SR-202L and SR-101L/SR-202L system TIs. Additional general purpose (GP) and HOV lanes are planned along existing facilities.

Improvements to I-10 include reconfiguring the current facility to a local/express lane arrangement. The current RTP funds these improvements from 32nd Street to the Pecos Stack. This improvement provides additional GP and HOV lanes for through traffic. HOV lanes throughout the study area are typically one lane in each direction; however, two are planned in the same direction from the I-10/I-17 TI (The Split) on the southeast corner of downtown Phoenix to the I-10/US-60 TI. New multiple local lanes are planned to address local access to the arterial streets over the same approximate length. The South Mountain Freeway is a planned facility that will extend SR-202L (Santan Freeway) west from the Pecos Stack. The South Mountain Freeway will span along the southern border of the study area, and then turn north outside of the study area and connect to I-10, near 59th Avenue.

Also programmed in the RTP within the study area are additional GP and HOV lanes along I-17, from the I-10/I-17 TI on the northwest corner of downtown Phoenix, to the Split. Further, additional GP and HOV facilities, including direct ramp connections and additional lanes, are programmed for the SR-202L (Santan Freeway) from I-10 to east of the study area.

Transit

The existing transit services in the study area consist of local bus, circulators, express bus, and light rail. A variety of transit service and capital infrastructure improvements are planned for the study area, which include local bus/supergrid, express bus, Arterial Bus Rapid Transit (Arterial BRT), and high capacity transit (HCT).

PLANNED FREEWAYS AND CAPACITY IMPROVEMENTS IN THE STUDY AREA

- GP and HOV lanes on sections of I-10, I-17, and SR-202L (Santan Freeway)
- Multiple local lanes along I-10
- South Mountain Freeway
- Five regionally funded arterial street projects (four intersection improvement projects and one new/improved arterial roadway)
- One illustrative roadway project which includes improving I-10 to a local/express lane configuration between the I-10/SR-51/SR-202L TI and 32nd Street

Three new Arterial BRT routes are identified in the study area. Arterial BRT is a branded, limited stop bus route that has enhanced stations and takes advantage of queue jumper lanes, signal priority, or other travel time saving methods. The planned Arterial BRT routes are designed to feed into existing or planned high capacity transit. Two of the routes have been postponed to a year beyond 2026.

Three HCT corridors are identified within the study area. The Tempe South corridor would provide service from downtown Tempe/ASU to the south. The Phoenix West corridor would provide service between downtown Phoenix and west Phoenix. The PHX Sky Train is an automated people mover that is planned to provide a transit connection between the 44th/Washington Street LRT Station and Phoenix Sky Harbor International Airport. The PHX Sky Train will be implemented in two phases,

PLANNED TRANSIT SERVICE IMPROVEMENTS IN THE STUDY AREA

- New local and express bus routes are planned within the study area; however, planned service levels are very modest
 - One new Supergrid route
 - One additional Express bus route by 2015
 - Seven additional Express bus routes after 2026
- Three new Arterial BRT routes, two after 2026
- Three planned HCT corridors: Tempe South corridor, Phoenix West corridor, and PHX Sky Train
- Three illustrative HCT corridors identified
 - Two potential HCT all day service corridors along Scottsdale Road/Rural Road and Central Avenue (south of Jefferson Street)
 - One HCT peak period service corridor near the Tempe Kyrene Branch freight rail line

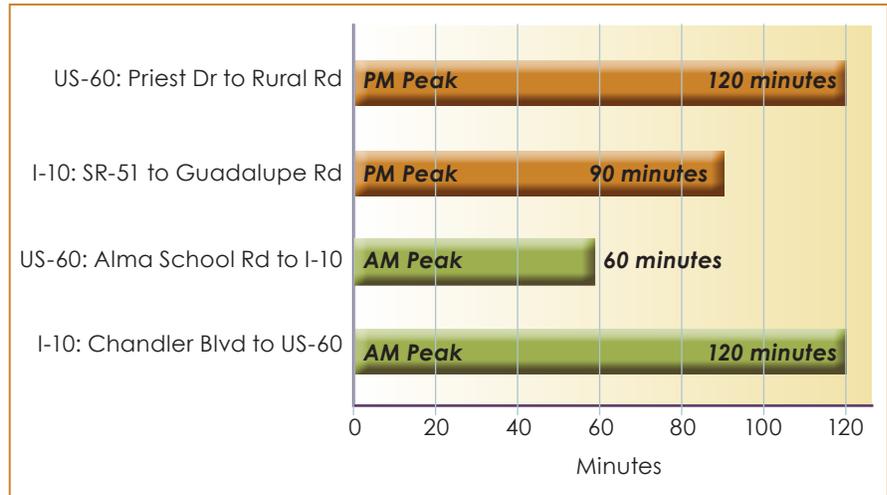
with the first phase connecting the 44th/Washington Street LRT Station to Phoenix Sky Harbor Terminal 4. By 2020, PHX Sky Train will have stations at the airport's Terminal 3, a future terminal, and the rental car center.

