

January 3, 2012

TO: Members of the MAG Management Committee

FROM: Charlie Meyer, City of Tempe, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting

Wednesday, January 11, 2012 - 12:00 noon

MAG Office, Suite 200 - Saguaro Room

302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are also being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

c: MAG Regional Council

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
January 11, 2012**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management 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 Management 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.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Management Committee on activities of general interest.

5. Approval of Consent Agenda

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 (*).

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of November 9, 2011, Meeting Minutes

5A. Review and approval of the November 9, 2011, meeting minutes.

TRANSPORTATION ITEMS

*5B. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2011 to June 30, 2011. Please refer to the enclosed material.

*5C. Consultant Selection for the MAG Gila Bend Small Area Transportation Study

The Fiscal Year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$70,000 to conduct the Gila Bend Small Area Transportation Study, which will accept and incorporate formally the recommended transportation framework identified in the MAG Interstates 8/10 Hidden Valley Transportation Framework Study as part of the Town of Gila Bend's transportation network. The Town of Gila Bend is going to contribute \$5,000 toward the project and Maricopa County Department of Transportation is going to contribute \$20,000, bringing the total cost of the project to \$95,000. The Request for Proposals was advertised on September 13, 2011. Five proposals were received and reviewed by a multi-agency proposal evaluation team. On November 14, 2011, the proposal evaluation team recommended to MAG the selection of Kimley-Horn and Associates to conduct the project for an amount not to exceed \$95,000. Please refer to the enclosed material.

*5D. Consultant Selection to Conduct the MAG Bicycle Count Project

The Fiscal Year (FY) 2012 MAG Unified Planning Work Program and Annual Budget includes \$96,000 to develop a methodology and conduct a bicycle count in the region. The project will gather data for the bicycle count, which will be

5B. Information.

5C. Recommend approval of the selection of Kimley-Horn and Associates to conduct the Gila Bend Small Area Transportation Study for an amount not to exceed \$95,000.

5D. Recommend approval of the selection of Fehrs & Peers to conduct the MAG Bicycle Count Project for an amount not to exceed \$96,000.

incorporated into the MAG Performance Measures, MAG Safety and MAG modeling programs. A Request for Proposals was issued on September 16, 2011. MAG received proposals from four firms on October 26, 2011. A multi-agency proposal evaluation team reviewed the proposals and on November 9, 2011, recommended to MAG the selection of Fehrs & Peers to conduct the MAG Bicycle Count Project. On November 15, 2011, the MAG Bicycle and Pedestrian Committee recommended approval of Fehrs & Peers to conduct the MAG Bicycle Count Project for an amount not to exceed \$96,000. Please refer to the enclosed material.

*5E. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified nine times with the last modification approved by Regional Council on October 26, 2011. Since then, there is a need to modify projects in the programs. The projects listed in Table A are the technical modifications related to the Arterial Life Cycle Program that was approved by the MAG Regional Council on September 21, 2011. The additional project change requests are modifications to project costs and new projects related to newly awarded federal funds for both safety and transit projects. On December 8, 2011, the Transportation Review Committee recommended approval of the project changes. The attached table lists all project changes, and highlights modifications made to the project change requests since TRC met. These modifications are mainly clerical and minor adjustments to financial information. The projects in Table A are dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee. The projects in Table B may be categorized as exempt from conformity determinations and an administrative modification does not require a

5E. Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

conformity determination. Please refer to the enclosed material.

*5F. Recommendation of Projects for FY 2012 Traffic Signal Optimization Program

On July 19, 2010, the list of consultants for the Intelligent Transportation System (ITS) and Transportation Safety on-call services was approved by the MAG Regional Council Executive Committee. The FY 2012 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$430,000 for the Fiscal Year (FY) 2012 Traffic Signal Optimization Program (TSOP), including an estimated balance of \$30,000 carried over from FY 2011. On October 17, 2011, a request for new projects for the FY 2012 TSOP was announced. A total of seven project applications was received that would lead to improved traffic operations at 127 traffic signals in seven affected jurisdictions. A new feature of the program will be the performance of before-and-after evaluations of projects. The estimated cost of these projects and the evaluations is \$230,740. All TSOP projects will be carried out using the approved qualified on-call consultants. The applications also identified the need for training 15 individuals on SYNCHRO, a traffic signal timing software used by local agencies. The estimated cost of the SYNCHRO training is \$10,000. The total cost for these projects including training is estimated at \$240,740. A second call for projects may be needed to utilize all available TSOP funds. under contract with MAG. On November 27, 2011, the MAG ITS Committee recommended approval. On December 8, 2011, the Transportation Review Committee recommended approval. Please refer to the enclosed material.

5F. Recommend approval of the list of FY 2012 Traffic Signal Optimization Program projects and before-and-after project evaluations for an estimated cost of \$230,740, and a regional training workshop on the SYNCHRO software for an estimated cost of \$10,000.

AIR QUALITY ITEMS

*5G. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested

5G. Information and discussion.

reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. Please refer to the enclosed material.

*5H. New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

On September 21, 2011, the MAG Regional Council approved a Draft Fiscal Year 2012 Arterial Life Cycle Program amendment for several projects to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update, as appropriate, contingent on a new Finding of Conformity. Since that time, MAG staff has completed a regional emissions analysis for the proposed amendment. The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On December 2, 2011, a 30-day public review period began on the conformity assessment and amendment. Please refer to the enclosed material.

*5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to Arizona Department of Transportation projects, the addition of new Highway Safety Improvement Program projects, and new transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification

5H. Recommend approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended.

5I. Consultation.

includes minor project revisions that do not require a conformity determination. Comments are requested by January 20, 2012. Please refer to the enclosed material.

*5J. Update on the MAG Five Percent Plan for PM-10 and EPA Proposed Ozone Nonattainment Area Boundary

An update will be provided on the MAG Five Percent Plan for PM-10 and the activities to prevent PM-10 exceedances at the monitors and throughout the region. The Arizona Department of Environmental Quality (ADEQ) is continuing to prepare the documentation for the 21 days of exceptional events in 2011 with technical assistance from Maricopa County and MAG staff. On November 22, 2011, positive comments and suggestions were received from the Environmental Protection Agency (EPA) informally on the first group of exceptional events for July 2-8, 2011. The documentation will be revised and submitted officially at the end of December. Following the November Regional Council Executive Committee meeting, a letter was sent to EPA to discuss a concept for streamlining the exceptional events process by enabling the states and tribes to make the exceptional events determinations, after consultation with EPA. Regarding the plan, ADEQ needs to provide the final Dust Action General Permit, a commitment to assess the effectiveness of the voluntary and emerging control measure (Dust Action General Permit), Agricultural Best Management Practices Program Rule Revision, and a commitment to submit the technical support documentation for the Agricultural Best Management Practices Rule Revision. Regarding ozone, EPA sent a letter to the Governor on December 9, 2011 that proposed the nonattainment area boundary for the 2008 eight-hour ozone standard (0.075 parts per million) based upon a recent recommendation from ADEQ. The proposed boundary would expand the current nonattainment area to the west and southwest where new power plants are located. Please refer to the enclosed material.

5J. Information and discussion.

GENERAL ITEMS

*5K. Mesa Fire Department Request for a Public Safety Answering Point

The City of Mesa Fire Department is requesting to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. Mesa Fire recently has expanded its facilities and has expressed interest in developing and implementing a new PSAP in addition to the existing Mesa Police PSAP, which will continue its activities and representation on the MAG PSAP Managers Group. On October 13, 2011, the MAG PSAP Managers Group recommended approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. On December 7, 2011, the MAG 9-1-1 Oversight Team recommended approval of Mesa Fire's request. Please refer to the enclosed material.

*5L. Status Update on the June 30, 2011 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2011

The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2011. An unqualified audit opinion was issued on November 16, 2011, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single

5K. Recommend approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

5L. Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2011.

Audit report had no new or repeat findings. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2011 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2011 CAFR, this would be the agency's 14th consecutive award. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Results of the Proposition 400 Performance Audit

As part of the enabling legislation for Proposition 400, a performance audit of the program was required to be conducted every five years, beginning in 2010, by the Auditor General of Arizona. The Performance Audit of the Maricopa County Regional Transportation Plan was released on December 21, 2011. The audit produced 27 recommendations to improve the oversight and management of the program. One important finding was that the program should continue to be implemented. A series of recommendations dealt with improving the documentation and rationale for program changes and to produce one-page project report cards that would provide the description and status of each project. A plan to implement each recommendation related to MAG will be provided by March 2012. Please refer to the enclosed Executive Summary of the audit and response that MAG staff submitted in response to the recommendations. The complete report is available online at:
<http://www.azauditor.gov>.

7. Implementation of MAG Federal Fund Projects Development Status Report

The MAG Federal Fund Programming Guidelines & Procedures, approved by Regional Council on October 26, 2011, outline the requirements for local agencies to submit project status information

6. Information and discussion.

7. Information and discussion.

on the development of their federal funded projects. The Project Development Status Workbook was sent to member agencies and required the completion of a project development schedule; affirmation of the project's work phases, scope, and schedule; and allowed agencies to request project changes, as necessary. In receiving the information from local agencies, MAG encountered problems in developing the first Status Report. These include: project information not provided in a timely manner, incomplete project information, project timelines that are unreasonable, source of local funding not identified or not committed, confirming project changes with schedules and costs, etc. Without good project information an accurate assessment of the status of projects cannot be made, and the region potentially could lose up to \$50 million in unobligated federal funds for the current fiscal year. MAG staff received input on this topic from the Transportation Review Committee on December 8, 2011, to develop and agree upon a project development timeline with member agency input that will be used as a standard when evaluating project schedules.

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

In July 2010, the Regional Council approved a \$9 million increase in the budget to construct High Occupancy Vehicle (HOV) lanes on Loop 101 from Tatum Boulevard to the junction with Interstate-10 in the West Valley so that the freeway in the vicinity of the Maryland Avenue overpass could be widened to accommodate the future construction of ramps that would provide direct access to the L101 HOV lanes from Maryland Avenue. As part of the MAG Regional Council action, the ramp connections were included in the MAG Regional Transportation Plan as an illustrative project. The HOV lane project is almost complete, and the final component of the project is to construct the ramp connections from the overpass to the L101 HOV lanes. Glendale has identified about \$8 million that is in the

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

Statewide Transportation Acceleration Needs Account (STAN) for the MAG region that Glendale is proposing to use to pay for a portion of the project. Glendale is proposing that the balance of the regional funding of up to \$7.5 million be used to cover the remaining cost of the project. On December 8, 2011, the MAG Transportation Review Committee recommended approval. Please refer to the enclosed material.

GENERAL ITEMS

9. MAG Interactive Mapping and Reporting Tool

MAG staff, working with the MAG Population Technical Advisory Committee, created an enhanced online mapping and reporting website. Two viewers have currently been implemented. These include information and analysis on population and employment datasets. The demographic viewer allows the user to create maps of variables from Census 2010 and the American Community Survey to generate reports based on county and jurisdictional geographies, as well as custom reports on individual or groups of Census Tracts. The employment viewer utilizes data from MAG's 2010 employer database and presents the user with maps of employment in the MAG region by industry classification. The viewers can be accessed at <http://ims.azmag.gov>. A brief overview of the sites and update on the project will be provided.

10. Discussion of the Development of the FY 2013 MAG Unified Planning Work Program and Annual Budget

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

9. Information and discussion.

10. Information and input on the development of the fiscal year (FY) 2013 MAG Unified Planning Work Program and Annual Budget.

11. Legislative Update

An update will be provided on legislative issues of interest.

12. Arizona Centennial Celebration

Arizona State Statutes provide for a celebration of the Arizona Centennial in 2012. One of the activities in the legislation relates to projects that will ensure a lasting legacy to celebrate the centennial. The Arizona Historical Advisory Commission has been working to restore the historic Arizona State Capitol building to a working capitol. The building currently houses a museum. The Honorable John Driggs, former mayor of the City of Phoenix and member of the Arizona Historical Advisory Commission, will provide an update on efforts to restore the Arizona State Capitol building.

13. Request for Future Agenda Items

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

14. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management 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

11. Information, discussion, and possible action.

12. Information and discussion.

13. Information and discussion.

14. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
November 9, 2011
MAG Office - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Charlie Meyer, Tempe, Chair	Romina Khananisho for John Fischbach, Goodyear
Karen Peters for David Cavazos, Phoenix	Bill Hernandez, Guadalupe
# Matt Busby for George Hoffman, Apache Junction	Darryl Crossman, Litchfield Park
Charlie McClendon, Avondale	Christopher Brady, Mesa
# Stephen Cleveland, Buckeye	David Andrews for Jim Bacon, Paradise Valley
# Gary Neiss, Carefree	Carl Swenson, Peoria
Wayne Anderson for Usama Abujbarah, Cave Creek	# John Kross, Queen Creek
Patrice Kraus for Rich Dlugas, Chandler	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Spencer Isom, El Mirage	David Richert, Scottsdale
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Chris Hillman, Surprise
# Julie Ghetti, Fountain Hills	Reyes Medrano, Tolleson
Rick Buss, Gila Bend	# Stephanie Wojcik, Wickenburg
* David White, Gila River Indian Community	# Lloyce Robinson, Youngtown
Patrick Banger, Gilbert	Kwi Sung Kang for John Halikowski, ADOT
Horatio Skeete for Ed Beasley, Glendale	Kenny Harris for David Smith, Maricopa Co. David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Charlie Meyer at 12:03 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Meyer noted that Matt Busby, Stephen Cleveland, Julie Ghetti, John Kross, Gary Neiss, Lloyce Robinson, and Stephanie Wojcik were participating in the meeting via teleconference.

Chair Meyer noted material for agenda items 5G, 5K, 7, and 8 were at each place.

Chair Meyer announced that public comment cards were available to members of the public who wish to comment. Chair Meyer noted that parking validation was available from staff and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

Chair Meyer noted that was the last Management Committee for Dave Boggs, who is retiring at the end of the year. Chair Meyer read the Resolution of Appreciation that had been prepared in recognition for his service to the MAG region. Mr. Boggs was applauded.

Mr. Boggs expressed his appreciation for the recognition. He stated that he came to the region about the same time as Proposition 400 and all members worked hard to pull it together. Mr. Boggs stated that he gave 14 months notice to the RPTA Board that he would retire effective December 2011 to take advantage of a very capable rail executive who then could run both agencies. He encouraged that the region continue working toward a regional transit system that benefits the customers, and he thanked everyone for their support over the years.

Dennis Smith spoke on behalf of MAG. He stated that the RPTA's shining moment was to be implementation of high speed rail in the late 1980's, but this did not happen and RPTA needed to change its character for a number years until major funding was received. He spoke of how Proposition 400 provided the funding and Mr. Boggs had the task of turning around the agency and he worked toward implementing a transit plan when agencies were trying to hold on to their individual share of funds. Mr. Smith expressed appreciation to Mr. Boggs for bringing all of his experience to the region and for a job well done.

Chair Meyer expressed appreciation to Mr. Boggs for his leadership style, which is not divisive, and for being a good friend to the City of Tempe. He added that he hoped the cooperative relationship would continue.

3. Call to the Audience

Chair Meyer stated that Call to the Audience provides an opportunity to the public to address the Management 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. Chair Meyer noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit.

No requests for public comment were received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith stated that Audrey Skidmore, MAG Information Technology Manager, has made arrangements for Cory Fleming, Project Director for the ICMA National Study of 3-1-1 and Customer Service Technology, to give a presentation on 3-1-1 on November 17, 2011, at the MAG Office. He stated that the MAG 3-1-1 Business Plan Committee, the MAG Technology Advisory Group, and the Intergovernmental Representatives have been invited. Mr. Smith stated that this is a great opportunity for staff to learn about a national best practice.

Mr. Smith announced that MAG was notified that it had received the Government Finance Officers Association Distinguished Budget Presentation Award for MAG's effective budget presentation. He noted that this is the 13th consecutive year MAG has received the award, and he added that in fiscal year 2009, only three councils of governments out of 1,254 in the U.S. and Canada received the award. Mr. Smith said that MAG's budget also received special recognition as Outstanding as a Communications Device and Special Performance Measures Recognition. He expressed his appreciation to the member agencies for their input into the budget and to Becky Kimbrough, MAG Fiscal Services Manager, and her staff.

Chair Meyer thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Meyer stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda. No requests for public comment were received.

Chair Meyer asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item. None were noted.

Mr. McClendon moved to recommend approval of #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Mr. Buss seconded. Chair Meyer asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of October 12, 2011, Meeting Minutes

The MAG Management Committee, by consent, approved the October 12, 2011, meeting minutes.

5B. Implementation of the Federal Fund Programming Guidelines

The Federal Fund Programming Guidelines were approved by the Regional Council on October 26, 2011. The Programming Guidelines outline a different process, schedule, and information exchange than what was done before. In order to implement the Programming Guidelines, a transition period is needed, acknowledging some requirements will not be completed. A memorandum and overall transition schedule that outline applicable guidelines for projects programmed for obligation in federal fiscal years 2012, 2013, and 2014 were provided for information.

5C. Amendment to the Caliper Corporation Contract to Perform Second Phase of the Inner Loop Traffic Operations Model

The MAG Management Committee, by consent, recommended amending the Caliper Corporation contract by \$250,000 to conduct the additional work for the 2010 Inner Loop Traffic Operations Model Development. On May 27, 2009, the MAG Regional Council approved the FY 2010 MAG Unified Planning Work Program and Annual Budget, which included the 2010 Inner Loop Traffic Operations Model Development Phase I for developing a microsimulation for a significant portion

of the metropolitan area bounded by Loop 101 on the west, north, and east, and Loop 202 on the south. Following the consultant selection process, the Regional Council Executive Committee on March 22, 2010, approved Caliper Corporation to complete the first phase of the project for \$499,930. The first phase of this project is in the final stages of development and is presently on schedule. On May 26, 2010, the MAG Regional Council approved the FY 2011 MAG Unified Planning Work Program and Annual Budget, which included the 2011 Phase II - Inner Loop Traffic Operations Model project for \$250,000 as the next phase of the traffic operations model development. Building upon the efforts in the first phase of the project, the consultant is ready to proceed into the second phase where the microsimulation effort will be completed with the addition of three-dimensional models to facilitate the model's validation and availability for scenario testing. To conduct this second phase effort, the contract budget with Caliper Corporation will need to be amended to add the funding for the next phase approved by the Regional Council in the MAG FY 2011 Unified Planning Work Program and Annual Budget. MAG federal funds will be used for the second phase of this project.

5D. Arterial Life Cycle Program Status Report

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

5E. FY 2012-2014 MAG Highway Safety Improvement Program Projects

The MAG Management Committee, by consent, recommended approval of the listing of selected projects for FY 2012-2014 Highway Safety Improvement Program funds. Starting in FY 2010, MAG has been receiving a total of \$1 million in federal Highway Safety Improvement Program (HSIP) funds from the Arizona Department of Transportation (ADOT) to be programmed for road safety improvements in the region. A total of 29 projects that were approved by the MAG Regional Council for FY 2010 and 2011 are currently being implemented. At the recommendation of ADOT, three fiscal years are being programmed to help expedite project implementation. On August 31, 2011, MAG issued a call for road safety improvement projects to be programmed in FY 2012-2014. A total of 23 projects applications was received. The Transportation Safety Committee reviewed all the applications at its meeting on October 4, 2011, and recommended a list of projects for each fiscal year and the funding amounts as shown in the attached table. On October 27, 2011, the MAG Transportation Review Committee concurred with the recommendation of the Transportation Safety Committee. Although the total estimated cost for FY 2012 slightly exceeds the annual allocation, it is expected to be approved by ADOT.

