

September 28, 2020

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Michael Sundblom, Pinal County Air Quality Control District  
Irene Higgs, Sun Corridor Metropolitan Planning Organization  
Jerry Wamsley, U.S. Environmental Protection Agency, Region IX  
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Project Manager

SUBJECT: CONSULTATION ON A CONFORMITY ANALYSIS FOR A PROPOSED  
AMENDMENT TO THE FY 2020-2024 MAG TRANSPORTATION  
IMPROVEMENT PROGRAM AND 2040 MAG REGIONAL  
TRANSPORTATION PLAN UPDATE

The Maricopa Association of Governments is distributing for consultation a conformity analysis for a proposed amendment to the FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 MAG Regional Transportation Plan Update. The proposed amendment to the TIP and 2040 MAG Regional Transportation Plan Update includes an Arizona Department of Transportation project to add (restripe) an additional lane on Interstate-10 between Loop 202 South Mountain Freeway and 99<sup>th</sup> Avenue for approximately four miles. The proposed amendment requires a new conformity determination on the TIP and 2040 MAG Regional Transportation Plan Update. Comments are requested by October 27, 2020.

The conformity analysis includes a regional emissions analysis to support a finding that the amendment to the TIP and 2040 MAG Regional Transportation Plan Update meet transportation conformity requirements for carbon monoxide, eight-hour ozone, and PM-10 in the Maricopa nonattainment and maintenance areas and PM-10 and PM-2.5 in the Pinal County nonattainment areas. The conformity analysis is provided in Attachment A. The results of the conformity analysis indicate that the proposed amendment, when considered together with the TIP and 2040 MAG Regional Transportation Plan Update as a whole, will not contribute to violations of federal air

quality standards. A description of the amendment is provided in Attachment B. The proposed amendment and the conformity analysis are being provided for review and comment through the MAG Conformity Consultation Process.

It is anticipated that the amendment, as well as the corresponding new conformity determination on the TIP and 2040 MAG Regional Transportation Plan Update, will be on the agenda for the November 4, 2020 MAG Management Committee meeting and the December 2, 2020 MAG Regional Council meeting.

If you have any questions or comments, please contact me at (602) 452-5013.

Attachments

cc: Dallas Hammit, P.E., Arizona Department of Transportation

## ATTACHMENT A

### CONSULTATION ON A CONFORMITY ANALYSIS FOR A PROPOSED AMENDMENT TO THE FY 2020-2024 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND 2040 MAG REGIONAL TRANSPORTATION PLAN UPDATE

MAG is conducting consultation on a conformity analysis for an amendment to the FY 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update. The proposed amendment to the TIP and 2040 MAG Regional Transportation Plan Update includes an Arizona Department of Transportation project to add (restripe) an additional lane on Interstate-10 between Loop 202 South Mountain Freeway and 99<sup>th</sup> Avenue for approximately four miles. The conformity analysis indicates that the proposed amendment to the TIP and RTP Update satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The current conformity determination of the TIP and 2040 MAG Regional Transportation Plan Update for the Maricopa nonattainment and maintenance areas and the Pinal County nonattainment areas was made by the Federal Highway Administration and Federal Transit Administration on July 8, 2020. The results of the regional emissions analysis for the Maricopa nonattainment and maintenance areas for the proposed amendment to the TIP and RTP Update are described below and in Table 1. The results of the regional emissions analysis for the Pinal County PM-10 and PM-2.5 nonattainment areas are described below and in Table 2.

## Maricopa Nonattainment and Maintenance Areas Regional Emissions Analysis

For the Maricopa nonattainment and maintenance areas, the proposed amendment to the TIP and 2040 MAG Regional Transportation Plan Update must pass the emissions budget tests with budgets that have been found to be adequate or approved by the EPA for transportation conformity purposes. The MAG transportation and air quality models were utilized in the regional emissions analysis to assess the effect of the estimated emissions from the amendment, when considered together with the emissions from the TIP and RTP Update as a whole.

The modeling results indicate that for each pollutant and each modeled year the regional emissions from the proposed amendment, considered together with the TIP and 2040 MAG Regional Transportation Plan Update are less than the motor vehicle emissions budgets for carbon monoxide (CO), eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and particulate matter (PM-10) in the Maricopa nonattainment and maintenance areas. The regional emissions analysis was conducted for carbon monoxide and PM-10 for the years 2025, 2035, and 2040 and for volatile organic compounds and nitrogen oxides for the years 2020, 2025, 2035, and 2040.