Implementation of many planned transit services in the study area have been delayed to after year 2026 due to recent economic conditions.

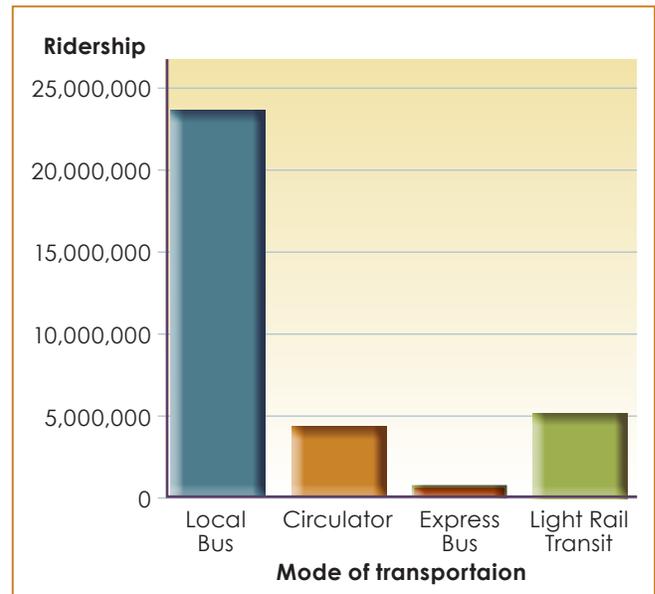
TRANSPORTATION PERFORMANCE AND FORECASTED DEMAND KEY FINDINGS

Transportation performance measures including traffic congestion, travel speeds, and transit utilization indicate the general need for additional or alternative investment in transportation infrastructure and services. The key transportation performance findings documented in the MAG SE Corridor study include:

- Previous studies indicate that every freeway within the study area experiences some recurring congestion
- The most significant freeway delays are found on I-10 northbound between Chandler Boulevard and US-60 and on US-60 westbound between Mill Avenue and Priest Drive during the AM peak period. During the PM peak period, the most significant bottlenecks in the study area are on I-10 eastbound between I-17 and Guadalupe Road and on eastbound US-60 between I-10 and Rural Road (see Figure 2)
- Slightly higher average speeds are experienced on the HOV facilities than the general freeway lanes during peak hours
- Arterial congestion is primarily a peak-hour problem, where through traffic experiences significant delays at numerous intersections during the morning peak hours, and even more intersections during the afternoon peak hours
- Within the study area, local fixed route bus service carried more passengers than any other transit mode, followed by light rail, circulator bus and express bus in Fiscal Year (FY) 2009
- The local bus routes with the highest ridership in the study area operate within or through the central Phoenix area; however the south Phoenix and Tempe east-west crosstown routes (Broadway Road, Southern Avenue, and Baseline Road) have strong existing ridership (see Figure 3)
- The I-10 East RAPID (Ahwatukee to downtown Phoenix Express) accounts for more than one-



Source: 2007 MAG Regional Travel Time and Speed Study; ADOT FMS
Figure 2 | Peak Period Freeway Bottleneck Duration



Source: Valley Metro Annual Ridership Report for Fiscal Year 2008-2009
¹Annual ridership for light rail is for January 2009 through June 2009
Figure 3 | Study Area Annual Transit Ridership (Boardings) by Mode¹

third (37 percent) of the express route ridership in the service area while the three Chandler Express routes (540, 541, and 542) account for approximately 24 percent of the express bus ridership

Travel demand projections provide a general indication of future travel patterns within and through the study area. Results from the MAG 2030 travel demand model indicate the following trends:

- The top general destinations for trips from the south Tempe, Chandler and Northern Pinal County area include:
 - Southeast and east valley areas (Mesa, Gilbert and Pinal County)
 - North Tempe (north of Baseline Road)
 - Central Phoenix north area (including Sky Harbor International Airport, Uptown Phoenix, and Camelback/Biltmore area)
- The areas of the region that generate the most trips destined to the south Tempe, Chandler and Northern Pinal County area include:
 - Southeast and east valley area (Mesa, Gilbert and Pinal County)
 - North Tempe (north of Baseline Road)
- Trips from the central Phoenix north area, which is considered a leading destination, represents only 6 percent of the total daily person trips; however, it should be noted that a significant number of trips, approximately two-thirds in 2010 and three-quarters in 2030, are from the southeast and east valley areas
- Approximately one-fifth (20.4 percent in 2010 and 19.5 percent in 2030) of the peak period trips destined for the downtown Tempe/ASU area are from the south Tempe, Chandler and Northern Pinal County area. Other areas that have a high level of trips destined for the downtown Tempe/ASU area include:
 - Southeast valley area (Mesa and Apache Junction)