5F. Amendment to the HDR, Inc. Contract for the Southeast Major Investment Study to Complete Study of Additional Improvement Scenarios

The MAG Management Committee, by consent, recommended amending the HDR, Inc. contract by \$88,867 to conduct the additional work for 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 amended in March 2010 by the MAG Regional Council Executive Committee 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 for an amount not to exceed \$300,000. 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 has significantly benefited not only this Major Investment Study, but has also contributed valuable information to the Environmental Impact Statement (EIS) projects for Interstate 10/Maricopa Freeway and SR-202L/South Mountain Freeway. Upon analysis of these transportation alternative bundles, additional combinations of improvements have been brought forward by the project's Planning Partners, including the Federal Highway Administration, the City of Tempe, and the City of Chandler, as additional items that merit testing and study in the Southeast Corridor. These additional combinations are beyond the scope of the original contract. HDR, Inc. has advised MAG that an additional amount of \$88,867 is needed to effectively study these items.

5G. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2012 CMAQ Funding

The MAG Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2012 CMAQ funding and to retain the prioritized list for any additional FY 2012 CMAQ funds that may become available due to closeout, including any redistributed obligation authority, or additional funding received by this region. The purchase of PM-10 Certified Street Sweepers supports committed control measures made in regional air quality plans to reduce particulate matter that becomes airborne from vehicle travel on paved roads. A revised amount of \$1,367,422 is available for distribution. The amount was revised due to \$46,226 now being available from the disposition of older street sweepers. With the funding now available, seven street sweepers may be funded in the region for Tempe, El Mirage, Scottsdale, Surprise (2), Phoenix, and Carefree. On October 27, 2011, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2012 CMAQ funding and to retain the prioritized list for any additional FY 2012 CMAQ funds that may become available due to closeout, including any redistributed obligation authority, or additional funding received by this region. Consistent with federal CMAQ guidance, MAG staff evaluated the sweeper projects for estimated emission reductions and cost-effectiveness based on federal funds requested. In addition, the Committee considered other data such as emission reductions, proximity to PM-10 monitors, frequency of sweeping, geographical area to be swept, expansion of areas to be swept, and number of certified street sweepers already purchased. According to the MAG Federal Fund Programming Principles, project applications are to be reviewed by the MAG Street Committee. On October 11, 2011, the Street Committee conducted a review of the PM-10 Certified Street Sweeper project applications.

5H. Approval of Draft July 1, 2011 Maricopa County and Municipality Resident Population Updates

The MAG Management Committee, by consent, recommended approval of the draft July 1, 2011 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff has prepared draft July 1, 2011 Maricopa County and Municipality Resident Population Updates. The Updates,

which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Administration, on November 1, 2011, the MAG Population and Technical Advisory Committee recommended approval of these draft Updates provided that the County control total is within one percent of the final control total.

5I. Proposed 2012 Edition of the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives from many agency Public Works/Engineering Departments, and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2011 review of proposed revisions to the MAG publication. A summary of cases and a voting summary were provided. A summary of these recommendations has also been sent to MAG Public Works Directors for review for a period of one month. The package sent to the MAG Public Works Directors included links to the Draft MAG Standard Specifications and Details for Public Works Construction - 2012 Edition. This information is available online for review at the following internet address:

<http://www.azmag.gov/Events/Event.asp?CMSID=3905>. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the 2012 edition will be available for purchase in early January 2012.

5J. Metropolitan Business Planning Initiative Business Consultant Selection

The MAG Management Committee, by consent, recommended the selection of Elliot D. Pollack and Company to conduct the analytics and activities specified under tasks one through four for an amount not to exceed \$78,400 and consider tasks five and six separately to develop the business plan and prospectus. In May 2011, the MAG Regional Council approved the submission of a proposal to participate in the Metropolitan Business Planning Initiative. The budget for this proposal included \$166,400 to secure a business consultant to assist with implementation of the project. In July, the Brookings Institution announced that the region had been selected to participate in the initiative. In September, a Request for Proposals was issued to request proposals for the business consultant. On October 7, 2011, two proposals were received, from Elliot D. Pollack and Company and Value Point Solutions. On October 26, 2011, a multi-disciplinary team met to review the proposals. The review team recommended to MAG the selection of Elliot D. Pollack and Company to complete tasks one through four as specified in the Request for Proposals with tasks five and six being awarded separately to support the Metropolitan Business Planning Initiative for a total amount not to exceed \$166,400 for all six tasks. Following the meeting, staff contacted the Elliot D. Pollack Company to determine the cost for tasks one through four. They

indicated a cost of \$78,400. Staff also inquired from Value Point Solutions the cost for tasks five and six to develop the business plan and prospectus if they were to be considered for these tasks. They indicated a cost of \$88,000 if they were to be considered for tasks five and six.

5K. Amendment to the FY 2012 MAG Unified Planning Work Program and Annual Budget to Participate in the Regional Interstate Railway Economic Study

The MAG Management Committee, by consent, recommended approval to amend the FY 2012 MAG Unified Planning Work Program and Annual Budget to participate in the Regional Interstate Railway Economic Study through the Western High Speed Rail Alliance for an amount not to exceed \$50,000. The Western High Speed Rail Alliance is proposing to initiate a Regional Interstate Railway Economic Study to examine the economic benefits of interstate rail connectivity in the Intermountain West. The total cost of the project will be \$100,000 to \$200,000, with MAG's portion approximately \$25,000 to \$50,000. MAG staff has contacted the Arizona Department of Transportation to inquire about their interest in participating in sharing the MAG cost of this study. MAG will spend these funds only if all Western High Speed Rail Alliance members participate. An amendment to the FY 2012 MAG Unified Planning Work Program and Annual Budget was needed to participate in the study.

6. Salt Lake City/Utah Transit Authority Transit Tour

Marc Pearsall, MAG Transit Planner, provided an overview of the multimodal tour of the Salt Lake City/Utah Transit Authority transit system. Mr. Pearsall stated that about one year ago Peoria City Manager Carl Swenson requested that MAG examine the possibility of a tour to a peer region that best showcased mixing multimodal transit modes, while emphasizing the economic development benefit of that transit. He noted they looked into the peer cities of Dallas, Denver, Portland, Salt Lake City, San Diego, and Seattle. Mr. Pearsall stated that Salt Lake City rose to the top of the list because the location was relatively close and also Salt Lake City has gone to great lengths in the last 12 years to expand its transit service and programs. He extended his appreciation to Steve Meyer, UTA's Capital Director, and Surprise City Manager and former Utah resident, Chris Hillman, for their assistance with the tour.

Mr. Pearsall noted that 41 representatives from the MAG region attended the one and one-half day tour, which included a trip from Salt Lake City to Ogden on their front runner commuter rail system, an inter-urban system that runs every half hour, 24 hours per day. He noted that throughout the tour, six mayors stepped on board and told participants what the rail has done for their particular city and community and how it linked all the communities. The Ogden Mayor greeted them and gave them a bus tour of downtown Ogden and focused on transit oriented development and bringing people back to the downtown area.

Mr. Pearsall stated that the tools to renovate and focus on economic development were discussed. He said that these tools included the Utah Redevelopment Agency legislation (RDA), whose use is limited to blighted areas. Mr. Pearsall stated that this was the tool most communities used, but due to abuse of the process, the Legislature made changes and created Economic Development Agency (EDA) and Community Development Agency (CDA) funding mechanisms. Mr. Pearsall noted that these types of mechanisms are not available in the MAG region.

Mr. Pearsall stated EDAs can only be used for true economic development projects that produce jobs and careers. He noted that on the tour, attendees saw manufacturing facilities – factories and warehouses – where goods actually are being produced.

Mr. Pearsall stated that CDAs can be used for any community/economic development project. He explained that the city creating and proposing a CDA must meet individually with each taxing entity and the project area budget is approved by both the municipality and the individual taxing entity.

Mr. Pearsall stated by 2015 Utah Transit Authority will have five light rail lines and two commuter rail lines. He noted the common themes and observations seen throughout the UTA team included cooperation, focusing on economic development, enabling unique financing and funding options, centralized operations (one transit provider), engineering and technology innovations, linked policies for land use and transportation, and designation as a real estate broker (able to own land). He indicated that the UTA website (www.rideuta.com) contains more information.

Chair Meyer thanked Mr. Pearsall for a terrific job on organizing the tour, which was well structured and packed with meaningful presentations and information. He added that Mr. Pearsall's presentation brought out the importance of economic development driven by the transit system.

Mr. Swenson expressed his appreciation to Mr. Pearsall for a successful tour, especially the choreography of mayors who joined the tour en route and described their individual experiences. He remarked that it took a lot of work to go so smoothly. He said that this was a credit to Mr. Pearsall's, Mr. Smith's and Mr. Anderson's efforts. Mr. Swenson stated that this was a good opportunity to witness the success of a region that is far ahead of the MAG region in multimodal planning and implementation. He stated that tour attendees learned a lot about governance and the types of economic development tools that UTA effectively used to create good transit oriented development around the stations. Mr. Swenson stated that the takeaways were not only learning about transit planning and execution, but also land use integration and tools necessary for transit oriented development. He added that the tour was all and more than they thought it would be when it was first planned. Mr. Swenson stated that the Management Committee members who attended want to keep the momentum going and have continuing discussion. Mr. Swenson thanked Mr. Hillman for communicating his experience in the Salt Lake City region from a city manager perspective and translating it to his Arizona experience.

Chair Meyer stated that his big takeaway was how UTA pulled it all together. From a governance standpoint, the regional transit agency, the legislature, and the congressional delegation all worked together and that is what propelled them so far ahead. Chair Meyer expressed that he was glad he took the opportunity to attend. He stated that although the MAG region has a lot of the components necessary to develop such a system, it is not as tightly pulled together as the UTA system. Chair Meyer stated that the big issue is how to move forward and coordinate efforts. To say that UTA has mechanisms to make them successful that the MAG region does not have he felt is not a sufficient answer, and he would welcome continued input on next steps.

Mr. Smith stated that the MAG region has experienced great decreases in sales tax revenue that impacted the plan. He said that his takeaway was the attitude in Utah was different; not only did they not delay projects, they studied what would be required and proceeded with a plan to accelerate them. Mr. Smith stated that this region has a lot of exciting rail corridors that are not going to be completed as soon as desired. He noted that rail ridership has exceeded all expectations and the question is how to make the successes in Utah happen here when \$6 billion was cut from the freeway program, \$1 billion was cut from the transit program and a lot of school bond elections have been defeated. Mr. Smith stated that out in the future is the impact rail could have on congestion on the I-10 west corridor. He noted that Salt Lake City region is half the size of the Phoenix metro region and their rail infrastructure dwarfs ours.

Chair Meyer asked members who were interested in joining in the continuing discussion to please let him know.

7. Update on the MAG Five Percent Plan for PM-10

Lindy Bauer, MAG Environmental Director, stated that there have been two exceptional events since the last Management Committee meeting. She explained that a frontal system with winds over 49 miles per hour came through on November 2 and caused the Zuni Hills monitor to go over the standard. Ms. Bauer stated that the City of Peoria and Maricopa County sent out a water truck and the sand and gravel operation shut down to help in prevention efforts. She stated that on November 4, nearly all the monitors went over the standard due to high winds.

Ms. Bauer then addressed the workload in documenting these exceptional events. She explained that the work to document the 21 days of exceptional events to the EPA will require 1,189 work days. Ms. Bauer noted that final guidance on exceptional events from the EPA was anticipated for November 2011 and this date has now been moved to early 2012. Ms. Bauer stated that MAG is working with its Washington, D. C., legal counsel, Crowell and Moring and Patton Boggs, regarding potential legislative remedies for exceptional events. She explained that back in 2005, Congress meant to be helpful and said if an area had exceptional events they would not count against a region. Congress amended the Clean Air Act and directed the EPA to come out with rules for exceptional events. Ms. Bauer stated that the rules do not seem to be working.

Ms. Bauer stated that the Management Committee received reports that at the monitors, 2009 might be a clean year, 2010 was a clean year, and they were hoping 2011 might be a clean year, but then July happened with many haboobs and residual dust. She reported that the State will need to submit the documentation of exceptional events to EPA, which then reviews the documentation and decides whether to concur or not.

Ms. Bauer stated that items at each place included draft legislation prepared by Crowell and Moring, a section by section summary, and talking points. Ms. Bauer said that at the last Management Committee meeting, the suggestion to have states make the determination on exceptional events in consultation with the EPA was discussed, and that is the premise of the draft legislation. She stated that the draft legislation makes corrections to the exceptional events rule.

Ms. Bauer then addressed the PM-10 Plan by saying that EPA is in the process of clarifying some conflicting information. Ms. Bauer stated that the State is working on the dust action general permit and the agricultural best management practices, and MAG is doing the modeling and is starting to prepare chapters in the plan.

Ms. Bauer stated that Arizona State Legislator, Representative Reeve, requested information from MAG on how cities and towns are enforcing their dust ordinances. Ms. Bauer reported that Representative Reeve has a Five Percent Plan Stakeholders Group and has heard that the cities and towns are not doing enough to enforce the ordinances. She said that MAG sent a form to the cities and towns asking how they are enforcing their ordinances, and she expressed her appreciation to the cities and towns in Area A for submitting their forms back to MAG. Ms. Bauer noted that this information was provided at the November 3 Stakeholders meeting. She said that Representative Reeve requested from MAG a list of the all city ordinances, their numbers, and adoption dates. Ms. Bauer stated that the Stakeholders are reviewing this information and have been asked to contact Representative Reeve if they have questions about any of the city or town ordinances. Ms. Bauer noted that if there are any questions, the jurisdiction will be invited to the November 18 meeting. Ms. Bauer stated that to date, the City of Scottsdale has received some comments from the all terrain vehicle (ATV) community expressing concern that the Scottsdale ordinance bans ATV use.

Chair Meyer thanked Ms. Bauer for her report and asked if there were questions.

Mr. Smith asked what would happen if the draft legislation regarding exceptional events does not fix the problem. He added that the EPA has admitted that its exceptional events guidance does not work, and there needs to be a way to streamline the documentation process for states to deal with exceptional events in consultation with EPA. Ms. Bauer replied that if the issue is not addressed, there are areas that could be held in perpetual nonattainment. She added that an area could be clean and met the standard but still kept in nonattainment with restrictions.

8. MAG Support for Electronic Technology to Reduce Copying and Mailing Cost

Audrey Skidmore, MAG Information Technology Manager, provided a report on the enhancements being made to the agenda process to better accommodate the use of electronic hand-held devices to access meeting materials. She said that after consultations with member agency staff and the MAG Technology Advisory Group to make accessing materials more user-friendly, the agenda packets will be posted on the MAG website and FTP site as a single, bookmarked document. Ms. Skidmore added that any changes to the original material will be posted as separate documents so as not to lose any annotations that a user has made. She noted that this process will apply to all MAG committees. Ms. Skidmore stated that any suggestions to improve this process are welcome.

Chair Meyer thanked Ms. Skidmore for her report and asked members if they had questions.

Mr. Smith noted that the Denver Regional Council of Governments has gone all-electronic. He stated that users of hand-held electronic devices include Gilbert, Goodyear, Litchfield Park,

Phoenix, Surprise, Tolleson, and Tempe. Mr. Smith asked members if retrieving the documents from the FTP site worked well.

Chair Meyer stated that he had written an email complimenting staff for making the improvements to this process, which were extremely helpful to him. He stated that Tempe can have agendas that run 1,000 pages and physically handling that amount of paper is difficult. Chair Meyer stated that electronic access is very helpful to those councilmembers who travel, not only to not have to carry an agenda, but also to have immediate access and not have to wait until they return to the office to access the material. He extended his appreciation to MAG staff for their efforts in delivering this process.

9. Update on the MAG Economic Development Committee

Denise McClafferty, MAG Management Analyst, began the update on recent activities of the MAG Economic Development Committee (EDC). She noted that electronic updates on EDC meetings are now being emailed to member agencies and legislative staff.

Ms. McClafferty reported that MAG staff is working with the City of Nogales, the Arizona Mexico Commission, the Central Arizona Association of Governments, and the Pima Association of Governments to coordinate a trip to the Nogales Ports of Entry on December 12, 2011. She said that there has been great interest in this trip. Ms. McClafferty stated that MAG also is coordinating a trip on December 20, 2011, to San Luis to discuss issues with Punta Colonet. Ms. McClafferty stated that the mayors of San Luis, Yuma, and Somerton will participate in the event.

Ms. McClafferty reported that work continues with the Arizona Commerce Authority, ADOT, and the Arizona Aerospace and Defense Commission on a supply chain study for the aerospace industry for Arizona. She said that one element being discussed is the development of a database where suppliers could log on and update their information. Ms. McClafferty stated that the Arizona Commerce Authority is taking the lead on the study and is putting together a working group that will develop a scope of work for a request for proposals.

Ms. McClafferty said that both MAG and Greater Phoenix Economic Council (GPEC) staff have been working hard to develop the joint website, Greater Phoenix Rising, to provide regional information to companies that are considering relocating or expanding in the Phoenix metro area. She noted that the website was completely developed in-house, and custom tools were built to develop and maintain this site. Ms. McClafferty expressed appreciation to the who helped make this website possible: GPEC staff Shelley Parnell, Kathleen Lee, and Kristen Stephenson, and MAG staff Anubhav Bagley, Chandana Malempati, Shannon Acevedo, Russell Miles, Kelly Taft, and Matthew Nielsen. She also noted the assistance of the MAG Transportation Division and Information Technology Division staff for their assistance.

Ms. McClafferty stated that a website forms a first impression of an organization and that was the basis for developing Greater Phoenix Rising. She said that one of MAG's functions as an Metropolitan Planning Organization is to foster economic growth and development. Ms. McClafferty stated that MAG collects significant information to conduct regional planning, but in the past, MAG focused its data information without a specific concentration on economic

development. The Greater Phoenix Rising website will provide the connection to economic development.

Ms. McClafferty then demonstrated the Greater Phoenix Rising website, which contains more than 100 charts, maps and tables that provide valuable information on the Phoenix metro area. She stated that the website includes a section where companies could compare this region to California. Ms. McClafferty stated that this is a beta launch and they are requesting feedback. She stated that a video was produced for the website that profiles companies that have relocated or expanded in the Valley and have been successful. Ms. McClafferty expressed appreciation to Gary Stafford, the MAG Video Outreach Associate, for all his hard work putting the video together. The video was played.

Chair Meyer asked members if they had questions for Ms. McClafferty on her portion of this presentation.

Mr. Rodriguez stated that three tribes are members of MAG but he did not notice where the website mentioned the contributions of tribal governments to the economic development process. Ms. McClafferty responded that the website is specifically a regional site and is all-inclusive. She said they would look into that in regard to the lifestyle and key assets section of the website, which is geared toward future residents. Ms. McClafferty stated that the website is primarily a regional focus and is not driven down to specific locations. Mr. Rodriguez stated that he thought the tribes do participate in regional economic development.

Chair Meyer asked if there was a way for a prospective business to find out the availability of a parcel or facility according to their specifications and parameters. Ms. McClafferty replied that the idea is to give a snapshot information and the hook is to get them to call MAG or GPEC for more information.

Mr. Smith suggested bringing to the January MAG Management Committee meeting the mapping tool that is on the website, where a potential business could select the desired information and print a report. He noted that Anubhav Bagley, MAG Information Services Manager, has visited many of the member agencies to demonstrate this tool.

Chair Meyer asked if a person clicked on an individual city, would the website provide the contact information or would it link to the city. Ms. McClafferty replied that the website links to the agency.

Mr. Hernandez commented that it appeared that not all the MAG member agencies were on the list. Mr. Smith replied that if they are not, staff will ensure they will be. Mr. Hernandez noted that Mr. Rodriguez's point was that on the last page those noted as contributing photos were all big cities. He said that he thought this focus on big cities is an issue and was the reason the Salt River Pima Maricopa Indian Community and Gila River Indian Community do not attend meetings. Mr. Hernandez stated that MAG staff needs to think about that. Mr. Smith stated that this is the beta site and more videos and photos will be added as the site is developed and suggestions are received. It was noted that the cities listed at the end of the video were those that provided photographs.