### Carbon Monoxide

On March 3, 2016, EPA published the final rule approving the MAG 2013 Carbon Monoxide Maintenance Plan and 2025 budget of 559.4 metric tons per day, effective April 4, 2016. The year 2025 was modeled since it is a maintenance year in the MAG 2013 Carbon Monoxide Maintenance Plan. The year 2035 was modeled because it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart. The analysis year 2040 was modeled because it is the last year of the RTP Update. For carbon monoxide, the total regional vehicle-related emissions for the analysis years 2025, 2035, and 2040 are projected to be less than the approved emissions budget of 559.4 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

### Eight-Hour Ozone

For this conformity analysis, MAG is including the modeling results for volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) for the new nonattainment area established for the 2015 ozone standard. On June 4, 2018, EPA published a final rule that designated the Maricopa nonattainment area as a Marginal Area for the 2015 ozone standard, effective August 3, 2018. In accordance with the EPA transportation conformity rules at 40 CFR 93.102(d), conformity for the 2015 ozone standard must be determined by the end of the one year grace period of August 3, 2019. This conformity rule requirement has been met. In December 2018, MAG completed a conformity analysis that included the

2015 ozone standard and the conformity determination was received from the Federal Highway Administration and Federal Transit Administration on February 7, 2019.

For the 2015 ozone standard, the nonattainment area was expanded to include the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County. The nonattainment area for the 2015 ozone standard covers a larger geographic area and encompasses the entire area designated for the previous ozone standards. This is described as "Scenario 3" in the June 2018 EPA Transportation Conformity Guidance for 2015 Ozone Standard Nonattainment Areas. The EPA Guidance explains that where the nonattainment area for the 2015 ozone standard is larger than and contains the area designated for the previous ozone standards, the conformity budget test may be used to demonstrate conformity in the entire nonattainment area for the 2015 ozone standard, consistent with 40 CFR 93.109(c)(2)(iii)(B).

On June 2, 2020, EPA published the final rule approving the MAG 2017 Eight-Hour Ozone Moderate Area Plan for the 2008 ozone standard, including the 2017 emissions budgets for VOC of 45.7 metric tons per day and NO<sub>x</sub> of 62.7 metric tons per day, effective July 2, 2020. The year 2020 was modeled for VOC and NO<sub>x</sub> since it is the attainment year for marginal areas for the 2015 ozone standard. The year 2025 was modeled for VOC and NO<sub>x</sub> since it is a maintenance year in the MAG 2009 Eight-Hour Ozone Maintenance Plan. The year 2035 was modeled because it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart. The analysis year 2040 was modeled because it is the last year of the RTP Update.

The results indicate that for VOC, the total regional vehicle-related emissions for the ozone nonattainment area for the analysis years 2020, 2025, 2035, and 2040 are projected to be less than the approved 2017 emissions budget of 45.7 metric tons per day. For NO<sub>x</sub>, the total regional vehicle-related emissions for the ozone nonattainment area for analysis years 2020, 2025, 2035, and 2040 are projected to be less than the approved 2017 emissions budget of 62.7 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

Also, the conformity test includes using the 2008 emissions budgets from the MAG 2007 Eight-Hour Ozone Plan for the 1997 ozone standard and the 2025 emissions budgets from the MAG 2009 Eight-Hour Ozone Maintenance Plan for the 1997 ozone standard. On June 13, 2012, EPA published the final rule approving the MAG 2007 Eight-Hour Ozone Plan, effective July 13, 2012. On September 17, 2014, EPA published a final rule approving the MAG 2009 Eight-Hour Ozone Maintenance Plan, effective October 17, 2014. A comparison of the results indicates that for VOC, the total regional vehicle-related emissions for analysis year 2020 is projected to be less than the 2008 budget, and the emissions for each analysis year 2025, 2035, and 2040 are projected to

be less than the 2025 emissions budget. For NO<sub>x</sub>, the total regional vehicle-related emissions for analysis year 2020 is projected to be less than the 2008 emissions budget, and the emissions for each analysis year 2025, 2035, and 2040 are projected to be less than the 2025 emissions budget.