Study Area Person Trips – Trips from Study Area		
Sub-Area	2010 Percent of Trips	2030 Percent of Trips
Southeast and East Valley Areas	43%	44%
North Tempe	25%	20%
Central Phoenix North Area	18%	17%
All Other Areas Combined	13%	19%
Total	100%	100%

Study Area Person Trips – Trips to Study Area		
Sub-Area	2010 Percent of Trips	2030 Percent of Trips
Southeast and East Valley Areas	69%	75%
North Tempe	13%	10%
All Other Areas Combined	18%	16%
Total	100%	100%

Source: MAG TDM, 2010

- Central Phoenix north area (including Sky Harbor Airport, Uptown Phoenix, and Camelback/Biltmore area)
- Nearly 40 percent of the trips destined for the downtown Phoenix area are from the Central Phoenix north area in both 2010 and 2030. Trips from the south Tempe, Chandler and Northern Pinal County area only comprise approximately 8 percent of the trips to downtown Phoenix. However, all east valley areas combined (excluding Scottsdale) comprise approximately 20 percent of the trips

ALTERNATIVE TRANSPORTATION INVESTMENT OPTIONS

BUNDLE EVALUATION CRITERIA

- Environmental Impacts
- Socioeconomic Conditions
- Capital Development Feasibility
- Operational Feasibility
- Performance
- Financial Feasibility
- Cost Effectiveness

The variety of activity centers located within the study area and the study area's overall size requires a comprehensive multi-modal approach to address the transportation performance issues and projected future travel demand needs identified through this MIS. The MIS identified a total of nine transportation investment bundles; three initial bun-

dles and six alternate bundles. The initial bundles (Bundle 1 through Bundle 3), which were developed through an interactive multi-agency Charrette process, identified the following transportation investment options:

- Freeway based managed lanes
- Direct High Occupancy Vehicle (DHOV) access ramps
- Exclusive guideway transit
- Bus rapid transit
- Commuter rail transit
- Modern streetcar
- Automated guideway transit
- Arterial roadway capacity enhancements

The freeway based managed lanes concept on I-10 and I-17 between the Stack TI and Pecos Stack TI was a key component of each of the three initial bundles. Based on a benefit cost analysis, the managed lanes were shown to produce benefits (measured in personal time and fuel savings) that exceed projected costs. In addition, MAG travel demand model results indicate that the managed lanes concept may increase travel speeds in the general purpose lanes; providing benefits to all users. Figure 4 depicts a similar concept to the proposed managed lanes/DHOV configuration, while Figures 5 and 6 illustrate the general configuration for the managed lanes concept including the incorporation of strategically located DHOV access ramps.



Figure 4 | Traffic Interchange in Bellevue, Washington depicting park-and-ride access, bus interface, and DHOV Access into managed lanes facility

The six alternate bundles (Bundle 3.2.A through Bundle 3.2.F) were developed to isolate the relative performance of the transportation investment options. A comprehensive evaluation of all nine bundles was

conducted based on the general criteria shown in the table on page 4. **Key findings from the evaluation include:**

- Managed lane operations in I-10 and I-17 between the Pecos Stack TI and the Stack TI, including the five identified DHOV access ramps, provides the