Mr. Hernandez commented that when MAG does things like the video, the focus is always on big cities and the little cities and tribes are left out, and that is why there is not good attendance at Regional Council. Mr. Smith noted that the type of information referenced by Mr. Rodriguez would be appropriate for the lifestyles and key assets sections of the website, which are still under development and will not be finished until the end of the year. Mr. Smith stated that the website and video were done internally in record time, with some staff members working until 5:30 a.m. Mr. Smith extended his apologies that not everyone had been included and added that there was still room to make changes.

Mr. Rodriguez expressed his appreciation for the effort and noted that he had seen Fort McDowell on the list of links. He stated that the tribes have businesses besides casinos and golf courses, such as the property Fort McDowell owns in downtown Phoenix that it would like to develop eventually. Mr. Rodriguez stated that there is a huge effort by the tribes to diversify their businesses in their strategic planning. Mr. Smith stated that MAG is aware of Salt River Pima-Maricopa Indian Community's seven generation plan.

Amy St. Peter, MAG Human Services Manager, continued the presentation with an update on the Metropolitan Business Planning Initiative. She said a work session and a leadership luncheon took place to support the work of the project. Ms. St. Peter stated that the leadership luncheon featured high level discussion to set the priorities for the work session. She expressed appreciation to Litchfield Park Mayor Thomas Schoaf, Mesa Mayor Scott Smith, Gilbert Mayor John Lewis, Youngtown Mayor Michael LeVault, and Chandler Councilmember Jack Sellers for attending the luncheon. Ms. St. Peter stated that the luncheon was also attended by CEOs invited by GPEC, members of the MAG Economic Development Committee, and members of the Leadership Advisory Team. The event helped to set the direction and inspiration for the work session.

Ms. St. Peter stated that the work session was attended by a mixture of municipal staff, private sector representatives, civic organizations, academic representatives, the Leadership Advisory Team, and Brookings consultants. She expressed appreciation to the cities and towns that sent representatives and submitted interviews. Ms. St. Peter remarked that it is important that the work, needs, and priorities of member agencies are represented in this process. Ms. St. Peter stated that an analysis of the five leverage points organized by Brookings was presented by MAG and GPEC.

Ms. St. Peter stated that GPEC and MAG staff are working through the next steps with a concentration on human capital, innovation, and clusters. Feedback received at the work session and from the interviews is being integrated into the next draft of the strategic overview. She noted that the work will be presented to Brookings and the other regions at a meeting in Washington, D.C., this December.

Ms. St. Peter stated that feedback from Brookings and the attendees has been very positive. She said that through the dialogue, considerable progress has been made in defining the overview of the region's economy. Ms. St. Peter stated that the end goal is to develop a business plan for a lead initiative that has the potential to transform the region's economy.

Ms. St. Peter requested that members contact her at any time with questions, suggestions, or concerns that they would like addressed in order to ensure the plan is responsive to member

agency needs and priorities. She stated that the measure of the plan's success will be a stronger economy and more opportunities.

Chair Meyer thanked Ms. St. Peter for her presentation. No questions from the Committee were noted.

10. Request for Future Agenda Items

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

No requests from the Committee were noted.

11. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management 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.

Mr. Rodriguez stated that he has attended the MAG Management Committee meetings representing Fort McDowell for a few years now and he seldom intervenes or contributes because Fort McDowell's contributions to the region are different. He stated that he spoke today because he felt it must be said that MAG needs to be more inclusive in terms of the social and economic growth of the tribes, which are more than creating golf courses and casinos. Mr. Rodriguez stated that the three tribes have the same problems as municipalities: low income and the need for social support. He stated that the city managers are a huge resource for the tribes to mentor their growth and he appreciated that, but there is a need to be more inclusive. Mr. Rodriguez apologized to Mr. Smith, saying he did not mean to criticize the website and the effort, which he thought were great, he just wanted to say there was a need to be more inclusive.

Ms. Karen Peters expressed her appreciation to MAG member agencies and staff for their assistance with the National League of Cities Congress. She said that it took a tremendous amount of work and she wanted to thank everyone who helped prepare for the event, especially MAG staff, who acted quickly this week in response to needs.

Adjournment

There being no further business, Mr. Boggs moved, Mr. Rodriguez seconded, and the meeting was adjourned at 1:20 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2012

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from January 1, 2011, to June 30, 2011. Of the 84 notices received, none had an impact to the State Highway System.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: This item was on the December 8, 2011, agenda for information and discussion.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---------------------------------------|---|
| * Street Committee: | * Bicycle/Pedestrian Committee: Katherine |
| ITS Committee: Debbie Albert, City of | Coles, City of Phoenix |
| 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, MAG, (602) 254-6300, or John Eckhardt III, ADOT, (602) 712-7900.



ADOT
 Janice K. Brewer
Governor
 John S. Halikowski
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Floyd Roehrich Jr.
State Engineer

August 5, 2011

Mr. Dennis Smith
 Executive Director
 Maricopa Association of Governments
 302 North First Avenue, Suite 300
 Phoenix, Arizona 85003

Re: Red Letter Report - Notices from January 1, 2011 to June 30, 2011

Dear Mr. Smith:

The Red Letter process is notification by local Public Agencies to ADOT of potential development plans within a quarter mile of established or proposed project corridors. Receipt of early notification in the planning and design process helps to reduce costs, saving money for both ADOT and tax payers. This update is provided for information on the number of notices received within the stated period of time.

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of January 1, 2011 to June 30, 2011. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	14	00
City of Avondale	04	00
Town of Buckeye	01	00
City of Chandler	03	00
Town of Gilbert	05	00
City of Glendale	02	00
City of Goodyear	15	00
Maricopa County	10	00
City of Mesa	01	00
City of Peoria	03	00
City of Phoenix	09	00
City of Surprise	10	00
City of Tempe	01	00
Other	<u>06</u>	<u>00</u>
Total Received	84	00

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact responses sent.

MARICOPA COUNTY: No impact responses sent.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

OTHER: No impact responses sent.

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7085, or by email at rerickson@azdot.gov.

Sincerely,


Richard Erickson, Manager
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT
Paula Gibson, Chief Right of Way Agent

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

DATE:

January 3, 2012

SUBJECT:

Consultant Selection for the MAG Gila Bend Small Area Transportation Study

SUMMARY:

The FY 2012 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$70,000 to conduct the Gila Bend Small Area Transportation Study. The Town of Gila Bend is going to contribute \$5,000 toward the project and Maricopa County Department of Transportation is going to contribute \$20,000, bringing the total cost of the project to \$95,000. The Study will accept and incorporate formally the recommended transportation framework identified in the MAG Interstates 8/10 Hidden Valley Transportation Framework Study as part of the Town of Gila Bend's transportation network. The study will inventory existing conditions, identify deficiencies, forecast needs, develop transportation policy, and identify and analyze alternative solutions that will increase mobility and access for the residents of Gila Bend, regional commuters and freight throughout the Gila Bend Planning Area. The final product of this study is to develop a comprehensive transportation master plan that will guide the development of the town and the region for the future.

The Request for Proposals was advertised on September 13, 2011. Five proposals were received from Civtech, Kimley-Horn, Jacobs, Stantec, and Burgess Niple. A multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff reviewed the proposal documents. On November 14, 2011, the proposal evaluation team recommended to MAG the selection of Kimley-Horn and Associates to conduct the project in an amount not to exceed \$95,000.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The procurement of consultant services will enable MAG to proceed with the study in a timely manner.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The procurement of consultant services will enable MAG to obtain technical expertise in the long-range framework planning process.

POLICY: This study allows MAG to provide the Town of Gila Bend with information they will need to make decisions about land use strategies and development proposals in or near high capacity transportation corridors. The study also provides the Arizona Department of Transportation (ADOT),

the Maricopa County Department of Transportation (MCDOT), and the Federal Highway Administration (FHWA) with information on major transportation corridors in Southwest Maricopa County.

ACTION NEEDED:

Recommend approval of the selection of Kimley-Horn and Associates to conduct the Gila Bend Small Area Transportation Study for an amount not to exceed \$95,000.

PRIOR COMMITTEE ACTIONS:

On November 14, 2011, the proposal evaluation team recommended to MAG the selection of Kimley-Horn and Associates to conduct the project in an amount not to exceed \$95,000.

Tim Oliver, Maricopa County Department of Transportation
Denise Lacey, Maricopa County Department of Transportation
Eric Fitzer, Town of Gila Bend

Rick Buss, Town of Gila Bend
Tim Strow, Maricopa Association of Governments
Bob Hazlett, Maricopa Association of Governments

CONTACT PERSON:

Tim Strow, Transportation Planner III, MAG (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2012

SUBJECT:

Consultant Selection to Conduct the MAG Bicycle Count Project

SUMMARY:

The Fiscal Year (FY) 2012 MAG Unified Planning Work Program and Annual Budget includes \$96,000 to develop a methodology and conduct a bicycle count in the region. The project will gather data for the bicycle count, which will be incorporated into the MAG Performance Measures, MAG Safety and MAG modeling programs. A Request for Proposals was issued on September 16, 2011. On October 26, 2011, MAG received proposals from Alta Engineering, Inc., Lee Engineering, Inc., e group, inc., and Fehrs & Peers. A multi-agency proposal evaluation team met on November 9, 2011 to review the proposals and recommended to MAG the selection of the firm of Fehrs & Peers to conduct the MAG Bicycle Count Project. On November 15, 2011, the MAG Bicycle and Pedestrian Committee recommended MAG the selection of the firm of Fehrs & Peers to conduct the MAG Bicycle Count Project.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: This consultant will provide the technical expertise to MAG to provide actual data for four MAG programs including Bicycle Program, Performance Measures, Safety and Modeling.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None

POLICY: None

ACTION NEEDED:

Recommend approval of the selection of Fehrs & Peers to conduct the MAG Bicycle Count Project for an amount not to exceed \$96,000.

PRIOR COMMITTEE ACTIONS:

On November 15, 2011, the Bicycle and Pedestrian Committee recommended the selection of Fehrs & Peers to conduct the MAG Bicycle Count Project.

MEMBERS ATTENDING

Reed Kempton, Scottsdale, Chair of
Bicycle and Pedestrian Committee

Margaret Boone-Pixley, Avondale,
Vice Chair

- * Michael Sanders, ADOT
Tiffany Halperin, ASLA, Arizona Chapter
- * Robert Wisener, Buckeye
D.J. Stapley, Carefree
Chris Mosely for Bob Beane, Coalition of Arizona Bicyclists
Jason Crampton, Chandler
- * Douglas Strong, El Mirage
Ken Maruyama for Tami Ryall, Gilbert
Steve Hancock, Glendale
- Joe Schmitz, Goodyear
Paul Ward for Michael Cartsonis, Litchfield Park
- * Denise Lacey, Maricopa County
Jim Hash, Mesa
Brandon Forrey, Peoria
Katherine Coles, Phoenix
Dawn Coomer, RPTA
Karen Savage, Surprise
- * Eric Iwersen, Tempe

- * Members neither present nor represented by proxy.
- # Attended via audio-conference

On November 9, 2011, a multi-agency team met to review the proposals. The review team recommended to MAG the selection of Fehrs & Peers to conduct the MAG Bicycle Count Project.

PROPOSAL EVALUATION TEAM

Reed Kempton, City of Scottsdale
James Hash, City of Mesa
Brandon Forrey, City of Peoria
Eric Iwersen, City of Tempe

Michael Sanders, ADOT
Jothan Samuelson, MAG
Maureen DeCindis, MAG

CONTACT PERSON:

Maureen DeCindis, Transportation Planner III, 602 254-6300.

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

DATE:

January 3, 2012

SUBJECT:

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

SUMMARY:

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified nine times with the last modification approved by Regional Council on October 26, 2011.

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

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

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

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

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

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

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2012

SUBJECT:

Recommendation of Projects for FY 2012 Traffic Signal Optimization Program

SUMMARY:

On July 19, 2010, the list of consultants for the Intelligent Transportation System (ITS) and Transportation Safety on-call services was approved by the MAG Regional Council Executive Committee. The FY 2012 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$430,000 for the Fiscal Year (FY) 2012 Traffic Signal Optimization Program (TSOP), including an estimated balance of \$30,000 carried over from FY 2011. A formal request for projects for the FY 2012 Traffic Signal Optimization Program (TSOP) was announced by MAG on October 17, 2011. Seven project applications were received for signal timing improvements at 127 intersections in seven jurisdictions. The applications also identified the need for a regional workshop to provide training on SYNCHRO, a signal timing software. The cost of the seven TSOP projects and the SYNCHRO workshop is estimated at \$199,000. A new feature of the program is the evaluation of before-and-after conditions to identify improvements to traffic flow made by each individual project. All seven projects will be evaluated at an estimated total cost of \$41,740. All recommended projects will be carried out using ten qualified on-call consultants under contract with MAG.

Since its inception in 2004, the MAG Traffic Signal Optimization Program (TSOP) has successfully completed 50 projects that improved traffic signal timing at more than 500 intersections across the region. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Technical assistance is provided by consultants under contract with MAG for on-call consulting services.

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

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

Signal optimization projects have been found to produce benefit to cost ratios as high as 40 to 1. This program, enthusiastically championed by the Intelligent Transportation Systems Committee, provides

traffic engineering assistance for refining signal operations across the MAG region. A typical TSOP project costs around \$25,000. These projects do not require a local match.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: It is essential that local agency technical staff assist in coordinating the execution of these projects by the designated MAG on-call consultant. The projects that would only gather traffic data will involve a follow-up activity by local agency staff, in utilizing the traffic data to implement signal timing improvements. This will require coordination staff participation.

POLICY: None.

ACTION NEEDED:

Recommend approval of the list of FY 2012 Traffic Signal Optimization Program projects and before-and-after project evaluations for an estimated cost of \$230,740, and a regional training workshop on the SYNCHRO software for an estimated cost of \$10,000.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On December 8, 2011, the MAG Transportation Review Committee recommended approval of the proposed list of TSOP projects.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- | | |
|--|--|
| Street Committee: Dan Cook, City of Chandler | * 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

MAG Intelligent Transportation Systems Committee: On November 27, 2011, the MAG Intelligent Transportation Systems Committee recommended approval of proposed list of TSOP projects.

MEMBERS ATTENDING

- | | |
|--|--|
| * ADOT: Farzana Yasmin for Reza Karimvand | Maricopa County, Bob Steele for Nicolaas Swart |
| * ASU: Soyoung Ahn | |
| # Avondale: Bennie Robinson | * METRO: Suresh Shrimvale |
| # Buckeye: Paul Ward for Thomas Chlebanowski | # Mesa: Avery Rhodes |
| Chandler: Hong Huo for Mike Mah | Peoria: Ron Amaya |
| * DPS: Capt Brant Benham | Phoenix: Marshall Riegel |
| El Mirage: Jorge Gastelum | * Phoenix Public Transit: Bob Ciotti |
| # FHWA: Jennifer Brown | Queen Creek: Bill Birdwell |
| # Gilbert: Kurt Sharp | Scottsdale: Bruce Dressel |
| # Glendale: Debbie Albert | * Surprise: Nicholas Mascia |
| # Goodyear: Luke Albert | Tempe: Cathy Hollow |
| | RPTA, Ratna Korepella |

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

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

FY2012 TSOP Project Summary

Agency	Project Type	Number of Agencies	Project Category	Total Intersections in the Project	Signal Timing Modified	Estimated Cost	Cost of B/A Evaluation	Total Cost	SYNCHRO Training (#persons)
Chandler	Traffic Data Collection	1	Single Agency	38	38	\$13,000	\$11,400	\$24,400	
Glendale									3
Gilbert	Traffic Data Collection	1	Single Agency	30	30	\$16,000	\$9,000	\$25,000	1
Maricopa County	Signal Optimization	1	Single Agency	11	11	\$25,000	\$5,940	\$30,940	2
Peoria	Signal Optimization	1	Single Agency	12	12	\$25,000	\$1,440	\$26,440	2
Phoenix	SYNCHRO Model & Signal Optimization	1	Single Agency	66	10	\$25,000	\$4,000	\$29,000	3
Queen Creek									1
Scottsdale & ADOT	Signal Optimization	2	Regional	9	9	\$60,000	\$4,860	\$64,860	2
Tempe	Signal Optimization	1	Single Agency	17	17	\$25,000	\$5,100	\$30,100	1
MAG	SYNCHRO Training	8				\$10,000		\$10,000	
TOTAL				183	127	\$199,000	\$41,740	\$240,740	15



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

January 3, 2012

TO: Members of the MAG Management Committee

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: STATUS OF REMAINING MAG APPROVED PM-10 CERTIFIED STREET SWEEPER PROJECTS THAT HAVE NOT REQUESTED REIMBURSEMENT

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement (see attached table). To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example.

In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG member agencies in tracking the purchase of approved sweepers, periodic updates will be provided on the status of the reimbursement requests.

The purchase of PM-10 certified street sweeper projects supports the measure "PM-10 Efficient Street Sweepers" in the Serious Area PM-10 Plan. In addition, while the MAG 2007 Five Percent Plan for PM-10 has been withdrawn, the measures in the plan including the measure "Sweep Street with PM-10 Certified Street Sweepers", continue to be implemented to reduce PM-10. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

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

Attachment

**STATUS OF REMAINING PM-10 CERTIFIED STREET SWEEPER PROJECTS
THAT HAVE RECEIVED APPROVAL**

January 3, 2012

	Remaining Projects	CMAQ Allocated	Status
FY 2011 CMAQ			
Approved January 2011			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by March 5, 2012.	Phoenix (2)	\$406,864	Delivery of the street sweepers is anticipated in May 2012.
	Mesa	\$218,915	Delivery of the street sweeper is anticipated the first week of April 2012.
Total Remaining Project Costs		\$625,779	
FY 2012 CMAQ			
Approved December 2011			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by December 18, 2012.	Tempe	\$203,976	
	El Mirage	\$200,162	
	Scottsdale	\$177,656	
	Surprise (2)	\$352,710	
	Phoenix	\$223,258	
	Carefree	\$203,852	
Total Remaining Project Costs		\$1,361,614	
Grand Total Remaining Project Costs FY 2011 - FY 2012		\$1,987,393	

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2012

SUBJECT:

New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

SUMMARY:

On September 21, 2011, the MAG Regional Council approved a Draft Fiscal Year 2012 Arterial Life Cycle Program amendment for several projects to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update, as appropriate, contingent on a new Finding of Conformity. Since that time, MAG staff has completed a regional emissions analysis for the proposed amendment. The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. A copy of the December 2, 2011 conformity assessment is attached. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2010 Update.

PUBLIC INPUT:

On December 3, 2011, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2010 Update.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Implementation of the TIP and Regional Transportation Plan 2010 Update will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

POLICY: The amendment to the TIP and Regional Transportation Plan 2010 Update may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Recommend approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Dean Giles, MAG, Air Quality Planning Program Specialist, (602) 254-6300.

December 2, 2011

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
William Wiley, Maricopa County Air Quality Department
Brian Tapp, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is distributing for consultation a conformity assessment for a proposed amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The proposed amendment to the TIP and Regional Transportation Plan 2010 Update includes project modifications for the Arterial Life Cycle Program. The proposed amendment requires a new conformity determination on the TIP and Regional Transportation Plan 2010 Update. The project modifications impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis was conducted. Comments are requested by January 3, 2012.

The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and Regional Transportation Plan 2010 Update as a whole, meet the transportation conformity requirements for carbon monoxide, ozone, and particulate matter PM-10 (see Attachment A). A description of the projects is provided in Attachment B. The proposed amendment and the corresponding regional emissions 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 Regional Transportation Plan 2010 Update, will be on the agenda for the January 11, 2012 MAG Management Committee meeting and the January 25, 2012 MAG Regional Council meeting.

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

Attachments

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

ATTACHMENT A

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

MAG is conducting consultation on an amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan 2010 Update. The proposed amendment to the TIP and RTP includes project modifications for the Arterial Life Cycle Program. The conformity assessment indicates that the proposed amendment to the TIP and Regional Transportation Plan 2010 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 finding of the TIP and Regional Transportation Plan 2010 Update, as amended, was made by the Federal Highway Administration and Federal Transit Administration on January 19, 2011. The results of the regional emissions analysis for the proposed amendment to the TIP and Regional Transportation Plan 2010 Update are described below and in Table A-1.