## PM-10

On June 10, 2014, EPA published the final rule approving the MAG 2012 Five Percent Plan for PM-10 and the 2012 emissions budget of 54.9 metric tons per day, effective July 10, 2014. The years 2025 and 2035 were modeled for PM-10 since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2040 was modeled because it is the last year of the RTP Update. For PM-10, the total vehicle-related emissions for the analysis years of 2025, 2035, and 2040 are projected to be less than the 2012 emissions budget of 54.9 metric tons per day. The conformity test for PM-10 is therefore satisfied. The conformity test includes using the budget from the approved Revised MAG 1999 Serious Area PM-10 Plan. On July 25, 2002, EPA published a final rule approving the Revised MAG 1999 Serious Area PM-10 Plan, effective August 26, 2002. A comparison of the conformity test results using the 2006 budget from the Revised MAG 1999 Serious Area Particulate Plan for PM-10 indicates that the total vehicle-related emissions for 2025, 2035, and 2040 also meet this budget.

### Pinal County Nonattainment Areas Regional Emissions Analysis

For the Pinal County PM-10 and PM-2.5 nonattainment areas, there are no adequate or approved motor vehicle emissions budgets for conformity. Therefore, the conformity interim emissions tests were applied. In January 2017, EPA indicated they will not find to be adequate or approve the 2018 emissions budget in the 2015 West Pinal Moderate PM-10 Nonattainment Area SIP prepared by the Arizona Department of Environmental Quality (ADEQ) and submitted to EPA in December 2015. Therefore, the 2018 PM-10 budget in that SIP was not included in this regional emissions analysis.

In selecting analysis years for the interim emissions tests, the transportation conformity rule indicates that the years must be no more than ten years apart, the first year must be no more than five years beyond the year in which the conformity determination is being made, and the last year must be aligned with the transportation plan. The analysis year 2025 is modeled since it meets the requirement that the first year must be no more than five years beyond the year in which the conformity determination is being made. The analysis year 2035 is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2040 is the last horizon year for both the Sun Corridor MPO Regional Transportation Plan 2040 Update and the 2040 MAG Regional Transportation Plan Update. Therefore, the action and

baseline tests were conducted for PM-10 for the West Pinal PM-10 Nonattainment Area and for PM-2.5 and NO<sub>x</sub> for the West Central Pinal PM-2.5 Nonattainment Area for the analysis years of 2025, 2035, and 2040. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule.

The Maricopa Association of Governments and the Sun Corridor Metropolitan Planning Organization have coordinated on inputs to the transportation model. Both the MAG Metropolitan Planning Area Boundary and the Sun Corridor Metropolitan Planning Area Boundary include portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area. Both nonattainment areas are covered by the boundaries of the two metropolitan planning organizations.

For PM-10, the projected emissions for the action scenario are not greater than the projected emissions for the baseline scenario for each of the years analyzed: 2025, 2035, and 2040. Since the PM-10 emissions predicted for the action scenarios are not greater than the PM-10 emissions predicted for the baseline scenarios, the conformity interim emission test is satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years.

For PM-2.5, the projected emissions for the action scenario are not greater than the projected emissions for the baseline scenario for each of the years analyzed: 2025, 2035, and 2040. Since the PM-2.5 emissions predicted for the action scenarios are not greater than the PM-2.5 emissions predicted for the baseline scenarios, the conformity interim emission test is satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years.

For NO<sub>x</sub>, the projected emissions for the action scenario are not greater than the projected emissions for the baseline scenario for each of the years analyzed: 2025, 2035, and 2040. Since the NO<sub>x</sub> emissions predicted for the action scenarios are not greater than the NO<sub>x</sub> emissions predicted for the baseline scenarios, the conformity interim emission test is satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years.

#### Latest Planning Assumptions and Emissions Models

In accordance with federal transportation conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the 2020 MAG Conformity Analysis for the FY 2020-2024 MAG Transportation Improvement Program and the 2040 Regional

## Transportation Plan Update and the Sun Corridor Metropolitan Planning Organization 2020 Conformity Analysis.

Through the consultation process, it was determined that the “time that the conformity analysis begins” will be the day that the first traffic assignment is submitted for travel demand modeling. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on August 25, 2020. A summary of the latest planning assumptions, including population, employment, and vehicle registrations data used in the regional emissions analysis, is provided in Table 3.

### Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that “EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation.” Therefore, for this amendment to the TIP and 2040 MAG Regional Transportation Plan Update, the 2020 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and 2040 Regional Transportation Plan Update with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and RTP Update interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

### Consultation

In accordance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency, and other interested parties. A 30-day consultation period is being provided on the conformity analysis and the amendment to the FY 2020-2024 MAG Transportation Improvement Program and 2040 MAG Regional Transportation Plan Update. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE 1. CONFORMITY BUDGET TEST RESULTS FOR CO, VOC, NO<sub>x</sub>, AND PM-10  
(METRIC TONS/DAY)  
MARICOPA NONATTAINMENT AND MAINTENANCE AREAS

Pollutant	Carbon Monoxide	Eight-Hour Ozone						PM-10	
		2017 <sup>b</sup> VOC	2017 <sup>b</sup> NO <sub>x</sub>	2008 <sup>c</sup> VOC	2008 <sup>c</sup> NO <sub>x</sub>	2025 <sup>d</sup> VOC	2025 <sup>d</sup> NO <sub>x</sub>	2012 <sup>e</sup>	2006 <sup>f</sup>
Year	2025 <sup>a</sup>								
<i>Budget Test</i>	559.4	45.7	62.7	67.9	138.2	43.8	101.8	54.9	59.7
2020		43.8	48.1	42.9	52.6				
2025	289.6	33.3	33.6			32.8	37.0	44.6	44.6
2035	178.7	19.0	20.6			19.0	23.0	48.5	48.5
2040	166.5	18.1	20.3			18.3	22.8	49.7	49.7

**a.** The MAG 2013 Carbon Monoxide Maintenance Plan established a 2025 emissions budget. The onroad mobile source emissions correspond to a Friday in December episode day conditions.

**b.** The MAG 2017 Eight-Hour Ozone Moderate Area Plan established 2017 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>). The onroad mobile source emissions correspond to ozone season average day conditions.

**c.** The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.

**d.** The MAG 2009 Eight-Hour Ozone Maintenance Plan established 2025 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.

**e.** The MAG 2012 Five Percent Plan for PM-10 established a 2012 emissions budget corresponding to an annual average day.

**f.** The Revised MAG 1999 Serious Area Particulate Plan for PM-10 established a 2006 emissions budget corresponding to an average annual day.

TABLE 2. CONFORMITY INTERIM EMISSION (ACTION/BASELINE) TEST RESULTS  
 (KILOGRAMS/DAY)  
 PINAL COUNTY NONATTAINMENT AREAS

	PM-10 Nonattainment Area	PM-2.5 Nonattainment Area	
<i>Pollutant</i>	<i>PM-10</i>	<i>PM-2.5</i>	<i>NOx</i>
2025			
- Action	115,861	10	744
- Baseline	119,401	11	826
2035			
- Action	129,026	10	622
- Baseline	132,848	11	825
2040			
- Action	136,765	11	759
- Baseline	140,478	13	1,101

TABLE 3. LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS  
FOR THE MAG TRANSPORTATION MODELING DOMAIN COVERING MARICOPA AND PINAL COUNTIES

Assumption	Source	MAG Models	Next Scheduled Update
Population and Employment	<p>Under the Governor’s Executive Order 2011-04, official County projections are updated every 3 to 4 years. These official projections are used by all agencies for planning purposes. The Arizona Department of Administration (ADOA) prepared a new set of Maricopa County projections based on the U. S. Census Bureau’s 2013-2017 American Community Survey data and employment projections prepared by Dr. George Hammond at the University of Arizona’s Economic and Business Research Center. MAG developed a set of subcounty population and employment projections for Maricopa County that are consistent with the ADOA population projections. The MAG Regional Council approved the subcounty socioeconomic projections in June 2019. In addition, Central Arizona Governments (CAG) approved the Pinal County subcounty socioeconomic projections, based on the ADOA Pinal County projections, in August 2019. The MAG Traffic Analysis Zone System was updated and expanded to reflect the latest socioeconomic changes in 2019.</p>	AZ-SMART (UrbanSim/ OPUS)	<p>Under the Governor’s Executive Order 2011-04, official county socioeconomic projections will be developed by the Arizona Department of Administration. Following the release of the 2020 U.S. Census data, the Arizona Department of Administration (ADOA) will prepare a new set of Maricopa County projections in December 2022. MAG will develop a set of subcounty population and employment projections for Maricopa County that are consistent with the ADOA population projections.</p>
Traffic Counts	<p>The highway models were validated for the 2018 base year, using approximately 3,000 traffic counts collected by MAG in 2018-2019.</p>	TransCAD	<p>Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available. MAG has just completed 2018-2019 regional traffic counts.</p>