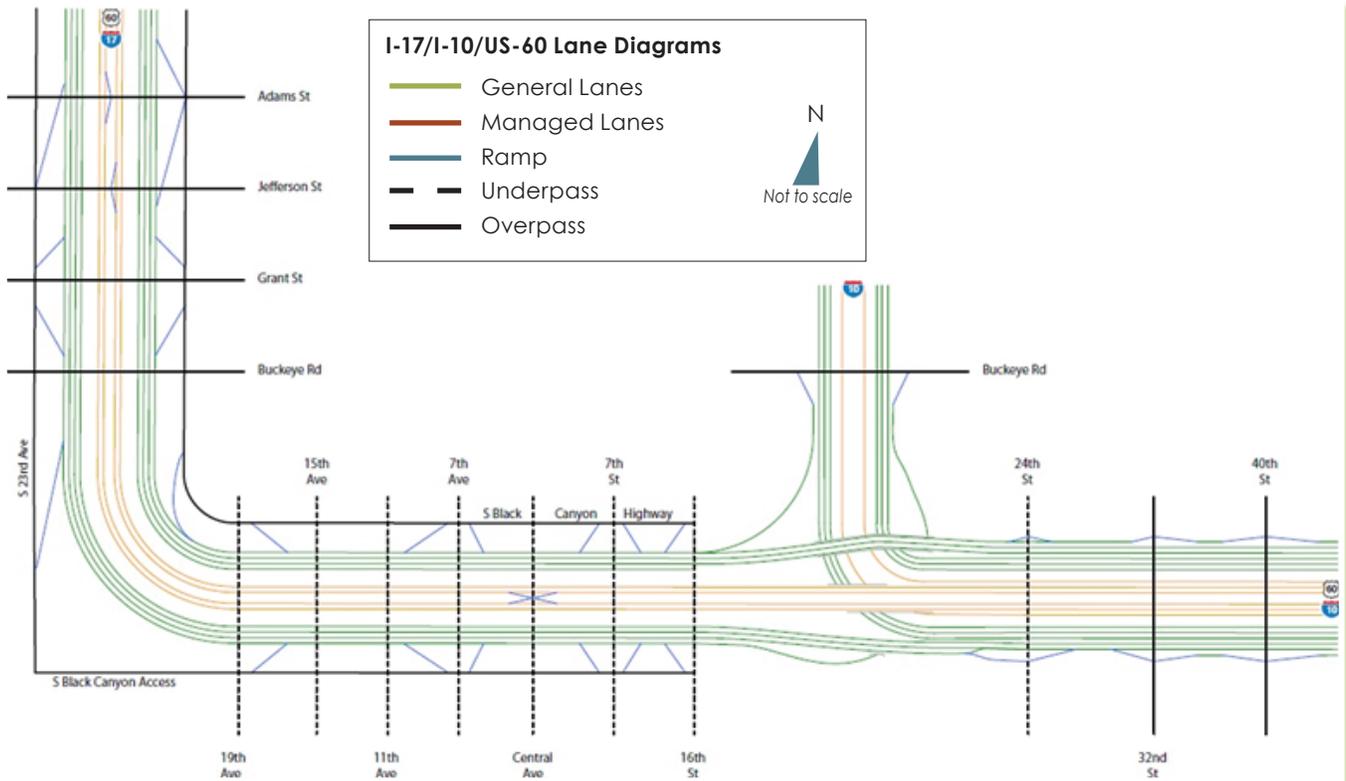


Figure 5 | Typical Lane Configuration of Managed and General Purpose Lanes on I-17/I-10

highest level of performance including increased peak period operating speeds, while accommodating increased traffic volumes (GP lanes volume + managed lanes volume) in the freeway corridor.

- A strategically focused network of high capacity transit services featuring exclusive guideway transit offers the most productive transit investment (highest system-wide ratio of boardings per revenue mile).
- An east/west transit connection between Central Avenue and the east valley in a corridor parallel to I-10 (including Southern Avenue or Baseline Road) and a north/south connection along either Rural Road or Arizona Avenue produces the highest number of new system-wide transit riders. This configuration improves direct transit access between central Phoenix (including south central Phoenix) and the southeast valley.
- Results of the MAG TDM indicates that an exclusive guideway transit investment in either the Rural Road or Arizona Avenue corridors will not have a significantly discernible impact on traffic volumes or speeds on I-10. Both corridors have attributes to potentially support a future exclusive guideway transit investment; however, additional study is necessary to determine if such an investment should be made in one or both of the corridors.