Regional Emissions Analysis

The proposed amendment to the TIP and Regional Transportation Plan 2010 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 Regional Transportation Plan 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 Regional Transportation Plan 2010 Update are less than the motor vehicle emissions budgets for carbon monoxide, eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and particulate matter (PM-10). The regional emissions analysis was conducted for carbon monoxide, eight-hour ozone and PM-10 for the years 2010, 2015, 2025, and 2031.

The EPA approved the MAG Carbon Monoxide Maintenance Plan and 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day, effective April 8, 2005.

The year 2010 was modeled for carbon monoxide since 2010 is less than ten years from the 2002 calibration year for the transportation models. The year 2015 was modeled since it is a maintenance year in the MAG Carbon Monoxide Maintenance Plan. The year 2025 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 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For carbon monoxide, the total regional vehicle-related emissions for the analysis year 2010 is projected to be less than the approved emissions budget of 699.7 metric tons per day, and the emissions for the analysis years 2015, 2025, and 2031 are projected to be less than the approved emissions budget of 662.9 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

For eight-hour ozone, the EPA made a finding that the 2008 emissions budgets for volatile organic compounds (VOC) of 67.9 metric tons per day and nitrogen oxides (NO_x) of 138.2 metric tons per day in the MAG 2007 Eight-Hour Ozone Plan are adequate for transportation conformity purposes, effective November 9, 2007. The year 2010 was modeled for VOC and NO_x since 2010 is less than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for VOC and NO_x since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For VOC, the total regional vehicle-related emissions for the analysis years 2010, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 67.9 metric tons per day. For NO_x, the total regional vehicle-related emissions for the analysis years 2010, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 138.2 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

The EPA approved the Revised MAG 1999 Serious Area Particulate Plan for PM-10 and the PM-10 emissions budget of 59.7 metric tons per day, effective August 26, 2002. The year 2010 was modeled for PM-10 since 2010 is less than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also 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 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For PM-10, the total vehicle-related emissions for the analysis years of 2010, 2015, 2025, and 2031 are projected to be less than the emissions budget of 59.7 metric tons per day. The conformity test for PM-10 is therefore satisfied.

Latest Planning Assumptions and Emissions Models

In accordance with federal 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 models, associated methods, and assumptions described in the 2012 MAG Conformity Analysis document distributed for interagency consultation on October 4, 2011. A summary of the latest planning assumptions, including population, employment, and vehicle registration data used in the regional emissions analysis, is provided in Table A-2. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on November 4, 2011.

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 Regional Transportation Plan 2010 Update, the 2010 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 Regional Transportation Plan 2010 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 Regional Transportation Plan 2010 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 compliance 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. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. 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 A-1

CONFORMITY TEST RESULTS FOR CO, VOC, NO_x, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide ^a		Eight-Hour Ozone ^b		PM-10 ^c		
	2006	2015	2008 VOC	2008 NO _x	Onroad Mobile	Road Construction	2010 Total PM-10
Budget Test	699.7	662.9	67.9	138.2	N/A	N/A	59.7
2010	553.7		55.6	130.3	42.2	2.4	44.6
2015		509.3	48.7	77.6	39.6	3.0	42.6
2025		508.1	43.1	44.9	44.8	3.5	48.3
2031		519.4	45.2	43.3	47.4	3.5	50.9

- a The Carbon Monoxide Maintenance Plan established a 2006 budget and a 2015 budget. The onroad mobile source emissions correspond to a Friday in December episode day conditions.
- b The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO_x). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.
- c The Revised MAG 1999 Serious Area Particulate Plan for PM-10 established a 2006 emissions budget corresponding to an annual average day.