TABLE 3 (CONTINUED). LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS FOR THE MAG TRANSPORTATION MODELING DOMAIN COVERING MARICOPA AND PINAL COUNTIES

Assumption	Source	MAG Models	Next Scheduled Update
Vehicle Miles of Travel	<p>The passenger travel demand models recalibration has been completed. The new datasets used in the recalibration process include 2017 Household and Establishment surveys, 2018-2019 counts, and 2015 transit on-board survey. The recalibration effort includes a complete update of the regional travel demand model based on the relevant data sets listed above. Trip generation has been updated and trip distribution is being recalibrated based on the 2017 Household Travel Survey. Mode choice recalibration is also underway based on the 2015 on-board survey. The truck model was recalibrated based on the new 2013 Transearch data, 2018 ATRI data, and 2015 StreetLight data. The external travel model was recalibrated in 2011 based on the 2008 external travel study. Incremental updates and improvements were introduced to the model to reflect network changes, socioeconomic forecast changes, and changes in the traffic zone system. MAG conducted a comprehensive revalidation using 2018-2019 traffic counts and speed data. The overall calibration year for the model is 2018 and the latest base year based on a comprehensive validation is 2018.</p>	TransCAD	<p>Future updates to the four-step model will include further refinements/updates to various model sub-components.</p>

TABLE 3 (CONTINUED). LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS FOR THE MAG TRANSPORTATION MODELING DOMAIN COVERING MARICOPA AND PINAL COUNTIES

Assumption	Source	MAG Models	Next Scheduled Update
Speeds	The highway models were validated using 50 million traffic speed records purchased from HERE for calendar year 2018 and also compared to a similar data set purchased in the same year.	TransCAD	Travel speed data are purchased periodically to validate the transportation models. MAG also utilizes commercial speed data for future estimation and model calibration purposes. MAG has purchased new speed data required for the ongoing model calibration and validation to the new base year processes. MAG has also collaborated with ADOT and capitalized on ADOT speed data contracts.
Vehicle Registrations	July 2019 vehicle registrations were provided by ADOT.	MOVES2014b	When newer data become available from ADOT.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

ATTACHMENT B

**TABLE A: Requested Conformity Contingent Freeway Life Cycle Program (FLCP) Project Changes to the  
FY 2021 Freeway Life Cycle Program (FLCP), FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #7**

TIP Amendment X																														
Agency	Section	MAG ID	Location	Federal Functional Classification (Click on to Access ADOT Maps)	MAG Mode	Estimate Date for Completion/Open to Traffic: MM/YY	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year <sup>4</sup>	Funding Type	Apport. Year <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
										Before	After	PM1	PM2T	PM2N	PM2B	PM3F	PM3S	PM3E												
										Safety	Transit Asset Condition	Pavement Condition	Bridge Condition	Travel Reliability	Non SOV Travel	CMAQ Emissions														
ADOT	Highway	28642	10: Avondale Blvd to I-17	Principal Arterial - Interstate	Freeway	OCT-DEC 2021	Maricopa	5-year	5	12	13	No	No	Yes	No	No	No	No	DOT21-831	010-B(220)T	F0233	Construct Pavement Rehabilitation	2021	NHPP	2021	13,773,640	-	826,360	14,600,000	Amend: Change number of through lanes after from 12 to 13 (additional westbound general purpose lane between Avondale Blvd and Loop 202 South Mountain Freeway)

**Notes**

1. Rows in the report are sorted in order by the following columns: Section, Agency, Location, and Work Year. Changes are in red font. Deletions are shown in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Review Committee, MC = Management Committee, TPC = Transportation Policy Committee

3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Management Committee are tinted in purple highlight.

6. Changes made since Transportation Policy Committee are tinted in green highlight.

7. Clerical changes since Regional Council are tinted in orange highlight.

8. Changes since conformity mailout are tinted in brown highlight.