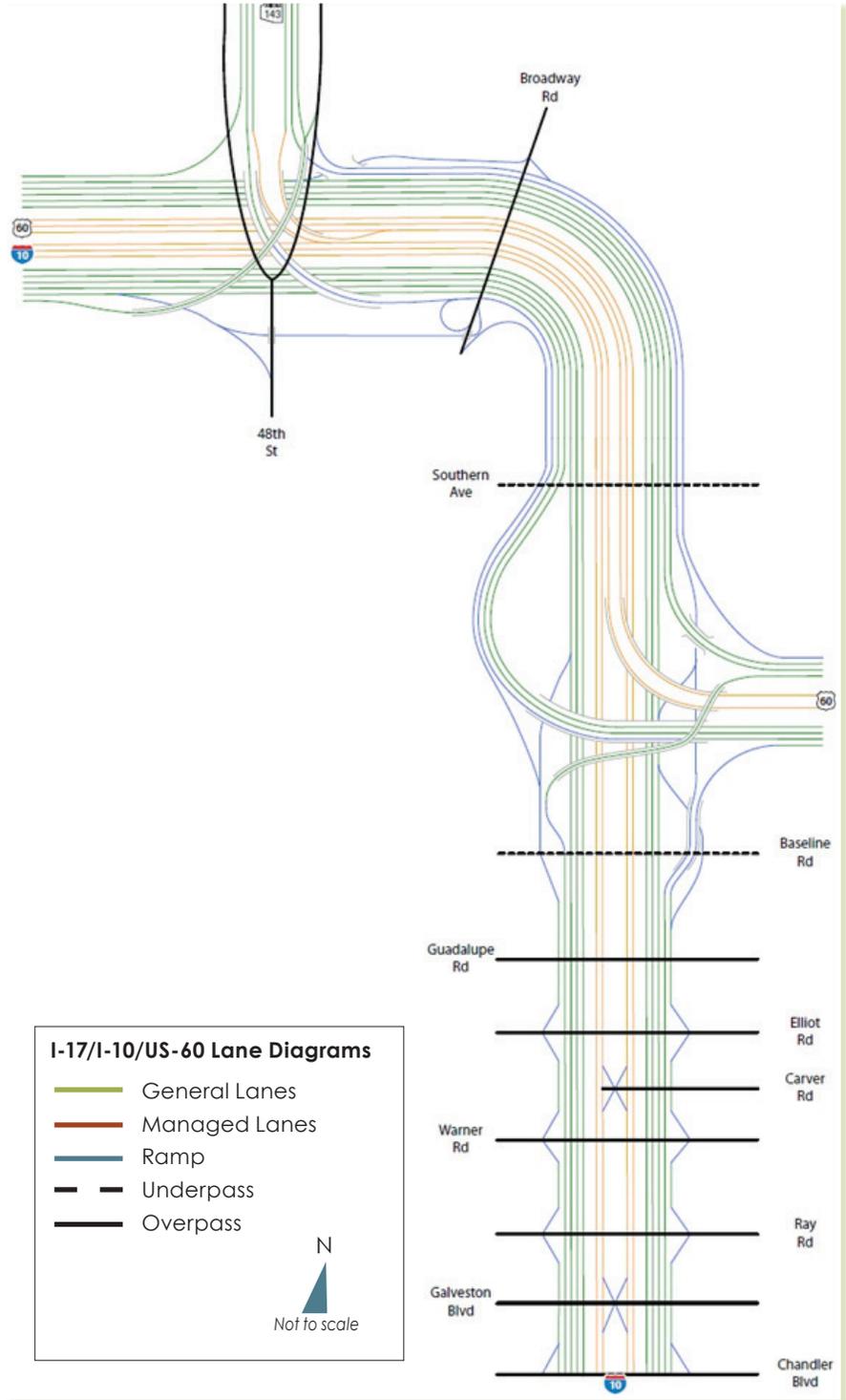


Figure 6 | Typical Lane Configuration of Managed and General Purpose Lanes on I-10

RECOMMENDATIONS

The key findings of the MIS serve as an outline of the primary elements required to develop a recommended bundle of transportation investment options. The transportation improvement options included in the recommended bundle offer a relatively high level of performance (average freeway travel speeds, average freeway volumes, and new system-wide transit riders) and efficiency (benefit/cost and transit boarding per revenue mile) compared to the other transportation improvement options considered. In addition, they generally performed well under the evaluation criteria.

The recommended bundle includes the freeway managed lanes on I-10/I-17 (including DHOV ramps) and exclusive guideway transit service on Southern and Central Avenues between the Phoenix CBD and Rural Road. Other transportation improvement options proposed to be included in the recommended bundle include an extension of the Tempe modern streetcar

on Rio Salado Parkway and Southern Avenue, as well as potential exclusive guideway transit extensions to Chandler's CBD via Rural Road or Arizona Avenue.

Excluding the optional exclusive guideway transit extension on either Rural Road or Arizona Avenue, the total estimated capital and operating cost (operating cost for transit only) for the recommended bundle is \$2.96 billion. Approximately 75% of the total estimated cost is for public transit investments (\$2.23 billion) including 20-year operating costs. The total estimated capital cost per corridor mile constructed (managed lanes + transit) is approximately \$68.6 million.

The recommended transportation investment options will provide enhanced access to local and regional activity centers, provide expanded multi-modal transportation options, and offer potential user benefits based on personal time and fuel savings.