TABLE A-2

LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under the Governor's Executive Order 95-2, official County projections were updated every 5 years after a census. These official projections were used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG developed a set of employment projections for Maricopa County that were consistent with the DES population projections and also prepared subcounty population and employment projections. The MAG Regional Council approved the subcounty socioeconomic projections in May 2007.	DRAM/EMPAL; SAM-IM	Under the Governor's Executive Order 2011-04, official county socioeconomic projections based on the 2010 U.S. Census will be developed by the Arizona Department of Administration (ADOA). It is anticipated that ADOA will complete the county level projections in 2012 and MAG will prepare subcounty socioeconomic projections for adoption by the MAG Regional Council within six months after receipt of the ADOA county level projections.
Traffic Counts	The highway models were validated in 2011 for the 2008 base year, using approximately 3,500 traffic counts collected in 2006-2010.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The highway models were calibrated in 2006 using the 2001 home interview survey. The base year for the calibration was 2002. The transit models were recalibrated in 2008-2009 based on data from the 2007 on-board bus survey. The MAG truck model and volume delay functions were recalibrated in 2008-2010 based on the 2007 Travel Time and Speed Study, 2007 Truck Survey and 2008 External Travel Survey.	TransCAD	The FY 2011 Unified Planning Work Program (UPWP) contained \$740,000 for the MAG model recalibration and update. MAG has collected new household travel data to supplement the 2008-2009 National Household Travel Survey and has also obtained 2010-2011 on-board transit survey data. This data will be used to recalibrate the transportation models in 2012-2013.
Speeds	The highway models were validated in 2010 and 2011 using data collected by the 2007 Travel Time and Speed Study.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models. MAG has also purchased commercial speed data for future estimation and model calibration purposes.
Vehicle Registrations	July 2011 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2011	2011	CHN110-07DZ4	Chandler Blvd at Alma School Rd	Design intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 126,516	\$ 126,516	RARF	\$ 88,561	Amend. Deferred from 2010 to 2011. Cost increased and split between 2011 and 2012.
Chandler	2012	TBD	CHN12-109CZ	Chandler Blvd at Alma School Rd	Construct intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 1,345,061	\$ 1,345,061	RARF	\$ 941,543	Amend. Add new line item to the TIP.
Chandler	2011	2017	CHN11-104RWZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Acquire right-of-way for roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item
Chandler	2013	2018	CHN14-104CZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 8,800,000	\$ 8,800,000	RARF	\$ 6,160,000	Amend. Advanced from 2014 to 2013. Increased project cost.
Chandler	2014	2021	CHN14-104CZ2	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item
Chandler	2014	2026	CHN14-104CZ3	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item
Chandler	2011	2017	CHN11-103RWZ	Gilbert Rd: Queen Creek to Ocotillo	Acquire right-of-way for roadway widening	1.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP.
Chandler	2012	2021	CHN12-103CZ3	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP.
Chandler	2012	2026	CHN430-10ARW	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP.
Chandler	2013	2026	CHN430-11AC	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP. Project segmented and deferred from 2013 to 2017 and 2019, respectively.
Chandler	2013	---	CHN430-11AC22	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	---	\$ -	Amend. Delete line item from the TIP. Project segmented and deferred from 2013 to 2017 and 2019, respectively.
Chandler	2011	2012	CHN11-110RWZ	Gilbert Rd: Queen Creek to Hunt Hwy	Acquire right-of-way for roadway widening	4.0	2	6	RARF	\$ -	\$ -	\$ 73,837	\$ 73,837	RARF	\$ 51,686	Amend. Add new line item.
Chandler	2014	2016	CHN10-101DZ	McQueen Road: Ocotillo Road to Riggs Road	Design roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ 1,158,148	\$ 1,158,148	RARF	\$ 136,736	Admin. Adj. Cost increase for inflation.
Chandler	2015	2016	CHN10-101RWZ	McQueen Road: Ocotillo Road to Riggs Road	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ 2,665,692	\$ 2,665,692	RARF	\$ 1,859,949	Admin. Adj. Cost increase for inflation.
Chandler	2011	2016	CHN14-102RWZ	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 969,996	\$ 969,996	RARF	\$ 678,997	Amend. Project advanced from 2014 to 2011.
Chandler	2011	2016	CHN14-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 370,754	\$ 370,754	RARF	\$ 259,528	Amend. Advanced from 2014 to 2011. Decreased project costs.
Chandler	2011	TBD	CHN11-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 370,754	\$ 370,754	RARF	\$ 259,528	Amend. Decreased project costs.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2014	2021	CHN14-105DZ	Ray Rd at Dobson Rd	Design intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 1,408,290	\$ 1,408,290	RARF	\$ 958,643	Admin Mod. Increased project costs.
Chandler	2015	2021	CHN15-105RWZ	Ray Rd at Dobson Rd	Acquire right-of-way for intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 1,800,600	\$ 1,800,600	RARF	\$ 1,031,070	Admin Mod. Decreased project cost.
Chandler	2015	2021	CHN15-105CZ	Ray Rd at Dobson Rd	Construct intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 7,978,970	\$ 7,978,970	RARF	\$ 4,727,831	Admin Mod. Decreased project cost.
Chandler	2014	2021	CHN141-06DZ	Ray Rd at McClintock Dr	Design intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 443,249	\$ 443,249	RARF	\$ 308,818	Admin Mod. Decreased costs.
Chandler	2015	2021	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquire right-of-way for intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 1,672,445	\$ 1,672,445	RARF	\$ 908,347	Admin Mod. Increased costs.
Chandler	2015	2021	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 6,722,614	\$ 6,722,614	RARF	\$ 4,120,255	Admin Mod. Increased costs.
El Mirage	2013	2016	MMA13-103RWZ	El Mirage Rd: Peoria Avenue to Cactus Road	Acquire right-of-way for roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,108,718	\$ 3,108,718	RARF	\$ 2,176,103	Amend. New project.
El Mirage	2014	2016	MMA14-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,882,930	\$ 3,882,930	RARF	\$ 2,718,051	Amend. New project.
El Mirage	2015	2016	MMA15-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,882,930	\$ 3,882,930	RARF	\$ 2,718,051	Amend. New project.
El Mirage	2013	2015	MMA13-102RWZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Design roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 502,961	\$ 502,961	RARF	\$ 352,073	Amend. New project.
El Mirage	2014	2015	MMA14-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 51,454	\$ 51,454	RARF	\$ 36,018	Amend. New project.
El Mirage	2015	2015	MMA15-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 3,469,271	\$ 3,469,271	RARF	\$ 2,428,490	Amend. New project.
Fountain Hills	2011	2011	FTH11-002DZ	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	0.8	5	6	General Fund	\$ -	\$ 33,043	\$ 14,161	\$ 47,204	RARF	\$ 33,043	Admin Mod. Decreased project costs. A portion of the regional funds were allocated to FTH12-002DZ.
Gilbert	2015	2022	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 359,870	\$ 359,870	RARF	\$ 251,480	Admin Adj. Cost change for inflation.
Gilbert	2015	2021	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 654,560	\$ 654,560	RARF	\$ 217,279	Admin Adj. Cost change for inflation.
Gilbert	2014	2016	GLB09-727	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,139,148	\$ 1,139,148	RARF	\$ 673,444	Amend. Deferred from 2013 to 2014. Cost change for inflation.
Gilbert	2015	2016	GLB14-102RWZ	Germann Rd: Gilbert Rd to Val Vista Rd	Acquire right-of-way for roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,744,025	\$ 1,744,025	RARF	\$ 1,031,545	Amend. Deferred from 2014 to 2015. Cost change for inflation.
Gilbert	2015	2025	GLB15-102CZ	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2025	GLB15-102CZ2	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2014	2015	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,634,376	\$ 1,634,376	RARF	\$ 1,143,733	Amend. Deferred from 2013 to 2014. Cost change for inflation.
Gilbert	2015	2015	GLB14-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquire right-of-way for roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 3,542,244	\$ 3,542,244	RARF	\$ 2,479,571	Amend. Deferred from 2014 to 2015. Increased project costs.
Gilbert	2015	2019	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2026	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2015	GLB13-002CZ	Greenfield Rd: Elliot Rd to Ray Rd	Construct roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2014	2015	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ 599,607	\$ 599,607	RARF	\$ 419,469	Admin Mod. Deferred from 2013 to 2014. Cost increase for inflation.
Gilbert	2015	2015	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquire right-of-way for roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ 2,452,666	\$ 2,452,666	RARF	\$ 1,602,433	Admin Mod. Deferred from 2014 to 2015. Cost increase for inflation.
Gilbert	2011	2011	GLB11-003CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Project delayed from 2011 to 2012. Work for 2012 is currently programmed in the TIP.
Gilbert	2011	2011	GLB120-08RW	Guadalupe Rd at Cooper Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ 1,592,000	\$ 696,232	\$ 2,288,232	RARF	\$ 1,592,000	Amend. Add new line item to the TIP. Work deferred from 2010 to 2011.
Gilbert	2013	2015	GLB13-004CZ	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item. Deferred past 2015.
Gilbert	2014	2023	GLB130-07D	Guadalupe Rd at Gilbert Rd	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 380,871	\$ 380,871	RARF	\$ 266,569	Admin Mod. Deferred from 2011 to 2014. Cost increased for inflation.
Gilbert	2015	2023	GLB130-08RW	Guadalupe Rd at Gilbert Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 1,858,415	\$ 1,858,415	RARF	\$ 1,300,657	Admin Mod. Deferred from 2012 to 2015. Cost increased for inflation.
Gilbert	2011	2012	GLB11-108DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	RARF	\$ -	\$ -	\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	Admin Mod. Deferred from 2010 to 2011. Cost increased from inflation.
Gilbert	2011	2013	GLB10-005RWZ	Power Rd: Santan Fwy to Pecos Rd	Acquire right-of-way for roadway widening	1.5	4	6	RARF	\$ -	\$ 2,453,329	\$ 2,327,961	\$ 4,781,290	RARF	\$ 2,453,329	Amend. Add line item to the TIP. Work was deferred from 2010 to 2011.
Gilbert	2011	2012	GLB11-812D	Queen Creek Rd: Greenfield to Higley	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2012	2013	GLB12-817AW	Queen Creek Rd: Greenfield to Higley	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2012	2014	GLB12-817AWZ2	Queen Creek Rd: Greenfield to Higley	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2013	2014	GLB11-804	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2013	2015	GLB11-804CZ2	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2013	2013	GLB11-011DZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Design roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2014	2014	GLB12-011RWZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Acquire right-of-way for roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2015	2015	GLB13-011CZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2010	2012	GLB12-107ADZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2012	2.0	2	4	Bonds	\$ -	\$ -	\$ 924,442	\$ 924,442	RARF	\$ 647,109	Amend. Add new line item. Work conducted in 2010/2011.
Gilbert	2011	2012	GLB12-107ADZ 2	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening	2.0	2	4	Bonds	\$ -	\$ -	\$ 924,442	\$ 924,442	RARF	\$ 647,109	Amend. Add new line item. Work conducted in 2010/2011.
Gilbert	2011	2014	GLB14-107ACZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ 7,823,044	\$ 7,823,044	RARF	\$ 5,476,131	Amend. Add new project to the TIP.
Gilbert	2011	2013	GLB13-107ARW Z2	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquire right-of-way for roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2013	2.0	2	4	Bonds	\$ -	\$ -	\$ 769,530	\$ 769,530	RARF	\$ 538,671	Amend. Add new line item. Work conducted in 2011.
Gilbert	2011	2013	GLB13-107ARW Z2	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquire right-of-way for roadway widening	2.0	2	4	Bonds	\$ -	\$ -	\$ 769,530	\$ 769,530	RARF	\$ 538,671	Amend. Add new line item. Work conducted in 2011.
Gilbert	2012	2015	GLB12-107CZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ 7,823,044	\$ 7,823,044	RARF	\$ 5,476,131	Amend. Add new line item.
Gilbert	2015	2022	GLB15-105DZ	Ray Rd: Higley to Recker	Design roadway widening	1.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2015	2023	GLB15-106DZ	Ray Rd: Recker to Power	Design roadway widening	1.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2015	2023	GLB15-104DZ	Ray Rd: Val Vista to Higley	Design roadway widening	2.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2010	2014	GLB10-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2014	4.0	4	6	Local	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	Amend. Add new line item to the TIP. Project consolidated and advanced.
Gilbert	2010	2015	GLB10-109RWZ	Ray Rd: Val Vista to Power	Acquire right-of-way for roadway widening	4.0	4	6	Local	\$ -	\$ -	\$ 3,770,050	\$ 3,770,050	RARF	\$ 2,639,035	Amend. Add new line item. Project consolidated and advanced.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2011	2016	GLB11-109CZ	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 5,011,648	\$ 5,011,648	RARF	\$ 3,508,153	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2011	2017	GLB11-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 5,051,119	\$ 5,051,119	RARF	\$ 3,535,783	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2011	2015	GLB11-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening	4.0	4	6	Local	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	Amend. Add new line item to the TIP. Project consolidated and advanced.
Gilbert	2011	2016	GLB11-109RWZ	Ray Rd: Val Vista to Power	Acquire right-of-way for roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 1,441,619	\$ 1,441,619	RARF	\$ 1,009,133	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2012	2023	GLB12-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 2,895,195	\$ 2,895,195	RARF	\$ 2,026,636	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2014	2021	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 476,444	\$ 476,444	RARF	\$ 333,510	Admin Mod. Deferred from 2013 to 2014. Decreased project costs.
Gilbert	2015	2021	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,464,770	\$ 1,464,770	RARF	\$ 1,025,034	Admin Mod. Deferred from 2014 to 2015. Increased project costs.
Gilbert	2015	2021	GLB14-008CZ	Warner Rd at Greenfield Rd	Construct intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Maricopa County	2013	2013	MMA09-815	Dobson Road Bridge over the Salt River	Design roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 1,346,640	\$ 1,346,640	RARF	\$ -	Admin Adj. Decreased project cost.
Maricopa County	2014	2015	MMA14-101RWZ	Dobson Road Bridge over the Salt River	Advance acquisition of right of way for roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 10,981,004	\$ 10,981,004	STP-MAG	\$ 7,686,703	Admin Mod. Increased project costs.
Maricopa County	2014	2016	MMA14-101RWZ 2	Dobson Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 7,219,472	\$ 7,219,472	STP-MAG	\$ 5,053,294	Admin Mod. Decreased project cost.
Maricopa County	2015	2017	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 23,989,773	\$ 23,989,773	STP-MAG	\$ 5,892,406	Admin Mod. Cost increased for inflation.
Maricopa County	2015		MMA14-101RWZ (Reimbursement)	Dobson Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -			Amend. Delete from the TIP. Duplicate entry
Maricopa County	2011	2015	MMA11-116DZ	El Mirage Rd: Bell Road to Picerne Drive	Design roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ -	Amend. New project.
Maricopa County	2011	2015	MMA11-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	Amend. New project.
Maricopa County	2012	2015	MMA12-116DZ	El Mirage Rd: Bell Road to Picerne Drive	Design roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ -	Amend. New project.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2012	2015	MMA12-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	Amend. New project.
Maricopa County	2013	2015	MMA13-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	Amend. New project.
Maricopa County	2013	2015	MMA13-116CZ	El Mirage Rd: Bell Road to Picerne Drive	Advance construction of roadway widening	0.5	4	10	Local	\$ -	\$ -	\$ 1,634,623	\$ 1,634,623	RARF	\$ -	Amend. New project.
Maricopa County	2014	2015	MMA14-116CZ	El Mirage Rd: Bell Road to Picerne Drive	Advance construction of roadway widening	0.5	4	10	Local	\$ -	\$ -	\$ 1,634,623	\$ 1,634,623	RARF	\$ -	Amend. New project.
Maricopa County	2013	2014	MMA13-114RWZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Acquire right-of-way for roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 2,953,350	\$ 2,953,350	RARF	\$ 2,067,345	Amend. New project.
Maricopa County	2014	2015	MMA14-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 5,563,413	\$ 5,563,413	RARF	\$ 3,894,389	Amend. New project.
Maricopa County	2015	2016	MMA15-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 5,563,413	\$ 5,563,413	RARF	\$ 3,894,389	Amend. New project.
Maricopa County	2011	2011	MMA10-616	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2012	2012	MMA12-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2012	2013	MMA13-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2013	2013	MMA12-102RWZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right-of-way for roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2014	2014	MMA11-822	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right-of-way for roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2015	2015	MMA15-102CZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Construct roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2011	2013	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	Local	\$ -	\$ -	\$ 2,390,278	\$ 2,390,278	STP-MAG	\$ 1,673,195	Amend. Decreased project costs.
Maricopa County	2011	2014	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	Local	\$ -	\$ -	\$ 3,083,773	\$ 3,083,773	STP-MAG	\$ 2,057,110	Admin Mod. Cost increase from inflation.
Maricopa County	2013	---	MMA11-103DZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103RWZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2013	---	MMA11-103DZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103RWZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2015	2015	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.6	4	6	STP-MAG	\$ 10,274,443	\$ -	\$ 23,487,927	\$ 33,762,369	STP-MAG	\$ 10,274,443	Amend. Cost increase from inflation.
Maricopa County	2014	2016	MMA13-105DZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ 751,353	\$ 751,353	STP-MAG	\$ 525,947	Amend. Deferred from 2013 to 2014. Cost increase for inflation.
Maricopa County	2014	---	MMA13-105DZ (Reimbursement)	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete item from TIP. Duplicate entry.
Maricopa County	2014	2016	MMA14-105RWZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquire right-of-way for roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ 1,143,116	\$ 1,143,116	STP-MAG	\$ 800,181	Admin Mod. Decreased project costs.
Maricopa County	2015	---	MMA14-105RWZ (Reimbursement)	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquire right-of-way for roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2015	2016	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ 14,920,627	\$ 14,920,627	STP-MAG	\$ 7,289,914	Admin. Adj. Cost increase for inflation.
Maricopa County	2015	2016	MMA15-105RZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred to 2017.
Maricopa County	2015	2017	MMA15-105RZ2	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred to 2026.
Maricopa County	2015	2018	MMA15-105RZ3	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP.
Maricopa County	2015	2015	MMA15-104RWZ	McKellips Road Bridge over the Salt River	Acquire right-of-way for roadway widening	0.8	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Deleted project from TIP. Deferred from 2015 to 2027.
Maricopa County	2012	2016	MMA14-111DZ	Northern Parkway: Agua Fria Bridge	Advance design roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ 614,143	\$ 614,143	STP-MAG	\$ 429,900	Admin Mod. Increased project cost.
Maricopa County	2015	2017	MMA15-111CZ	Northern Parkway: Agua Fria Bridge	Advance Construct roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ 7,676,790	\$ 7,676,790	STP-MAG	\$ 5,373,753	Admin Mod. Increased project cost.
Maricopa County	2012	2016	MMA11-922	Northern Parkway: Dysart to 111th	Advance Acquisition of right-of-way for roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 1,832,627	\$ 1,832,627	STP-MAG	\$ 1,282,839	Admin Mod. Increased project costs.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2012	2016	MMA11-923	Northern Parkway: Dysart to 111th	Advance design roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 1,210,223	\$ 1,210,223	STP-MAG	\$ 847,156	Admin Mod. Increase project cost.
Maricopa County	2013	2016	MMA13-102	Northern Parkway: Dysart to 111th	Advance Acquisition of right-of-way for roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 5,497,880	\$ 5,497,880	STP-MAG	\$ 3,848,516	Admin Mod. Increased project costs.
Maricopa County	2013	2016	MMA14-113CX	Northern Parkway: Dysart to 111th	Advance Construct roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 7,563,897	\$ 7,563,897	STP-MAG	\$ 5,294,728	Admin Mod. Advanced from 2014 to 2013. Increased project cost.
Maricopa County	2014	2017	MMA15-113CX	Northern Parkway: Dysart to 111th	Advance Construct roadway widening - repayment of STP-MAG in 2017	2.5	2	4	Local	\$ -	\$ -	\$ 7,563,897	\$ 7,563,897	STP-MAG	\$ 5,294,728	Admin Mod. Decreased project cost.
Maricopa County	2012	2016	MMA14-110DZ	Northern Parkway: Litchfield Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 1,172,064	\$ 1,172,064	STP-MAG	\$ 820,445	Admin Mod. Increased project costs.
Maricopa County	2014	2017	MMA14-104	Northern Parkway: Litchfield Overpass	Advance construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 5,270,631	\$ 5,270,631	STP-MAG	\$ 3,689,442	Admin Mod. Increased project costs.
Maricopa County	2015	2017	MMA15-110CZ	Northern Parkway: Litchfield Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 5,270,631	\$ 5,270,631	STP-MAG	\$ 3,689,442	Admin Mod. Decreased project cost.
Maricopa County	2014	2016	MMA14-106	Northern Parkway: Northern Avenue at L101	Advance Acquisition of right of way for roadway widening - repayment of STP-MAG in 2016	0.5	4	6	Local	\$ -	\$ -	\$ 3,342,440	\$ 3,342,440	STP-MAG	\$ 2,339,708	Admin Mod. Decreased project cost.
Maricopa County	2014	2016	MMA14-112DZ	Northern Parkway: Northern Avenue at L101	Advance Design intersection improvement - repayment of STP-MAG in 2016	0.5	4	6	HURF	\$ -	\$ -	\$ 572,371	\$ 572,371	STP-MAG	\$ 400,660	Admin Mod. Increased project costs.
Maricopa County	2015	2016	MMA15-112CZ2	Northern Parkway: Northern Avenue at L101	Advance Construct intersection improvement - repayment of STP-MAG in 2016	0.5	4	6	HURF	\$ -	\$ -	\$ 5,005,891	\$ 5,005,891	STP-MAG	\$ 3,504,124	Amend. Add new line item to the TIP.
Maricopa County	2015	2017	MMA15-112CZ	Northern Parkway: Northern Avenue at L101	Advance Construct intersection improvement - repayment of STP-MAG in 2017	0.5	4	6	HURF	\$ -	\$ -	\$ 2,148,749	\$ 2,148,749	STP-MAG	\$ 1,504,124	Admin Mod. Decreased project cost. Changed fund type.
Maricopa County	2012	2016	MMA12-925	Northern Parkway: Reems Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 1,040,582	\$ 1,040,582	STP-MAG	\$ 728,407	Admin Mod. Increased project cost.
Maricopa County	2013	2016	MMA13-008CZ	Northern Parkway: Reems Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 4,704,730	\$ 4,704,730	STP-MAG	\$ 3,293,311	Admin Mod. Increased project cost. Work to occur in 2013/2014.
Maricopa County	2014	2017	MMA14-008CZ	Northern Parkway: Reems Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 4,704,730	\$ 4,704,730	STP-MAG	\$ 3,293,311	Amend. Add new line item.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2011	---	MMA11-102	Northern Parkway: Sarival Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Amend. Delete project work phase from the TIP. Design done as part of another project.
Maricopa County	2012	2016	MMA12-928	Northern Parkway: Sarival Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 3,576,152	\$ 3,576,152	STP-MAG	\$ 2,503,307	Admin Mod. Increased project costs.
Maricopa County	2013	2016	MMA15-109CZ	Northern Parkway: Sarival Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 966,670	\$ 966,670	STP-MAG	\$ 676,669	Admin Mod. Increased project costs.
Maricopa County	2013	---	MMA11-927	Northern Parkway: Sarival Overpass	Design roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Amend. Delete project work phase from the TIP. Design done as part of another project.
Mesa	2015	2016	MES15-126DZ	Baseline Rd: Ellsworth to Meridian Rd	Advance design of roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	Amend. New Project.
Mesa	2014	2016	MES14-101DZ	Baseline Rd: Power Rd to Ellsworth Rd	Advance design of roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	Admin Adj. Cost change for inflation. Change fund type.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd: Power Rd to Ellsworth Rd	Advance acquisition of right of way for roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 3,919,049	\$ 3,919,049	STP-MAG	\$ 2,743,148	Admin Adj. Cost change for inflation. Change fund type.
Mesa	2013	2013	MES100-06D	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2014	MES114-102DZ	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2014	2014	MES100-07RW	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right-of-way for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES15-102CZ	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2013	2019	MES13-002DZ	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2019	MES14-002DZ2	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2014	2019	MES300-08ARW	Country Club Dr at University Dr	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2019	MES15-103CZ	Country Club Dr at University Dr	Construct intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2014	2026	MES14-105DZ	Crismon Rd: Broadway to Guadalupe	Design roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2027.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2015	2026	MES15-105RWZ	Crismon Rd: Broadway to Guadalupe	Acquire right-of-way for roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2028.
Mesa	2015	2016	MES15-127DZ	Crismon Rd: Ray Rd to Germann Rd	Advance design of roadway widening	3.0	0	6	Local	\$ -	\$ -	\$ 1,738,755	\$ 1,738,755	STP-MAG	\$ 1,217,165	Amend. New project.
Mesa	2011	2020	MES310-11AC	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP.
Mesa	2011	TBD	MES11-107DZ	Dobson Rd at University Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 217,539	\$ 217,539	RARF	\$ 151,177	Amend. Add new line item to the TIP.
Mesa	2011	TBD	MES310-10ARW	Dobson Rd at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,057,109	\$ 2,057,109	RARF	\$ 1,439,976	Amend. Add new line item to the TIP.
Mesa	2013	2015	MES13-108PZ	Greenfield Rd: Southern Ave to University Dr	Pre-Design roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete line item from TIP. Deferred from 2013 to 2025.
Mesa	2015	2017	MES15-110DZ	Guadalupe Rd: Hawes Rd to Crismon Rd	Design roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2016.
Mesa	2015	2018	MES15-124DZ	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Design intersection improvement	0.0	0	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2018.
Mesa	2015	2015	MES470-10AD	Lindsay Rd at Brown Rd	Design intersection improvement	0.5	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2025.
Mesa	2015	2016	MES15-114DZ	Meridian Rd: Baseline Rd to Ray	Advance design of roadway widening	4.0	0	6	Local	\$ -	\$ -	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	Amend. Work to occur in 2015/2016. Costs split between years and adjusted for inflation.
Mesa	2010	2015	MES09-911PZZ	Mesa Dr at Broadway Rd	Pre-design intersection improvements	1.0	4	6	Local	\$ -	\$ -	\$ 83,976	\$ 83,976	RARF	\$ 58,783	Amend. Cost adjustment for inflation.
Mesa	2013	2015	MES151-09D	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 478,819	\$ 478,819	RARF	\$ 335,173	Admin Mod. Cost increase from inflation.
Mesa	2014	2015	MES151-09DZ2	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 478,819	\$ 478,819	RARF	\$ 335,173	Admin Mod. Cost increase from inflation.
Mesa	2014	2016	MES151-10RW	Mesa Dr at Broadway Rd	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 1,324,475	\$ 1,324,475	RARF	\$ 927,132	Admin Mod. Decreased costs.
Mesa	2015	2016	MES151-10RWZ	Mesa Dr at Broadway Rd	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 1,324,475	\$ 1,324,475	RARF	\$ 927,132	Admin Mod. Decreased costs.
Mesa	2013	2015	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ 9,146,700	\$ 9,146,700	RARF	\$ 6,402,690	Admin Mod. Increased project costs.
Mesa	2013	2015	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 5,379,736	\$ 5,379,736	RARF	\$ 3,765,815	Admin Mod. Cost adjustment for inflation.
Mesa	2013	2013	MES188-11D	Southern Ave at Higley Rd	Pre-Design/Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2014	MES188-12RW	Southern Ave at Higley Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2015	2015	MES14-120CZ	Southern Ave at Higley Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2013	2015	MES186-09D	Southern Ave at Lindsay Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2015	MES14-119RWZ	Southern Ave at Lindsay Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES15-119CZ	Southern Ave at Lindsay Rd	Construct intersection improvement	0.5	4	6	CMAQ	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2007	2012	MES12-118RZ	Southern Ave at Stapley Dr	Reimbursement for advance pre-design of intersection improvements	0.5	4	6	Local	\$ -	\$ 121,756	\$ -	\$ 121,756	RARF	\$ 121,756	Amend. Add new line item.
Mesa	2011	2012	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 1,954,690	\$ 1,954,690	RARF	\$ 1,368,283	Admin Mod. Increased project costs.
Mesa	2013	2014	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 6,391,214	\$ 6,391,214	RARF	\$ 4,473,850	Admin Mod. Decreased project costs.
Mesa	2013	2015	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 6,391,214	\$ 6,391,214	RARF	\$ 4,473,850	Admin Mod. Decreased project costs.
Mesa	2013	2016	MES490-09AD	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 712,141	\$ 712,141	STP-MAG	\$ 498,499	Amend. Change project description and fund type.
Mesa	2014	2016	MES490-09ADZ	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	Amend. Delete line item from the TIP.
Mesa	2014	2016	MES490-10ARW	Stapley Dr at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,180,936	\$ 1,180,936	STP-MAG	\$ 826,655	Admin Mod. Increased project costs.
Mesa	2014	2016	MES14-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 4,023,686	\$ 4,023,686	STP-MAG	\$ 2,816,580	Amend. Add new line item to the TIP. Work to start in 2014 and continue in 2015.
Mesa	2015	2016	MES490-10ARWZ	Stapley Dr at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,180,936	\$ 1,180,936	STP-MAG	\$ 826,655	Admin Mod. Increased project costs.
Mesa	2015	2016	MES13-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 4,023,686	\$ 4,023,686	STP-MAG	\$ 2,816,580	Admin Mod. Increased project costs. Work to start in 2014.
Mesa	2013	2021	MES310-10AD	Val Vista Dr: Baseline Rd to Southern Ave	Design roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Mesa	2013	2021	MES310-11ARW	Val Vista Dr: Baseline Rd to Southern Ave	Acquire right-of-way for roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Mesa	2014	2021	MES310-11ARWZ 2	Val Vista Dr: Baseline Rd to Southern Ave	Acquire right-of-way for roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2019.
Mesa	2014	2021	MES13-122CZ	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2019.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Peoria	2011	2012	PEO11-104RWZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	0.2	4	6	Local	\$ -	\$ -	\$ 14,800	\$ 14,800	RARF	\$ -	Admin. Adj. Decreased project costs.
Peoria	2012	2012	PEO12-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	RARF	\$ -	\$ 1,160,318	\$ 541,906	\$ 1,702,225	RARF	\$ 1,160,318	Admin Mod. Decreased project cost for FY 2012. Work to continue into 2013.
Peoria	2013	2013	PEO13-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	Local	\$ -	\$ -	\$ 5,117,570	\$ 5,117,570	RARF	\$ -	Amend. Add new line item.
Peoria	2013	2021	PEO12-103CZ	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 4,503,711	\$ 4,503,711	RARF	\$ 2,593,358	Amend. Increased project costs. Work initiated in 2012.
Peoria	2011	2024	PEO11-101RWZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquire right-of-way for roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend: Delete line item. Work to occur in 2012.
Peoria	2012	2026	PEO11-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Duplicate line item. Delete from the TIP.
Peoria	2012	2012	PEO10-101DZ (Reimbursement)	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete duplicate TIP entry.
Peoria	2012	2012	PEO10-101DZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 1,601,804	\$ 1,601,804	RARF	\$ 959,310	Admin. Adj. Decreased project costs. Changed fund type.
Peoria	2013	2025	PEO12-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 4,185,759	\$ 4,185,759	RARF	\$ 2,930,032	Admin Mod. Deferred from 2011 to 2013.
Peoria	2014	TBD	PEO12-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 15,877,500	\$ 15,877,500	RARF	\$ 11,114,250	Admin Mod. Deferred from 2012 to 2014.
Phoenix	2012	2012	PHX12-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 14,453,198	\$ -	\$ 6,969,396	\$ 21,422,594	STP-MAG	\$ 14,453,198	Admin Mod. Increased project costs.
Phoenix	2012		PHX11-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete line item from TIP.
Phoenix	2013	2013	PHX13-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 9,376,651	\$ -	\$ 4,018,565	\$ 13,395,215	STP-MAG	\$ 9,376,651	Admin Mod. Increased project costs.
Phoenix	2013		PHX13-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 8,735,423	\$ -	\$ 4,518,921	\$ 13,254,344	STP-MAG	\$ 8,735,423	Admin Mod. Increased project costs.
Phoenix	2014	2015	PHX14-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 7,751,290	\$ -	\$ 3,321,981	\$ 11,073,271	STP-MAG	\$ 7,751,290	Admin Mod. Increased project costs.
Phoenix	2015	2014	PHX15-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 4,376,651	\$ -	\$ 1,875,808	\$ 6,252,459	STP-MAG	\$ 4,376,651	Admin Mod. Decreased project costs.
Phoenix	2011	2011	PHX100-06D	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2.0	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete duplicate TIP entry.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Phoenix	2012	2012	PHX100-60D2	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2.0	0	6	STP-MAG	\$ 1,287,935	\$ -	\$ 551,972	\$ 1,839,907	STP-MAG	\$ 1,287,935	Admin Mod. Increased project cost.
Phoenix	2013	2013	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	0	6	STP-MAG	\$ 8,921,528	\$ -	\$ 3,823,512	\$ 12,745,039	STP-MAG	\$ 8,921,528	Admin Mod. Increased project costs.
Phoenix	2014	2014	PHX13-102CZ	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	0	6	STP-MAG	\$ 8,505,049	\$ -	\$ 3,645,021	\$ 12,150,070	STP-MAG	\$ 8,505,049	Admin Mod. Decreased project costs.
Phoenix	2011	2012	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 19,916,586	\$ 19,916,586	RARF	\$ 13,941,610	Admin Mod. Cost increase from inflation. Additional work to occur in 2013/2014
Phoenix	2011	2012	PHX10-103DZ	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 2,524,863	\$ 2,524,863	RARF	\$ 711,116	Admin. Adj. Cost increase for inflation.
Phoenix	2012	2013	PHX12-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 7,385,859	\$ 7,385,859	RARF	\$ 5,170,102	Admin Mod. Cost increase from inflation. Additional work to occur in 2014
Phoenix	2013	2014	PHX13-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 13,192,212	\$ 13,192,212	RARF	\$ 9,193,788	Admin Mod. Cost increase from inflation.
Scottsdale	2014	2016	SCT14-101DZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Design roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2014 to 2023.
Scottsdale	2015	2016	SCT15-101RWZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2015 to 2024.
Scottsdale	2013	2013	SCT13-123RWZ	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Acquire right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 70,415	\$ 30,178	\$ 100,592	RARF	\$ 70,415	Amend. Add new line item to the TIP.
Scottsdale	2014	2014	SCT14-123CZ	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Construct intersection improvement	0.5	4	6	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	Amend. Add new line item to the TIP.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Sales Tax	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Admin Mod. Increased project costs.
Scottsdale	2014	2015	SCT14-106RWZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Acquire right-of-way for roadway widening	0.8	0	2	Sales Tax	\$ -	\$ -	\$ 2,011,843	\$ 2,011,843	RARF	\$ 1,408,290	Admin Mod. Increased project costs.
Scottsdale	2015	2015	SCT15-106CZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.8	0	2	RARF	\$ -	\$ 5,633,161	\$ 2,414,212	\$ 8,047,373	RARF	\$ 5,633,161	Admin Mod. Increased project costs.
Scottsdale	2013	2016	SCT13-103DZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	6	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Deferred from 2013 to 2018.
Scottsdale	2014	2016	SCT14-103CZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Deferred from 2014 to 2019.
Scottsdale	2014	2016	SCT14-102PZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Pre-Design roadway widening	1.0	0	2	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2014 to 2027.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Scottsdale	2015	2016	SCT15-102CZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2015 to 2028.
Scottsdale	2015	2016	SCT15-102DZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2015 to 2027.
Scottsdale	2015	2016	SCT15-102RWZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquire right-of-way for roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2015 to 2028.
Scottsdale	2013	2013	SCT13-124DZ	Loop 101 South Frontage Roads	Design roadway widening	0.8	0	4	RARF		\$ 352,073	\$ 150,888	\$ 502,961	RARF	\$ 352,073	Amend. Add new project to the TIP.
Scottsdale	2014	2014	SCT14-124RWZ	Loop 101 South Frontage Roads	Acquire right-of-way for roadway widening	0.8	0	4	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	Amend. Add new project to the TIP.
Scottsdale	2014	2015	SCT14-124CZ	Loop 101 South Frontage Roads	Construct roadway widening	0.8	0	4	Sales Tax	\$ -	\$ -	\$ 2,851,285	\$ 2,851,285	RARF	\$ 1,995,899	Amend. Add new project to the TIP.
Scottsdale	2011	2012	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	Admin Mod. Project description change. Increased project costs
Scottsdale	2012	2013	SCT14-105RWZ 2	Northsight Blvd: Hayden to Frank Lloyd Wright	Acquire right-of-way for roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 1,760,363	\$ -	\$ 1,760,363	RARF	\$ 1,760,363	Amend. Add new line item to the TIP.
Scottsdale	2013	2014	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 4,023,686	\$ 1,724,437	\$ 5,748,123	RARF	\$ 4,023,686	Amend. Add new line item to the TIP.
Scottsdale	2013	2012	SCT13-114DZ	Pima Rd: Chaparral Rd to Thomas Rd	Design roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2013	2013	SCT13-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Scottsdale	2014	2014	SCT14-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Scottsdale	2011	2013	SCT11-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2011 to 2016.
Scottsdale	2012	2014	SCT12-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Scottsdale	2015	2016	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ 1,324,377	\$ 1,324,377	RARF	\$ 756,203	Admin Mod. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2011	2014	SCT11-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1.0	2	4	Sales Tax	\$ -	\$ -	\$ 350,364	\$ 350,364	RARF	\$ 245,255	Admin Mod. Decreased project cost.
Scottsdale	2013	2014	SCT12-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Sales Tax	\$ -	\$ -	\$ 3,995,612	\$ 3,995,612	RARF	\$ 2,794,885	Admin Mod. Deferred from 2012 to 2013. Increased project costs.
Scottsdale	2010	2012	SCT10-110DZ	Pima Rd: Via De Ventura to Krail	Design roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 861,312	\$ 861,312	RARF	\$ 602,918	Amend. Project cost increased. Work occurred in 2010.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Scottsdale	2010	2012	SCT10-110RWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 4,935,756	\$ 4,935,756	RARF	\$ 3,454,007	Amend. Increased project costs.
Scottsdale	2011	2013	SCT11-110CWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,467,878	\$ 2,467,878	RARF	\$ 1,727,003	Amend. Increased project costs.
Scottsdale	2012	2013	SCT12-110CZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,467,878	\$ 2,467,878	RARF	\$ 1,727,003	Amend. Add new line item. Work to continue into 2012.
Scottsdale	2013	2015	SCT13-113CZ	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,166,419	\$ 2,166,419	RARF	\$ 1,236,494	Admin. Adj. Cost increase for inflation.
Scottsdale	2012	2014	SCT200-06ARW	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Acquire right-of-way for roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ 1,345,499	Amend. Delete project from the TIP. Deferred from 2012 to 2016.
Scottsdale	2013	2015	SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2013	2014	SCT13-007CZ	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2015	2016	SCT200-06AD	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Design roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ 1,922,140	\$ 1,922,140	RARF	\$ 1,345,499	Amend. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2014	2014	SCT14-118DZ	Raintree Drive: Loop 101 to Hayden	Pre-Design/Design roadway widening	1.0	4	6	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	Amend. Add new project to the TIP.
Scottsdale	2015	2015	SCT15-118RWZ	Raintree Drive: Loop 101 to Hayden	Acquire right-of-way for roadway widening	1.0	4	6	RARF	\$ -	\$ 3,520,874	\$ 1,508,733	\$ 5,029,608	RARF	\$ 3,520,874	Amend. Add new project to the TIP.
Scottsdale	2013	2015	SCT13-122DZ	Raintree Extension: Hayden to Redfield	Pre-Design/Design roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 1,508,882	\$ 1,508,882	RARF	\$ 1,056,218	Amend. Add new project to the TIP.
Scottsdale	2013	2016	SCT13-122RWZ	Raintree Extension: Hayden to Redfield	Acquire right-of-way for roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 2,514,804	\$ 2,514,804	RARF	\$ 1,760,363	Amend. Add new project to the TIP.
Scottsdale	2013	2016	SCT13-122CZ	Raintree Extension: Hayden to Redfield	Construct roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 6,035,529	\$ 6,035,529	RARF	\$ 4,224,871	Amend. Add new project to the TIP.
Scottsdale	2014	2016	SCT14-122RWZ	Raintree Extension: Hayden to Redfield	Acquire right-of-way for roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 2,514,804	\$ 2,514,804	RARF	\$ 1,760,363	Amend. Add new project to the TIP.
Scottsdale	2014	2016	SCT14-122CZ	Raintree Extension: Hayden to Redfield	Construct roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 6,035,529	\$ 6,035,529	RARF	\$ 4,224,871	Amend. Add new project to the TIP.
Scottsdale	2013	2013	SCT13-104DZ	Raintree -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2016.
Scottsdale	2014	2014	SCT14-104CZ	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2017.
Scottsdale	2013	2015	SCT14-107DZ	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ 502,961	\$ 502,961	RARF	\$ 352,073	Admin Mod. Advanced from 2014 to 2013. Increased project cost.

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Scottsdale	2014	2015	SCT15-107CZ	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ 5,029,608	\$ 5,029,608	RARF	\$ 3,520,725	Admin Mod. Advanced from 2015 to 2014. Increased project cost.
Scottsdale	2015	2016	SCT15-107CZ2	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP.
Scottsdale	2013	2013	SCT13-109DZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2014	2014	SCT14-109RWZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Acquire right-of-way for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Scottsdale	2015	2015	SCT15-109CZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Scottsdale	2010	2012	SCT10-014PDZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 282,749	\$ 282,749	RARF	\$ 197,924	Admin. Adj. Decreased project costs.
Scottsdale	2011	2012	SCT11-014DZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 785,275	\$ 785,275	RARF	\$ 515,780	Admin. Adj. Decreased project costs.
Scottsdale	2013	2014	SCT12-014CZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 11,368,746	\$ 11,368,746	RARF	\$ 3,814,225	Admin Mod. Deferred from 2012 to 2013.
Scottsdale	2011	2012	SCT11-014DZ	Shea at 120/124th Streets	Acquire right-of-way for intersection improvement	0.4	6	6	RARF	\$ -	\$ -	\$ 42,152	\$ 42,152	RARF	\$ 29,506	Amend. Increased project costs.
Scottsdale	2011	2012	SCT08-930	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	RARF	\$ -	\$ -	\$ 910,232	\$ 910,232	RARF	\$ 637,162	Amend. Increased project costs.
Scottsdale	2015	2025	SCT08-936	Shea Blvd - 96th St to 144th St ITS Improvements	Design ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ 632,275	\$ 632,275	RARF	\$ 442,592	Amend. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2012	2025	SCT09-937	Shea Blvd - 96th St to 144th St ITS Improvements	Acquire right-of-way for ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete from the TIP. Deferred from 2012 to 2016.
Scottsdale	2012	2025	SCT10-938	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete from the TIP. Deferred from 2012 to 2016.
Scottsdale	2011	2014	SCT11-120DZ	Shea Blvd at 125th Street	Design intersection improvement	0.3	6	6	Local	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ 88,018	Amend. Add project to the TIP. Work conducted in 2011.
Scottsdale	2013	2013	SCT13-108DZ	Thunderbird-Raintree Loop	Pre-Design/Design roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Scottsdale	2014	2014	SCT14-108RWZ	Thunderbird-Raintree Loop	Acquire right-of-way for roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Scottsdale	2015	2015	SCT15-108RWZ	Thunderbird-Raintree Loop	Acquire right-of-way for roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.

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

TABLE B: Arterial Life Cycle Program (ALCP) Project Changes to the Regional Transportation Plan 2010 Update

Agency	RTP ID	Location	Work	Miles	Lanes Before	Lanes After	Previous Year	Revised Year
Chandler	ACI-GIL-10-03-E	Gilbert Rd: Chandler Heights Rd to Riggs Rd	Construct roadway widening	1.0	2	4	2013	2017
Chandler	ACI-GIL-10-03-F	Gilbert Rd: Riggs Rd to Hunt Hwy	Construct roadway widening	1.0	2	4	2013	2019
Maricopa County	ACI-MCK-30-03	McKellips Road Bridge over the Salt River	Construct roadway widening	0.8	4	6	2016	2027
Maricopa County	ACI-NOR-20-03-F	Northern Parkway: 107th to 99th	Construct roadway widening	1.0	4	6	2025	2024
Maricopa County	ACI-ELM-30-03	El Mirage Rd: Thunderbird to Northern Ave.	Construct roadway widening	4.0	2	6	2017/2018	2014 & 2015
Maricopa County	ACI-ELM-20-03	El Mirage Rd: Thunderbird to Bell	Construct roadway widening	4.0	2	6	2017/2018	2014 & 2015
Mesa	ACI-BDW-10-03	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	2015	2019
Mesa	ACI-CRS-10-03-A	Crismon Rd: Broadway to Guadalupe	Construct roadway widening	3.0	4	6	2016	2029
Mesa	ACI-ELT-10-03-A	Elliot Rd: Power Rd to Ellsworth	Construct roadway widening	3.0	2	6	2023	2027
Mesa	ACI-GRN-20-03-B	Greenfield Rd: Southern Ave to University Dr	Construct roadway widening	3.0	4	6	2019	2028
Mesa	ACI-HWS-10-03-C	Hawes Rd: Elliot to Santan	Construct roadway widening	1.3	2	6	2024	2026
Mesa	ACI-MCK-10-03-B	McKellips Rd: Crismon Rd to Meridian Rd	Construct roadway widening	0.0	0	4	2018	2027
Mesa	ACI-SGB-10-03-B	Signal Butte Rd: Elliot to Pecos	Construct roadway widening	4.0	0	6	2024	2025/2026
Mesa	ACI-THM-10-03	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2.0	0	4	2026	2020
Mesa	ACI-VAL-10-03-B	Val Vista Dr: Southern Ave to University Dr	Construct roadway widening	2.0	4	6	2018	2026
Mesa	ACI-VAL-10-03-A	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	2018	2026
Phoenix	ACI-HPV-20-03-C	Happy Valley: 43rd Ave to 55th Ave	Construct roadway widening	1.5	6	6	2018	2029
Phoenix	ACI-HPV-20-03-D	Happy Valley Rd: 55th Ave to 67th Ave	Construct roadway widening	1.5	3	6	2018	2029

TABLE B: Arterial Life Cycle Program (ALCP) Project Changes to the Regional Transportation Plan 2010 Update

Agency	RTP ID	Location	Work	Miles	Lanes Before	Lanes After	Previous Year	Revised Year
Scottsdale	ACI-CFR-10-03	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Construct roadway widening	2.0	2	4	2016	2025/2026
Scottsdale	ACI-PMA-10-03-C	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	2013	2017
Scottsdale	ACI-SFN-10-03-B	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	1.0	0	2	2015	2028
Scottsdale	ACI-PMA-30-03-C	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	2011/2012	2016
Scottsdale	ACI-PMA-30-03-D	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	2013/2014	2018
Scottsdale	ACI-SAT-10-03-A	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	2014	2019
Scottsdale	ACI-SAT-10-03-B	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	4	2014	2017
Scottsdale	ACI-SAT-10-03-G	Raintree Drive: Loop 101 to Hayden	Construct roadway widening	1.0	4	6	2023	2016
Scottsdale	ACI-SCT-10-03-B	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	2015	2019
Scottsdale	ACI-UNH-10-03	Legacy Dr: Hayden Rd to 88th Street	Construct roadway widening	2.0	4	6	2021	2025/2026
Maricopa County	ACI-ELM-30-03	El Mirage Rd: Thunderbird to Northern Ave.	Construct roadway widening	4.0	2	6	2017/2018	2014 & 2015
Maricopa County	ACI-ELM-20-03	El Mirage Rd: Thunderbird to Bell	Construct roadway widening	4.0	2	6	2017/2018	2014 & 2015

January 3, 2012

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
William Wiley, Maricopa County Air Quality Department
Brian Tapp, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

We are providing notification of several corrections and additional projects to the information provided in the December 2, 2011 consultation memorandum, Attachment B. These corrections and additional projects are included in the attached table. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

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

Attachment

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

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2011	2011	MES11-125DZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1.0	4	6	RARF	\$ -	\$ 612,343	\$ 262,433	\$ 874,776	RARF	\$ 612,343	Admin Mod. Corrected Regional and Local Costs.
Mesa	2011	2011	MES11-125RWZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquire right-of-way for roadway widening	1.0	4	6	RARF	\$ -	\$ 217,288	\$ 93,124	\$ 310,412	RARF	\$ 217,288	Admin Mod. Corrected Regional and Local Costs.
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	RARF	\$ -		\$ 676,436	\$ 676,436	RARF	\$ 341,571	Admin Mod: Cost Increase
Mesa	2012	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -		\$ 2,622,004	\$ 2,622,004	RARF	\$ 1,793,245	Admin Mod: Cost Increase
Mesa	2013	2015	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP & CMAQ	\$ 4,699,895		\$ 229,081	\$ 4,928,976	RARF	\$ 160,357	Amend: Combine funds from MES07-315 and add HSIP funding. Project is funded with \$910,000 - CMAQ and \$3,789,895 - HSIP. Total project costs are reduced.
Mesa	2013		MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	0.5	6	6	CMAQ	\$ 910,000		\$ 3,437,000	\$ 4,347,000			Amend: Delete Project; project is combined with MES14-117CZ
Phoenix	2013	2013	PHX13-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 8,735,423	\$ -	\$ 4,518,921	\$ 13,254,344	STP-MAG	\$ 8,735,423	Admin Mod. Increased project costs.
Phoenix	2014	2014	PHX14-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 7,751,290	\$ -	\$ 3,321,981	\$ 11,073,271	STP-MAG	\$ 7,751,290	Admin Mod. Increased project costs.
Phoenix	2015	2015	PHX15-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 4,376,651	\$ -	\$ 1,875,808	\$ 6,252,459	MAG	\$ 4,376,651	Admin Mod. Decreased project costs.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2012

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to Arizona Department of Transportation projects, the addition of new Highway Safety Improvement Program projects, and new transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by January 20, 2012.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Valley Metro Rail, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP.

CONS: The review of the conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment and administrative modification may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation

Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

January 3, 2012

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
William Wiley, Maricopa County Air Quality Department
Brian Tapp, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to Arizona Department of Transportation projects, the addition of new Highway Safety Improvement Program projects, and new transit projects. Comments on the conformity assessment are requested by January 20, 2012.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on January 19, 2011 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program include the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on January 19, 2011 remains unchanged by this action.

Amendment and Administrative Modification to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT11-129	ADOT	ADOT Traffic Operation Center (TOC) Control Room	Upgrade of video wall and reconfiguration of consoles: \$943,000 in 2011 STP-AZ, and \$1,603,100 in 2012 STP-AZ	2012	n/a	n/a	n/a	STP-AZ	\$153,900	\$2,546,100		\$2,700,000	Admin Mod: Increase budget by \$1,700,000. Proposed cost is now \$2,700,000; it was previously \$1,000,000. \$943,000 in 2011 STP-AZ, and \$1,603,100 in 2012 STP-AZ	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-121	ADOT	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Construct roadway	2012	3	2	6	NHS	\$7,090,800	\$117,309,200		\$124,400,000	Admin Mod: Decrease budget by \$2,500,000. Proposed cost is now \$124,400,000; it was previously \$126,900,000.	A minor project revision is needed to decrease project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT11-122	ADOT	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Utility relocation	2011	3	2	6	RARF			\$12,300,000	\$12,300,000	Admin Mod: Increase budget by \$2,500,000. Proposed cost is now \$12,300,000; it was previously \$9,800,000.	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT10-6C29	ADOT	60 (Grand Ave): 71st Ave to McDowell Rd, Phase 1	Roadway Improvements: landscaping and beautification, signal improvements, sidewalk improvements, pavement preservation, lighting improvements and signal modifications.	2012	10	6	6	NHS		\$14,522,200	\$877,800	\$15,400,000	Admin Mod: Decrease budget by \$5,900,000. Proposed cost is now \$15,400,000; it was previously \$21,300,000. Change project name to "71st Ave to McDowell Rd, Phase 1" from "Loop 101 to McDowell Rd, Phase 1".	A minor project revision is needed to decrease project amount and change project name. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-137	ADOT	I-8: MP 96 to MP 115.7 & SR85: MP 0.5 to MP 32.5	Pavement Preservation (crack sealing)	2012	52	I-8: 4 SR85: 2	I-8: 4 SR85: 2	STP-AZ	\$91,200	\$1,508,800		\$1,600,000	Amend: Add a new pavement preservation project in FY 2012 for \$1,600,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT12-138	ADOT	60 (Grand Ave);SR101L to 71st Ave, Phase 1	Roadway improvements	2012	3	6	6	NHS		\$5,940,900	\$359,100	\$6,300,000	Amend: Add a new roadway improvement project in FY 2012 for \$6,300,000.	The new project is considered exempt under the categories "Plantings, landscaping, etc." and "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation plan 2010 Update would remain unchanged.
DOT13-101	ADOT	10: SR85 to Verrado, EB	Pavement Preservation	2014	7.2	8	8	IM	299,307	4,951,693		\$5,251,000	Admin Mod: Defer from 2013 to 2014	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-130	ADOT	51: Bell Rd - SR101L (Pima)	Design FMS	2011	2.3	8	8	CMAQ	\$21,318	\$352,682		\$374,000	Admin Mod: Increase budget by \$102,000 - FY2012 CMAQ. Proposed cost is now \$374,000; it was previously \$272,000 - FY2011 CMAQ.	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT11-118	ADOT	MAG Regionwide	Evaluation of ITS in the MAG Region	2011	n/a	n/a	n/a	CMAQ	\$22,686	\$375,314		\$398,000	Admin Mod: Increase budget by \$75,000 - FY2012 CMAQ. Proposed cost is now \$398,000; it was previously \$323,000.	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT11-721	ADOT	17:SR101L - SR74	Design FMS	2012	9	8	8	CMAQ	\$57,228	\$946,772		\$1,004,000	Admin Mod: Increase budget by \$104,000 - FY2012 CMAQ. Proposed cost is now \$1,004,000; it was previously \$900,000.	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
TMP12-119	Tempe	Intersection of Broadway Rd and Priest Dr.	Construct bus pull-out, ADA sidewalk ramps, and widen east bound right turn lane.	2012	n/a	n/a	n/a	HSIP	\$ 12,309	\$ 203,637		\$215,946	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO12-110	Peoria	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	2012	n/a	n/a	n/a	HSIP	\$ 317,773	\$ 342,397		\$ 660,170	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PEO14-102	Peoria	Intersection of Cactus Rd and 75th Avenue	Acquisition of right-of-way for intersection improvement.	2014	n/a	n/a	n/a	HSIP	\$ 981,473	\$ 1,057,527		\$ 2,039,000	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO15-104	Peoria	Intersection of Cactus Rd and 75th Avenue	Relocate utilities, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at intersection.	2015	n/a	n/a	n/a	HSIP	\$ 3,608,553	\$ 3,888,182		\$ 7,496,735	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO12-111	Peoria	Intersection of Peoria Ave and 75th Avenue	Design intersection improvement.	2012	n/a	n/a	n/a	HSIP	\$ 38,331	\$ 634,142		\$ 672,473	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO14-103	Peoria	Intersection of Peoria Ave and 75th Avenue	Acquisition of right-of-way for intersection improvement.	2014	n/a	n/a	n/a	HSIP	\$ 27,727	\$ 458,713		\$ 486,440	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO15-105	Peoria	Intersection of Peoria Ave and 75th Avenue	Relocate utilities, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at intersection.	2015	n/a	n/a	n/a	HSIP	\$ 395,642	\$ 6,545,445		\$ 6,941,087	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TRANSIT														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Activity Line Item (A.L.I.)	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
AVN11-102T	Avondale	Avondale - Circulator Route 'ZOOM'	Operating:Operating Assistance	2012	n/a	30.09.01		5307-AVN UZA	\$ 83,613	\$ 83,613		\$ 167,226	Amend: Add new project. 5307 Small UZA funds became available from the state.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX11-122T	Phoenix	North Maintenance Facility - 2010 W. Desert Cove	Design and construct upgrades - FY2011 5309-Disc. Funds	2012	n/a	11.43.03	2011	5309 - Disc	\$ 1,580,000	\$ 6,320,000		\$ 7,900,000	Amend: New project - 5309-discretionary funds awarded thru State of Good Repair Initiative	The new project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMT11-112T	RPTA	Regionwide	Electric Fan Retrofit - about 70 buses - FY2011 5309-Disc. Funds	2012	n/a	11.14.01	2011	5309 - Disc	\$ 374,229	\$ 1,349,715		\$ 1,723,944	Amend: New project - 5309-discretionary funds awarded thru FY 2011 Sustainability Awards (TIGGER)	The new project is considered exempt under the category "Rehabilitation of transit vehicles." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR11-105T	VMR-Metro	METRO Rail Operations and Maintenance Center in Phoenix	Install solar shade canopies and solar panels - FY2011 5309-Disc. Funds	2012	n/a	11.44.02	2011	5309 - Disc	\$ 7,306,850	\$ 2,715,000		\$ 10,021,850	Amend: New project - 5309-discretionary funds awarded thru FY 2011 Sustainability Awards (TIGGER)	The new project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX11-708T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 28 replace - 2011 5307 Funds	2012	n/a	11.12.01	2011	5307	\$ 12,163,398	\$ 2,491,298	\$ -	\$ 14,654,696	Admin Mod: Modify the work to include notation of FY2011 5307 Fund in description.	The project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.