Recommended Bundle of Transportation Improvement Options		
Concept	Description	Length in Study Area (miles)
Managed Lanes	I-10 and I-17 - Pecos Stack TI to Stack TI	20.0
New DHOV Ramps	I-17/Washington Street I-17/Central Avenue I-10/SR-143 I-10/Carver Road I-10/Galveston Road	---
Exclusive Guideway Transit	Southern Avenue/Central Avenue – Phoenix CBD to Rural Road	11.5
Exclusive Guideway Transit	Rural Road – Southern Avenue to University Drive	2.0
Potential Exclusive Guideway Transit	Arizona Avenue – Chandler CBD to Rural Road and Southern Avenue via Arizona Avenue	2.0 ^A
Potential Exclusive Guideway Transit	Rural Road – Chandler CBD to Rural Road and Southern Avenue via Rural Road	8.0 ^A
Modern Streetcar	Rio Salado Parkway - Extension from Mill Avenue to SR-101L	3.5
Modern Streetcar	Southern Avenue - Extension from Mill Avenue to Rural Road	1.0

Source: HDR Engineering, 2011

^ATotal miles of extension (within study area + outside of study area) = ~11.0 miles

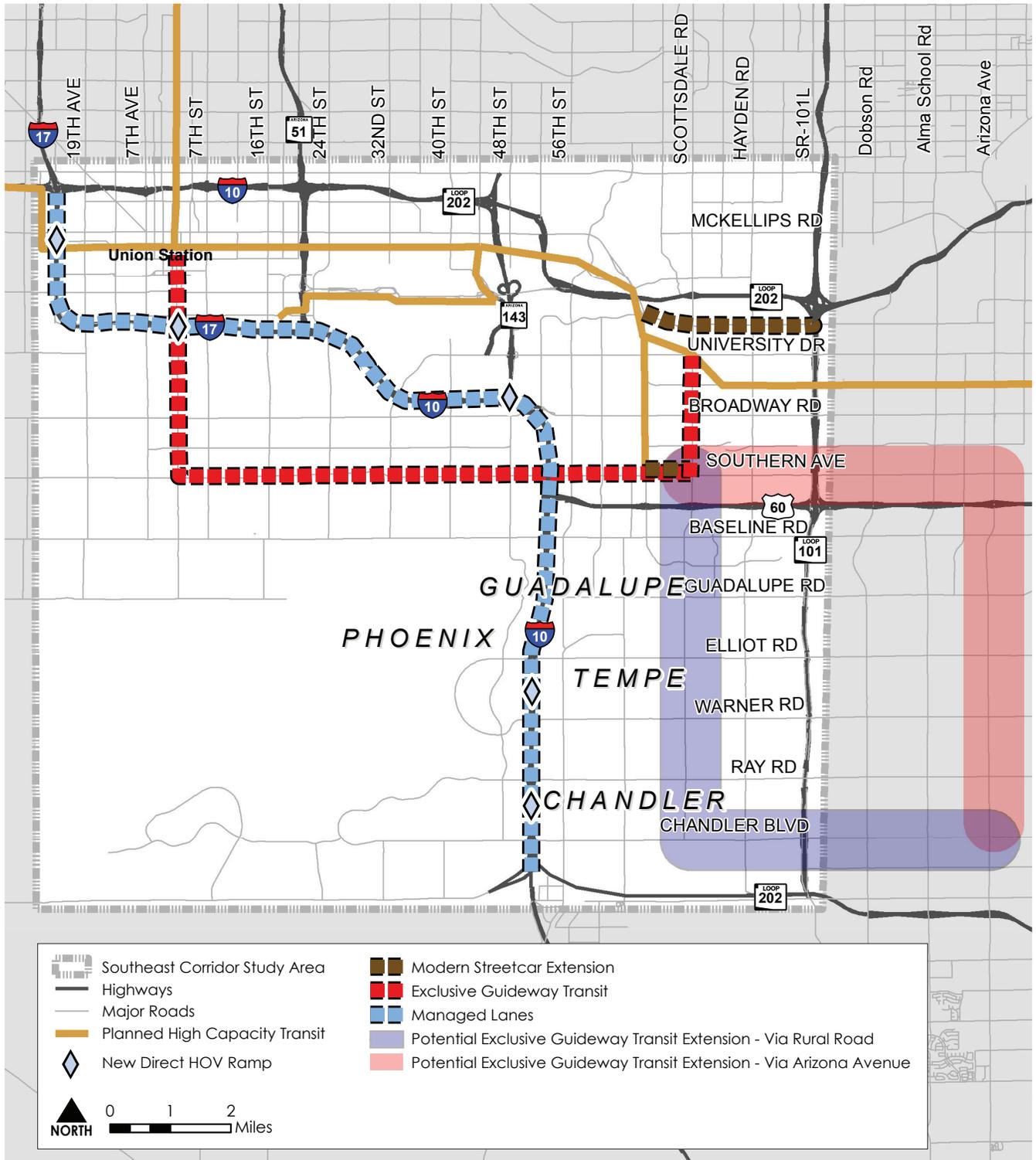


Figure 7 | Recommended Bundle

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 11, 2012

SUBJECT:

Update on Environmental Impact Statements for Interstates 10 and 17

SUMMARY:

Environmental Impact Statement (EIS) studies for capacity expansion of Interstate 10 between the SR-51/SR-202L “MiniStack” and SR-202L “Pecos Stack” traffic interchanges and Interstate 17 (I-17) between the Interstate 10 (I-10) “Split” and SR-101L “North Stack” traffic interchanges have been underway for a number of years. Since the studies were initiated, a number of factors have changed, including the economic situation (which substantially impacted revenues). The proposed projects that were being studied for each corridor substantially exceeded the resources available by two to four billion dollars. In addition, the possible implementation of managed lanes and potential conflicts with Sky Harbor International Airport have resulted in a decision to suspend both studies at this time. One option that is being considered is to study the I-17 / I-10 spine that stretches from the I-17/SR-101L “North Stack” to the SR-202L “Pecos Stack” as one corridor rather than as two separate corridors. The section of I-17 around the Durango Curve is at the end of its service life and could be significantly improved to add capacity to the system rather than directing more traffic through the I-10 tunnel.

In 2001, the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) began developing an Environmental Impact Statement (EIS) and Section 4(f) Evaluation for expanding Interstate 10 between the SR-51/Piestewa Freeway and SR-202L/Red Mountain Freeway “Mini-Stack” and SR-202L/Santan-South Mountain Freeways “Pecos Stack” traffic interchanges. The subject of this EIS is an environmental clearance that would allow the reconstruction of the Interstate 10/SR-143/48th Street traffic interchange, connections to the US-60/Superstition Freeway and Interstate 17/Black Canyon Freeway traffic interchanges, construction of an additional high occupancy vehicle (HOV) lane between Interstate 17 and US-60, and implementation of a local-express lane expanding the freeway to as many as 25-lanes for providing additional capacity along Interstate 10.

In 2009, the FHWA and ADOT began developing an Environmental Impact Statement (EIS) and Section 4(f) Evaluation for expanding Interstate 17/Black Canyon Freeway between the Interstate 10/Maricopa Freeway “Split” traffic interchange near Phoenix-Sky Harbor International Airport and the SR-101L/Agua Fria-Pima Freeway “North Stack” traffic interchange. The subject of this EIS is an environmental clearance that would allow added capacity through reconstruction of the oldest segments of freeways in Arizona, enhancements to existing traffic interchanges, and operational improvements to the Black Canyon Freeway frontage roads.

Both EIS projects are at significant decision point for the MAG region and the continuing development of the MAG Regional Freeway and Highway Program and the Regional Transportation Plan. As ADOT and FHWA have completed these studies, it has been realized that the improvements to both Interstate 10 and 17 that form the critical north-south Spine for travel in the Valley will significantly exceed the program budgets identified for both corridors. Presently, the Program has approximately \$1.3 billion for improving both freeways, which is about one third the value of the improvements under study in both EIS projects. In addition, the EIS study process has determined that significant improvements may be needed in the vicinity of the Interstate 10/Interstate 17 “Split” interchange to accommodate new airspace regulations required by the Federal Aviation Administration (FAA) for runways at Phoenix-Sky Harbor International Airport.

Given the significance of this decision point, the Federal Highway Administration and the Arizona Department of Transportation have recommended reevaluating the EIS process for both corridors and determining an appropriate direction for expanding capacity along both Interstates 10 and 17. As the regional transportation planning agency, MAG has had under study two significant projects that will contribute to the decisions needed in this reevaluation: Southeast Corridor Major Investment Study, and MAG Managed Lanes Network Development Strategy - Phase I. Preliminary findings have identified alternate cross-sections and priced-congestion programs that could improve and enhance the capacity of both corridors. MAG is providing this data from these studies to FHWA and ADOT and is proposing a workshop with the project's key stakeholders to identify the appropriate solution for adding capacity to the Interstates 10 and 17 Spine.

As part of the reevaluation, ADOT and FHWA have suspended the current EIS studies for both Interstate 10 and Interstate 17 in anticipation of the need for a more appropriate solution. Data and effort completed thus far will be incorporated into future environmental actions that will be needed to implement the solution for both freeways. Also, as this reevaluation is under consideration, MAG, ADOT, and FHWA will be identifying interim "spot" improvements along both Interstates 10 and 17 to ease existing congestion and improve travel through known bottlenecks.

PUBLIC INPUT:

ADOT and FHWA have received public input for the development of the current EIS projects. No public input has been received on the action to suspend the projects.

PROS & CONS:

PROS: As studied in these EIS projects, an investment of nearly \$4 billion is proposed for adding capacity to both the Interstate 10 and 17 Spine. Presently, the Regional Freeway and Highway Program has programmed \$1.3 billion for both corridors. By taking the time to reevaluate the proposed action, and to consider alternate cross-sections and the opportunity for priced-congestion programs, it may be possible to develop an improvement plan that could provide capacity and more importantly, reliability, for commuters. In addition, the interim "spot" improvements that will be identified could provide enough enhanced capacity along the Interstate 10 and 17 Spine to allow time for developing a more balanced and long-term solution.