November 22, 2011

Ms. Janet McCabe
Principal Deputy Assistant Administrator for the Office of Air and Radiation
U. S. Environmental Protection Agency Headquarters
Ariel Rios Building
1200 Pennsylvania Avenue, N. W.
Mail Code: 6101A
Washington, D.C. 20460

Dear Ms. McCabe:

The Maricopa Association of Governments (MAG) has appreciated the efforts of the Environmental Protection Agency (EPA) to clarify the EPA Exceptional Events Rule through the issuance of the draft guidance documents. We recognize that the exceptional events process is resource intensive for both states and EPA. Located in a desert environment, the MAG region has experienced several exceptional events caused by high winds. Our goal is to establish a more reasonable exceptional events process for all those concerned: EPA, states, tribes, and local governments. At this time, we would like to discuss a concept for streamlining the exceptional events process by enabling the states and tribes to make the exceptional events determinations, after consultation with EPA.

Although there were a limited number of exceptional events in 2009 and no events in 2010 in the Maricopa area, there have been 102 exceedances of the PM-10 standard in 2011. All but one of these have been due to exceptional events caused by haboobs, dust storms, thunderstorms, and residual dust. The 101 exceptional event exceedances across the monitor network resulted in 21 days of exceptional events. The San Joaquin Valley Unified Air Pollution Control District has indicated that 453 staff hours are needed to prepare the documentation for one high wind exceptional event. Based upon this estimate, the documentation of the 21 days of exceptional events in the Maricopa area would take 9,513 staff hours or 1,189 work days.

The Arizona Department of Environmental Quality (ADEQ) has been preparing the documentation for the 2011 exceptional events with assistance from Maricopa County and MAG staff. The first group of exceptional events for July 2- 8, 2011 was recently submitted to EPA for an informal review. The documentation for the first package took several months to prepare and was based upon the Draft Guidance Documents on the Implementation of the Exceptional Events Rule issued by EPA in May 2011. The ADEQ is currently overwhelmed with the exceptional events workload.

From a policy perspective, it raises the question of whether or not this constitutes a wise use of resources when the exceedances were clearly due to natural causes. MAG has been researching possible legislative remedies regarding the amount of documentation required. With the advice of legal counsel, MAG has prepared some draft legislation to streamline the exceptional events process by enabling states and tribes to determine exceptional events, after consultation with the Environmental Protection Agency. Overall, this concept would maintain EPA in its defined role in the Clean Air Act implementation process, while returning the control of the exceptional events determinations to states and tribes that are in the best position to evaluate local air quality

conditions. The draft legislation also includes some revisions to the EPA Exceptional Events Rule. A copy of the draft legislation, section by section summary, redlines of the Clean Air Act Section 319 and rule changes, and talking points are provided.

As the designated Regional Air Quality Planning Agency for the Maricopa Nonattainment Area, the Maricopa Association of Governments appreciates the opportunity to discuss this concept for streamlining the exceptional events process by enabling the states and tribes to make the exceptional events determinations, after consultation with EPA. Again, we have appreciated the efforts made by EPA to clarify the Exceptional Events Rule and the assistance of the EPA Region IX staff for informally reviewing the first package of exceptional events for 2011.

We will look forward to working with the Environmental Protection Agency in the future as we strive to attain the federal air quality standards to protect the public health of our citizenry. If you have any questions, please contact Lindy Bauer, MAG staff, at (602) 254-6300.

Sincerely,



Hugh Hallman
Chair, MAG Regional Council
Mayor of Tempe

cc: Jared Blumenfeld, EPA Region IX Administrator
Colleen McKaughan, EPA Region IX
Michael Flagg, EPA Region IX
Henry Darwin, ADEQ Director
Eric Massey, ADEQ Air Quality Director
Kevin Kinsall, Governor's Office
William Wiley, Maricopa County
MAG Regional Council

H.R. _____

(11/07/2011 DRAFT)

To provide for the state implementation of exceptional events determinations and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

XX, 2011

A BILL

Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled,

Section 1. Short Title.

This Act may be cited as the “Exceptional Events Reform Act of 2011”.

Section 2. Findings.

(a) The Congress finds –

- (1) The Clean Air Act (42 U.S.C. 7401 et seq.) provides that air pollution prevention and control is the primary responsibility of state and local governments.
- (2) Courts have recognized that the Act is an exercise in “cooperative federalism” in which the Environmental Protection Agency sets the level and form of national ambient air quality standards while States retain the authority to flexibly determine how best to meet those standards.
- (3) States are in the best position to evaluate local and regional conditions, such as windy conditions and the transport of particulate matter, which can temporarily affect monitoring of local air quality.
- (4) There is a need to more efficiently determine when air quality data is influenced by exceptional events as well as provide for the review and handling of air quality monitoring data influenced by exceptional events in a timely manner.

Section 3. Amendments

Section 319 of the Clean Air Act (42 U.S.C. 7619) is amended by --

- (1) striking “location or a natural event; and” in section 319(b)(1)(A)(iii) and inserting in lieu thereof “location, a natural event or a high wind event; and”
- (2) striking section 319(b)(1)(A)(iv) in its entirety and inserting in lieu thereof “(iv) is determined by a State or tribal government, or a state or tribal entity that has been delegated authority by the Governor of a state or by a tribal government, after consultation with the Administrator, to be an exceptional event.”
- (3) deleting section 319(b)(1)(B) in its entirety.
- (4) inserting after section 319(b)(1)(A) the following:
 - “(B) Definition
 - “In this subsection –
 - (i) the term ‘natural event’ means an event in which human activity plays little or no direct causal role;”
 - (ii) the term ‘high wind event’ means an event where particulate matter is raised or transported by high winds.”
- (5) deleting section 319(b)(3)(B)(iv) in its entirety and strike “; and” at the end of section 319(b)(3)(B)(iii) and insert instead “.”.
- (6) deleting section 319(b)(4) in its entirety.

Section 4. Revision

- (a) In General. – On the first day of publication of the Federal Register that is 180 days or more after the date of enactment of this Act but not more than 270 days after the date of enactment of this Act, the Administrator of the Environmental Protection Agency shall publish in the Federal Register a final rule regarding exceptional events, which –
 - (1) is deemed to be issued under section 319 of the Clean Air Act (42 U.S.C. 7619), as amended by this Act; and
 - (2) shall be deemed to be in compliance with all applicable provisions of chapter 5 of title 5, United States Code, section 307 of the Clean Air Act (42 U.S.C. 7607), and all other provisions of law relating to rulemaking procedures.
- (b) Contents of Rule. – Except as provided in this subsection, the final rule published under subsection (a) of this section shall be identical in its provisions to the part 50 and part 51 regulations promulgated by the Administrator of the Environmental Protection Agency in the March 22, 2007, issue of the Federal Register (72 Fed. Reg. 13,580-13,581). Such rule shall --
 - (1) delete “or a natural event” in 40 C.F.R. 50.1(j) and insert “or a natural event or high wind event” in lieu thereof;
 - (2) “the Administrator” in 40 C.F.R. 50.1(j) and insert “a State or tribal government, or a state or tribal entity that has been delegated authority by the Governor of a state or tribal government” in lieu thereof;
 - (3) strike the last sentence in 40 C.F.R. 50.1(j)
 - (4) insert the following definition in 40 C.F.R. 50.1: “(m) “*High wind event* means an event where ambient particulate matter concentrations due to dust and other matter

- are raised by high winds. Such an event exists where: (1) the dust or other matter originated from nonanthropogenic sources, or (2) the dust or other matter originated from anthropogenic sources within a State, that are determined by the State to have been reasonably controlled at the time that the event occurred, or (3) the dust or other matter originated from anthropogenic sources outside the State.”;
- (5) delete “may request EPA to” in 40 C.F.R. 50.14(a)(1) and insert “or tribal government or state or tribal entity may, after consultation with the Administrator,” in lieu thereof;
 - (6) delete “demonstrating to EPA’s satisfaction” in 40 C.F.R. 50.14(a)(1) and insert “determining” in lieu thereof;
 - (7) delete “Demonstration to justify data exclusion may include” in 40 C.F.R. 50.14(a)(2) and insert “A State or tribal government or a state or tribal entity may rely on” in lieu thereof;
 - (8) delete “demonstrate” in 40 C.F.R. 50.14(a)(2) and insert “determine” in lieu thereof;
 - (9) insert before the period at the end of 40 C.F.R. 50.14(a)(2) “for events for which data was flagged during calendar years 2004-2006. For exceptional events in years following 2006, a State or tribal government or state or tribal entity may rely on any reliable data that indicates a clear causal relationship between the measured exceedence or violation of such standard and the event and comply with paragraph (c)(4)(i) of this section”
 - (10) delete “State demonstrates to EPA’s satisfaction” in 40 C.F.R. 50.14(b)(1) and insert “State or tribal government or state or tribal entity determines” in lieu thereof;
 - (11) delete “State demonstrates to EPA’s satisfaction” in 40 C.F. R. 50.14(b)(2) and insert “State or tribal government or state or tribal entity determines” in lieu thereof;
 - (12) delete “a State demonstrates” in 40 C.F. R. 50.14(b)(2) and insert “a State or tribal government or state or tribal entity determines” in lieu thereof;
 - (13) delete “where a State demonstrates to EPA’s satisfaction” in 40 C.F.R. 50.14(b)(3) and insert “where a State or tribal government or state or tribal entity determines” in lieu thereof;
 - (14) delete “that EPA determines meets the definition in § 50.1(j), and provided that the State has certified to EPA that it” in 40 C.F.R. 50.14(b)(3) and insert “and a State or tribal government or state or tribal entity” in lieu thereof;
 - (15) insert following the reserved section in 40 C.F.R. 50.14(b)(4) the following:
 “EPA shall exclude data from use in determinations of exceedences and NAAQS violations where a State or tribal government or state or tribal entity determines that emissions causing the exceedences or NAAQS violations were caused by a natural event or a high wind event.”
 - (16) delete 40 C.F.R. 50.14(c)(2)(ii) in its entirety;
 - (17) delete 40 C.F.R. 50.14(c)(3) and 40 C.F.R. 50.14(c)(3)(i) in its entirety, insert “(3) *Demonstrations.*” in lieu thereof and renumber the remaining subparagraphs accordingly;
 - (18) delete “, must adopt procedures and requirements specified in paragraph (c)(3)(i) of this section and” in 40 C.F.R. 50.14(c)(3)(ii)
 - (19) insert “for data collected during calendar years 2004-2006” after “The demonstration” in 40 C.F.R. 50.14(c)(3)(iii);

- (20) insert following “(v) [Reserved] (A) [Reserved]” in 40 C.F.R. 50.14(c)(3) the following “(4) *Documentation*. (i) A State or tribal government that has flagged data as being due to an exceptional event shall document that the event meets the requirements of section 319 of the Clean Air Act (42 U.S.C. § 7619). (ii) Upon receipt of such documentation, the Administrator shall exclude the flagged data from use in determinations by the Administrator with respect to exceedences or violations of the NAAQS.”
- (21) delete “requesting to exclude” in 40 C.F. R. 51.930(a) and insert “or tribal government or state or tribal authority that determines” in lieu thereof and insert “is” after “data”;
- (22) insert “or tribal government or state or tribal entity” after “State” in the second sentence of 40 C.F.R. 51.930(a); and
- (23) insert after 40 C.F.R. 51.930(a)(3) the following: “(4) Provide as necessary that all provisions of the rule take effect no later than 1 year after the date of enactment of this Act.

(c) Amendments to Rule. – Prior to making amendments to the rule published under paragraph (1), the Administrator of the Environmental Protection Agency shall promulgate a proposed rule in accordance with chapter 5 of title 5, United States Code and section 307 of the Clean Air Act (42 U.S.C. 7607).

(d) Rule of Construction.—Except as provided in subsection (b) of this section, nothing in this section shall be construed to limit the authority of the Administrator of the Environmental Protection Agency to amend, in accordance with chapter 5 of title 5, United States Code, or sections 307 and 319 of the Clean Air Act (42 U.S.C. 7607, 7619) the regulation promulgated pursuant to this section.

Section 5. Effect

Legislative amendments enacted by this Act shall take effect upon the date of enactment and be applicable to exceptional events that occur after December 31, 2006.

Exceptional Events Reform Act of 2011

Section 1. Short Title

The short title for the legislation is the “Exceptional Events Reform Act of 2011.”

Section 2. Findings

The legislation makes four findings based on the historic construction and interpretation of the Clean Air Act (42 U.S.C. § 7401 *et seq.*) and the need to more efficiently address the review and treatment of air quality data affected by exceptional events.

Section 3. Amendments

The legislation makes several targeted amendments to section 319 of the Clean Air Act (42 U.S.C. § 7619):

- First, the legislation provides that States and tribal governments (or state and tribal organizations that are delegated authority) are to determine when air quality conditions qualify as “exceptional events.” Consistent with the Findings, the legislation places responsibility at the state and tribal levels for determining, after consultation with the Environmental Protection Agency (“EPA”), when exceptional events occur and therefore, when air quality data associated with exceptional events can be excluded from determinations of compliance with national ambient air quality standards (“NAAQS”).
- Second, the legislation retains the previous definition of what constitutes an “exceptional event” while also providing a definition for a “natural event” consistent with the definition utilized in existing Environmental Protection Agency (“EPA”) regulations. The legislation also provides a definition for “high wind event” to clarify the treatment of windblown dust and other particulate matter.
- Third, the legislation deletes limitations on the definition of an exceptional event which provide that stagnant air masses, high temperatures and a lack of precipitation or air pollution “relating to” source noncompliance prevent flagging and excluding associated air quality data as an exceptional event. Instead, state and tribal governments will make a case-by-case determination as to whether measured air quality qualifies as an exceptional event.
- Finally, the legislation deletes an unnecessary transitional provision that provided, prior to the promulgation of regulations under Clean Air Act section 319, pre-existing EPA guidance controlled the consideration and exclusion of air quality data associated with exceptional events.

Section 4 Revision

The legislation requires EPA to propose and publish final regulations for exceptional events no later than 270 days after the enactment of the legislation. In order to meet this schedule and to ensure that final regulations are consistent with Congressional intent and the legislative amendments to Clean Air Act section 319, the legislation: (1) retains current regulations promulgated by EPA in 2007; while (2) making targeted changes to the 2007 regulations.

The legislation provides three different categories of regulatory changes:

- First, the legislation makes several changes to ensure that a State or tribal government, or a state or tribal entity that has been delegated authority is the locus of decisionmaking on exceptional events determinations after consultation with EPA. The regulatory changes ensure that states and tribes or entities that have been delegated state or tribal authority, after consultation with the EPA, make all decisions on what air quality data qualifies as an exceptional event. Under the new regulations, EPA will be required to exclude data determined by states, tribes or other qualified authorities to constitute an “exceptional event”.
- Second, the legislation imposes regulations to require that States and tribal governments document data that has been “flagged” as an exceptional event and retains requirements in current regulations that there is a clear causal relationship between a measured exceedence of a NAAQS and an exceptional event. The legislation also retains current regulatory requirements that require prompt public notification whenever air quality is expected to exceed NAAQS levels, public education efforts to inform individuals how to reduce exposure to elevated levels of NAAQS pollutants and implementation of appropriate measures to protect public health.
- Third, the legislation provides for conforming regulatory changes to incorporate the specification of “natural events” and “high wind events” contained in the legislative changes to the Clean Air Act and for transitional provisions for events occurring in 2006 and prior to 2006 and for events occurring in 2007 and thereafter.

Section 5. Effect

The legislation provides that the amendments to the Clean Air Act take effect upon date of enactment of this legislation and are applicable to events that occur in 2007 and thereafter.

Exceptional Events Reform Act of 2011

Need for Legislation

- Many areas of the country are affected by air quality conditions that are out of their control. Windblown dust and particulate matter may travel tens or hundreds of miles affecting air quality in “downwind” areas. Excessive heat and drought can exacerbate normal conditions and make elevated levels of air pollution more likely.
- The Clean Air Act (“CAA”) contains authority to exclude “exceptional events” from determinations of whether an area is in compliance with National Ambient Air Quality Standards (“NAAQS”). Under the CAA, air quality conditions associated with events that are not “reasonably controllable or preventable” and other events can be excluded from the determination of whether an area is meeting (“attaining”) a NAAQS.
- Although the Environmental Protection Agency (“EPA”) promulgated regulations to address exceptional events in 2007, current regulations present states, tribes and local governments with a data-intensive and time-consuming process for obtaining EPA assent. States and localities must obtain agreement from EPA Regional offices in consultation with EPA Headquarters regarding their assessment of local air quality conditions and the reasons why an area experienced air monitoring exceedences.
- The Exceptional Events Reform Act of 2011 attempts to streamline the exceptional events process by returning control over such decisions to states and tribes. States and tribes would be authorized to make “case-by-case” determinations as to when natural conditions, windblown dust and other forces outside of their control caused air quality monitors to register a NAAQS exceedence. Upon determination by a state or tribal government that an exceedence was due to an exceptional event, EPA would be required to exclude the data from determinations of CAA compliance.
- The legislation recognizes that States, tribes and local governments have been primarily responsible for implementing the CAA for the last 50 years. In addition, by developing and implementing multiple State Implementation Plans (“SIPs”) and SIP revisions to address CAA requirements, states, tribes and local governments have developed the necessary technical expertise and staff resources to evaluate the complex meteorology and atmospheric conditions that may be involved in exceptional events.
- A legislative fix would allow EPA to continue its defined role in the CAA implementation process – EPA would continue to review and approve SIPs that provide the detailed mechanisms to attain NAAQS. But the legislative fix would return control of exceptional event determinations to states and tribes who are in the best position to evaluate local air quality conditions and programs.

- Importantly, the Exceptional Events Reform Act of 2011 retains all current requirements to notify and the public of air quality conditions and provide information to the public on how to reduce exposures to elevated levels of air pollution. States or tribes must also provide for the implementation of appropriate measures to protect public health from exceedances or violations of NAAQS caused by exceptional events. But the legislation would ensure that states, tribes and local governments are not penalized for air quality conditions that are beyond their ability to control or prevent.