CONS: Significant resources has been expended by FHWA and ADOT for both EIS studies. Although much of the data can be used in future environmental studies that will be needed to implement a long-term solution, new data sets and analyses will be required for the future studies.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Interstate 10 and 17 Spine provides a critical function and its long-term operation will be key to economic activity and the Region's Quality of Life. The outcomes and subsequent actions taken by the Regional Council based upon the findings of the reevaluation could result in a plan for the Spine that provides the best value in accommodating future travel demand.

POLICY: The outcomes of this reevaluation will provide guidance to MAG, ADOT, FHWA, and other affected jurisdictions and agencies with a long-term solution and comprehensive approach for accommodating travel demand along the Interstate 10 and 17 Spine.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

No prior committee actions have been taken on this matter. This item will be presented to the MAG Management Committee on September 12, 2012, for information and discussion.

CONTACT PERSON:

Bob Hazlett, Senior Engineering Manager, 602 254-6300.

**Interstate 17 Corridor Study/EIS
I-10 Split to Loop 101/Agua Fria-Pima**

**Interstate 10/Interstate 17 Spine Study
North Stack (SR-101L) to Pecos Stack (SR-202L)**

**Interstate 10 Corridor Study/EIS
SR-51 to Loop 202/Santan-South Mountain**

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 11, 2012

SUBJECT:

ADOT Passenger Rail Corridor Study Update

SUMMARY:

The Arizona Department of Transportation's Statewide Transportation Planning Framework Study, completed in March 2010, concluded that Arizona cannot address future congestion by continuing to rely almost exclusively on roadways to move people. High capacity services, such as rail, offer an efficient and attractive form of transportation to move people. Since early 2011, the Arizona Department of Transportation (ADOT) has worked on evaluating and identifying passenger rail opportunities that link the two largest metropolitan areas in the state.

The ADOT Passenger Rail Corridor Study has begun the alternatives analysis portion of the study. Meetings with numerous stakeholders have taken place to discuss a set of alternatives to carry forward through an evaluation process. This presentation will provide an overview of the alternatives analysis to date, and propose a set of alternatives to carry forward as conceptual alternatives. Existing and future travel patterns, existing transit services, travel times, and population growth in the study area all demonstrate an existing as well as an evolving mobility need. The mobility need clearly indicates five study area markets where demand exists or will exist in the reasonably foreseeable future:

Key project objectives are:

- 1) Intercity mobility between the Tucson and Phoenix metropolitan areas.
- 2) Commuter mobility between Phoenix, nearby suburban communities within Maricopa County.
- 3) Commuter mobility between Tucson and nearby suburban communities within Pima County.
- 4) Commuter mobility between activity centers in Pinal County and the Phoenix metropolitan area.
- 5) Commuter mobility between activity centers in Pinal County and the Tucson metropolitan area.

PUBLIC INPUT:

More than 100 meetings with residents, stakeholders, business leaders, communities and governmental agencies have been held since spring 2011.

PROS & CONS:

PROS: Increased mobility and transportation alternatives between Phoenix and Tucson.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The ADOT Passenger Rail Corridor Study will identify specific travel corridors, capital, operating and environmental requirements, needs-based service options, and funding opportunities for rail passenger service between Phoenix and Tucson.

POLICY: The ADOT Passenger Rail Corridor Study will provide decision-makers in the State of Arizona with a comprehensive perspective on the needs and opportunities for introducing and improving commuter and intercity passenger rail transit needs between the metropolitan areas of Phoenix and Tucson.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item will be presented to the MAG Management Committee on September 12, 2012.

This item was heard by the Transportation Review Committee on June 28, 2012.

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

This item was heard by the Transit Committee on May 20, 2012.

MEMBERS ATTENDING

- ADOT: Mike Normand
- Avondale: Rogene Hill
- # Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- * El Mirage: 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: Neal Young
- # Queen Creek: Tom Condit
- Scottsdale: Madeline Clemann
- Surprise: David Kohlbeck
- Tempe: Greg Jordan
- * Tolleson: Chris Hagen
- Valley Metro Rail/Metro: Ben Limmer for Wulf Grote
- * Youngtown: Jim Fox
- Regional Public Transportation Authority: Paul Hodgins for Carol Ketcherside

- * Not present or represented by proxy
- # Participated by telephone conference call
- + Participated by videoconference call

CONTACT PERSON:

Marc Pearsall, MAG, (602) 254-6300.