Background Information

- Congress recognized that there are exceptional events – such as high winds and wildfires – that cannot be controlled by air quality plans. In 2005, Congress amended the CAA to allow for exceptional events so that regions would not be penalized for NAAQS exceedances at air quality monitors due to exceptional events. EPA then developed the Exceptional Events Rule during 2006 and finalized the rule in 2007.
- Implementation of the Exceptional Events Rule, however, has been cumbersome and time consuming. In order to have data excluded from NAAQS determinations, States and local governments must assemble massive amounts of data regarding even a single exceedance of a NAAQS. Considerable resources are spent both in developing the information for submittal to EPA and for EPA’s review of the data and information submitted by states.
- Due to the requirements that must be met and the number of exceptional events that have occurred, the documentation effort is extremely resource intensive. For example, the San Joaquin Valley Unified Air Pollution Control District has estimated that 453 staff hours are needed to prepare the documentation for just one high wind exceptional event. Based upon this estimate, the documentation of the 21 days of exceptional events that the Maricopa area in Arizona experienced in one year would take 9,513 staff hours or 1,189 work days.
- The Arizona Department of Environmental Quality is currently overwhelmed with the exceptional events workload. For example, although there were limited numbers of exceptional events in 2009 and no events in 2010 in the Maricopa area, during 2011 this area experienced 102 exceedances of the PM-10 standard. All but one of these events was due to the existence of haboobs, dust storms, thunderstorms, and residual dust. To have such events excluded from determinations of air quality compliance, Arizona will need to expend considerable financial resources to provide the detailed written descriptions, supporting information and data that EPA currently requires.
- While EPA and states have made efforts to work together to improve the exceptional events process, there is inevitable delay and uncertainty associated with current exceptional events regulations. Upon the submittal of data and information on exceptional events, States and local governments simply do not know whether EPA will agree with their technical assessments or require additional supporting information. In

certain cases, states and local governments may also disagree with EPA's assessment of the necessary conditions to establish an exceptional event occurred.

Legislative Provisions

Findings

- The Exceptional Events Reform Act of 2011 recognizes that state and local governments are primarily responsible to implement the CAA. This provision of the law dates back to 1963. Section 101(a)(3) of the CAA declares that "air pollution control at its source is the primary responsibility of States and local governments."
- Second, the legislation cites court opinions that have described the CAA as an exercise in "cooperative federalism" where the EPA sets the level and form of air pollution control standards, but States and local governments are responsible to draft and implement SIPs for various NAAQS.
- Third, the legislation recognizes that states and local governments are responsible for day-to-day air quality management activities. States and local governments deploy air pollution control monitors and gain considerable on-the-ground experience with local and regional weather conditions and patterns and how conditions can affect the measurement of different NAAQS.

Clean Air Act Amendments

- The Exceptional Events Reform Act of 2011 amends section 319 of the CAA to make targeted changes to current law defining exceptional events and when such events can be excluded from data determining NAAQS compliance. The legislation maintains the current "principles and requirements" regarding exceptional events enacted by Congress as well as requirements for the promulgation of regulations concerning the review and handling of air quality data affected by exceptional events.
- The Exceptional Events Reform Act provides that States or tribal governments, after consultation with the EPA, are responsible for determining when an exceptional event occurs. The legislation eliminates certain exclusions from exceptional events (stagnant air masses, inversions, high temperatures or lack of precipitation) and instead allows for a case-by-case determination of conditions. The legislation also removes source noncompliance as a separate basis for excluding an exceptional event, relying instead on implementation of SIPs to control sources and provide for NAAQS attainment.
- Finally, the legislation provides definitions for a "natural event" based on current EPA regulatory language and a separate definition for high wind events. High wind events were discussed in the preamble to EPA's current exceptional event regulations, but not originally included within those regulations.

Promulgation of New Regulations

- The legislation requires EPA to propose and publish final regulations for exceptional events no later than 270 days after the enactment of the legislation. The legislation retains the structure and much of the text of current regulations promulgated by EPA in 2007; while making changes to conform the regulations to the new CAA requirements being established.
- First, the legislation makes several changes to ensure that a State or tribal government, or a state or tribal entity that has been delegated authority, after consultation with EPA, is the locus of decisionmaking on exceptional events determinations. The regulatory changes ensure that states and tribes or entities that have been delegated state or tribal authority make all decisions on what air quality data qualifies as an exceptional event, transferring this authority from EPA.
- Second, the legislation retains requirements in current regulations that there must be a clear causal relationship between a measured exceedence of a NAAQS and an exceptional event while imposing requirements for States and tribal governments to document data that has been “flagged” for exclusion as an exceptional event. The legislation also retains current regulatory requirements that require prompt public notification whenever air quality is expected to exceed NAAQS levels, public education efforts to inform individuals how to reduce exposure to elevated levels of NAAQS pollutants and implementation of appropriate measures to protect public health.
- Third, the legislation provides for conforming regulatory changes to incorporate the specification of “natural events” and “high wind events” contained in the legislative changes to the CAA and for transitional provisions for events occurring in 2006 and prior to 2006 and for events occurring in 2007 and thereafter.

Clean Air Act Section 319 – Air Quality Monitoring

(a) In general

After notice and opportunity for public hearing, the Administrator shall promulgate regulations establishing an air quality monitoring system throughout the United States which—

- (1) utilizes uniform air quality monitoring criteria and methodology and measures such air quality according to a uniform air quality index,
- (2) provides for air quality monitoring stations in major urban areas and other appropriate areas throughout the United States to provide monitoring such as will supplement (but not duplicate) air quality monitoring carried out by the States required under any applicable implementation plan,
- (3) provides for daily analysis and reporting of air quality based upon such uniform air quality index, and
- (4) provides for recordkeeping with respect to such monitoring data and for periodic analysis and reporting to the general public by the Administrator with respect to air quality based upon such data.

The operation of such air quality monitoring system may be carried out by the Administrator or by such other departments, agencies, or entities of the Federal Government (including the National Weather Service) as the President may deem appropriate. Any air quality monitoring system required under any applicable implementation plan under section 7410 of this title shall, as soon as practicable following promulgation of regulations under this section, utilize the standard criteria and methodology, and measure air quality according to the standard index, established under such regulations.

(b) Air quality monitoring data influenced by exceptional events

(1) Definition of exceptional event

In this section:

(A) In general

The term “exceptional event” means an event that—

- (i) affects air quality;
- (ii) is not reasonably controllable or preventable;
- (iii) is an event caused by human activity that is unlikely to recur at a particular ~~location or a natural event~~ location, a natural event or a high wind event; and
- ~~(iv) is determined by the Administrator through the process established in the regulations promulgated under paragraph (2) to be an exceptional event.~~ is determined by a State or tribal government, or state or tribal entity that has been delegated authority by the Governor of a state or by a tribal government, after consultation with the Administrator, to be an exceptional event.

~~(B) Exclusions~~

~~In this subsection, the term “exceptional event” does not include—~~

- ~~(i) stagnation of air masses or meteorological inversions;~~
- ~~(ii) a meteorological event involving high temperatures or lack of precipitation; or~~
- ~~(iii) air pollution relating to source noncompliance.~~

(B) Definition

In this subsection –

- (i) the term ‘natural event’ means an event in which human activity plays little or no direct causal role;**
- (ii) the term ‘high wind event’ means an event where particulate matter is raised or transported by high winds.**

(2) Regulations

(A) Proposed regulations

Not later than March 1, 2006, after consultation with Federal land managers and State air pollution control agencies, the Administrator shall publish in the Federal Register proposed regulations governing the review and handling of air quality monitoring data influenced by exceptional events.

(C) Final regulations

Not later than 1 year after the date on which the Administrator publishes proposed regulations under subparagraph (A), and after providing an opportunity for interested persons to make oral presentations of views, data, and arguments regarding the proposed regulations, the Administrator shall promulgate final regulations governing the review and handling or ^[1] air quality monitoring data influenced by an exceptional event that are consistent with paragraph (3).

(3) Principles and requirements

(A) Principles

In promulgating regulations under this section, the Administrator shall follow—

- (i) the principle that protection of public health is the highest priority;
- (ii) the principle that timely information should be provided to the public in any case in which the air quality is unhealthy;
- (iii) the principle that all ambient air quality data should be included in a timely manner, an appropriate Federal air quality database that is accessible to the public;
- (iv) the principle that air quality data should be carefully screened to ensure that events not likely to recur are represented accurately in all monitoring data and analyses.

(B) Requirements

Regulations promulgated under this section shall, at a minimum, provide that—

- (i) the occurrence of an exceptional event must be demonstrated by reliable, accurate data that is promptly produced and provided by Federal, State, or local government agencies;
- (ii) a clear causal relationship must exist between the measured exceedances of a national ambient air quality standard and the exceptional event to demonstrate that the exceptional event caused a specific air pollution concentration at a particular air quality monitoring location;
- (iii) there is a public process for determining whether an event is exceptional; ~~and~~
- ~~(iv) — there are criteria and procedures for the Governor of a State to petition the Administrator to exclude air quality monitoring data that is directly due to exceptional events from use in determinations by the Administrator with respect to exceedances or violations of the national ambient air quality standards.~~

~~**(4) Interim provision**~~

~~—Until the effective date of a regulation promulgated under paragraph (2), the following guidance issued by the Administrator shall continue to apply:~~

- ~~(A) Guidance on the identification and use of air quality data affected by exceptional events (July 1986).~~
 - ~~(B) Areas affected by PM-10 natural events, May 30, 1996.~~
 - ~~(C) Appendices I, K, and N to part 50 of title 40, Code of Federal Regulations.~~
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

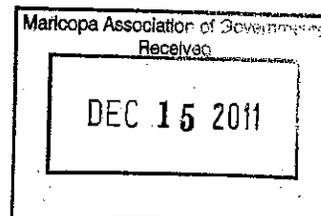
75 Hawthorne Street

San Francisco, CA 94105-3901

OFFICE OF THE
REGIONAL ADMINISTRATOR

DEC 09 2011

The Honorable Janice Brewer
State of Arizona
1700 West Washington
Phoenix, Arizona 85007



Dear Governor Brewer:

Thank you for your recommendations dated March 12, 2009 and December 1, 2011 on air quality designations for the revised 2008 National Ambient Air Quality Standards for ozone throughout Arizona. I appreciate the information Arizona shared with the U.S. Environmental Protection Agency as we move forward to improve ozone air quality. The purpose of this letter is to notify you of the U.S. Environmental Protection Agency's preliminary decision to designate the Phoenix area of Arizona as nonattainment for the revised 2008 ozone NAAQS, according to your recommendations, and to inform you of our approach for completing the designations for the revised ozone NAAQS.

On March 12, 2008, the EPA revised its NAAQS for ground-level ozone to provide increased protection of public health and the environment. The EPA lowered the primary 8-hour ozone standard from 0.08 parts per million (ppm) to 0.075 ppm to protect against health effects associated with ozone exposure, including a range of serious respiratory illnesses and increased premature death from heart or lung disease. The EPA revised the secondary 8-hour ozone standard, making it identical to the primary standard, to protect against welfare effects, including impacts on sensitive vegetation and forested ecosystems.

History shows us that better health and cleaner air go hand-in-hand with economic growth. Working closely with the states and tribes, the EPA is implementing the standards using a common sense approach that improves air quality and minimizes the burden on state and local governments. As part of this routine process, EPA is working with the states to identify areas in the country that meet the standards and those that need to take steps to reduce ozone pollution. Within one year after a new or revised air quality standard is established, the Clean Air Act requires the Governor of each state to submit to the EPA a list of all areas in the state, with recommendations for whether each area meets the standard.

As a first step in implementing the 2008 ozone standards, the EPA asked states to submit their designation recommendations, including appropriate area boundaries, by March 12, 2009. In September 2009, the EPA announced it was reconsidering the 2008 ozone standards. The EPA later took steps to delay the designation process for the 2008 ozone standards pending outcome of the reconsideration. However, in September 2011, the Office of Management and Budget returned to EPA the draft final rule addressing the reconsideration of the 2008 standards. On September 22, 2011, the EPA restarted the implementation effort by issuing a memorandum to clarify for state and local agencies the status of the 2008 ozone standards and to outline plans for moving forward to implement them. The EPA indicated that it would proceed with initial area designations for the 2008 standards, and planned to use the recommendations states made in 2009 as updated by the most current, certified air quality data from 2008-2010. While the EPA did not request that

states submit updated designation recommendations, the EPA provided the opportunity for states to do so. Thank you for the December 1, 2011 updated designation recommendation from Arizona based on the assessment of 2008-2010 air quality data.

As required by the Clean Air Act, the EPA will designate an area as nonattainment if it is violating the 2008 ozone standards or contributing to a violation of the standards in a nearby area. Consistent with designations for previous ozone standards, the EPA intends to designate an area as unclassifiable/attainment if there are certified, quality-assured air quality monitoring data showing the area is meeting the ozone standards or there are no monitoring data for the area, and the EPA has not made a determination that the area is contributing to a violation in a nearby area.

After considering Arizona's December 1, 2011 ozone designation recommendations, which were based on 2008-2010 air quality data, as well as other relevant technical information, the EPA intends to support Arizona's recommended area designation and boundary for Phoenix-Mesa. The enclosed Technical Support Document provides a detailed analysis to support our preliminary decisions. The EPA intends to designate all other areas of the state as unclassifiable/attainment.

The EPA will continue to work with state officials regarding the appropriate boundary for the Phoenix-Mesa nonattainment area in Arizona. If Arizona has additional information that you would like the EPA to consider, please submit it to us by February 29, 2012. The EPA will also make its preliminary designation decisions and supporting documentation available to the general public for review and comment. We will be announcing a 30-day public comment period shortly in the *Federal Register*. After considering additional information we receive, the EPA plans to promulgate final ozone designations in the spring of 2012.

The EPA is committed to working with the states and tribes to share the responsibility of reducing ozone air pollution. Current and upcoming federal standards and safeguards, including pollution reduction rules for power plants, vehicles and fuels, will assure steady progress to reduce ozone-forming pollution and will protect public health in communities across the country. We look forward to a continued dialogue with you and your staff as we work together to implement the 2008 ozone standards. Should you have any questions, please do not hesitate to contact me or Amy Zimpfer, Associate Director, Air Division, of my staff at 415-947-4146 or zimpfer.amy@epa.gov.

Sincerely,



Jared Blumenfeld

Enclosure

cc: Henry Darwin, Director, Arizona Department of Environmental Quality
Eric Massey, Director, Air Quality Division, Arizona Department of Environmental Quality
Nancy Wrona, Policy Advisor, Arizona Department of Environmental Quality
Donald P. Gabrielson, Director, Pinal County Air Quality Control District
William Wiley, Director, Maricopa County Air Quality Department
Dennis Smith, Executive Director, Maricopa Association of Governments

cc: (without enclosure)

Clinton Pattea, President, Fort McDowell Yavapai Nation
Mark Frank, Environmental Specialist, Fort McDowell Yavapai Nation
Diane Enos, President, Salt River Pima-Maricopa Indian Community
Daniel Daggett, Acting ENPR Manager, Salt River Pima-Maricopa Indian Community
Ned Norris, Jr., Chairperson, Tohono O'odham Nation of Arizona
Lorinda Sam, Environmental Supervisor, Tohono O'odham Nation of Arizona

cc: (via electronic correspondence)

Gina McCarthy, Assistant Administrator for Air and Radiation
Stephen D. Page, Director, Office of Air Quality Planning and Standards

Technical Support Document for 2008 Ozone NAAQS Designations

Arizona Area Designations for the 2008 Ozone National Ambient Air Quality Standards

The table below identifies the areas and associated counties or parts of counties in Arizona that EPA intends to designate as nonattainment for the 2008 ozone national ambient air quality standards (2008 NAAQS). In accordance with section 107(d) of the Clean Air Act, EPA must designate an area “nonattainment” if it is violating the 2008 ozone NAAQS or if it is contributing to a violation of the 2008 ozone NAAQS in a nearby area. The technical analyses supporting the boundaries for the individual nonattainment areas are provided below.

Intended Nonattainment Areas in Arizona

Area	Arizona’s Recommended Nonattainment Counties	EPA’s Intended Nonattainment Counties
Phoenix-Mesa*	Maricopa County (partial) Pinal County (partial)	Maricopa County (partial) Pinal County (partial)

*The intended Phoenix-Mesa area includes areas of Indian country. Table 1 below identifies the areas of Indian country that EPA intends to designate as part of the nonattainment area.

Designation of a state area may also affect Indian country. Areas of Indian country are located within the boundaries of the counties EPA intends to include as the Phoenix-Mesa nonattainment area. Designation of areas of Indian country is discussed further in the following technical analysis.

EPA intends to designate the remaining counties, portions of counties, and areas of Indian country in Arizona that are not listed in the table above as “unclassifiable/attainment” for the 2008 ozone NAAQS.

The analysis below provides the basis for intended nonattainment area boundaries. It relies on our analysis of which monitors are violating the 2008 ozone NAAQS, based on certified air quality monitoring data from 2008-2010, and an evaluation of whether nearby areas are contributing to such violations. EPA has evaluated contributions from nearby areas based on a weight of evidence analysis considering the factors identified below. EPA issued guidance on December 4, 2008 that identified these factors as ones EPA would consider in determining nonattainment area boundaries and recommended that states consider these factors in making their designations recommendations to EPA¹:

1. Air quality data (including the design value calculated for each federal reference method (FRM) or federal equivalent method (FEM) monitor in the area);
2. Emissions and emissions-related data (including location of sources and population, amount of emissions and emissions controls, and urban growth patterns);
3. Meteorology (weather/transport patterns);
4. Geography and topography (mountain ranges or other basin boundaries); and
5. Jurisdictional boundaries (e.g., counties, air districts, existing nonattainment areas, Indian country, metropolitan planning organizations (MPOs)).

¹ The December 4, 2008 guidance memorandum “Area Designations for the 2008 Revised Ozone National Ambient Air Quality Standards” refers to 9 factors. In this technical support document we have grouped the emissions-related factors together under the heading of “Emissions and Emissions-Related Data,” which results in 5 categories of factors.

Ground-level ozone generally is not emitted directly into the air, but is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. Because NO_x and VOC emissions from a broad range of sources over a wide area typically contribute to violations of the ozone standards, EPA believes it is important to consider whether there are contributing emissions from a broad geographic area. Accordingly, EPA chose to examine the 5 factors with respect to the larger of the Combined Statistical Area (CSA) or Core Based Statistical Area (CBSA) associated with the violating monitor(s).² All data and information used by EPA in this evaluation are the latest available to EPA and/or the latest information provided to EPA by states or tribes.

In EPA's designations guidance for the 2008 ozone NAAQS, EPA recommended examining CSA/CBSAs because certain factors used to establish CSAs and CBSAs are similar to the factors EPA is using in this technical analysis to determine if a nearby area is contributing to a violation of the 2008 ozone NAAQS. Congress required a similar approach in 1990 for areas classified as serious or above for the 1-hour ozone standard and EPA used the same basic approach in the designation process for the 1997 ozone NAAQS. Where a violating monitor is not located in a CSA or CBSA, EPA's guidance recommended using the boundary of the county containing the violating monitor as the starting point for considering the nonattainment area's boundary. Phoenix-Mesa-Glendale is defined by the Office of Management and Budget (OMB) as a metropolitan statistical area (MSA) and is comprised solely of Maricopa and Pinal Counties. The Phoenix-Mesa-Glendale MSA is not part of a larger CSA or CBSA.

Technical Analysis for Phoenix-Mesa

Figure 1 is a map of the existing Phoenix-Mesa nonattainment area. The map provides other relevant information including the locations and design values of air quality monitors, county names and boundaries, and indicates EPA's intended nonattainment designation. Also shown is the boundary of the existing area that is designated nonattainment. See Map 1 in Appendix 1 (also included in Factor 1 below) for a detailed map of the partial county boundaries that EPA intends to use for the nonattainment area boundary.

² Lists of CBSAs and CSAs and their geographic components are provided at www.census.gov/population/www/metroareas/metrodef.html. The lists are periodically updated by the Office of Management and Budget. EPA used the most recent update, based on 2008 population estimates, issued on December 1, 2009 (OMB Bulletin No. 10-02).

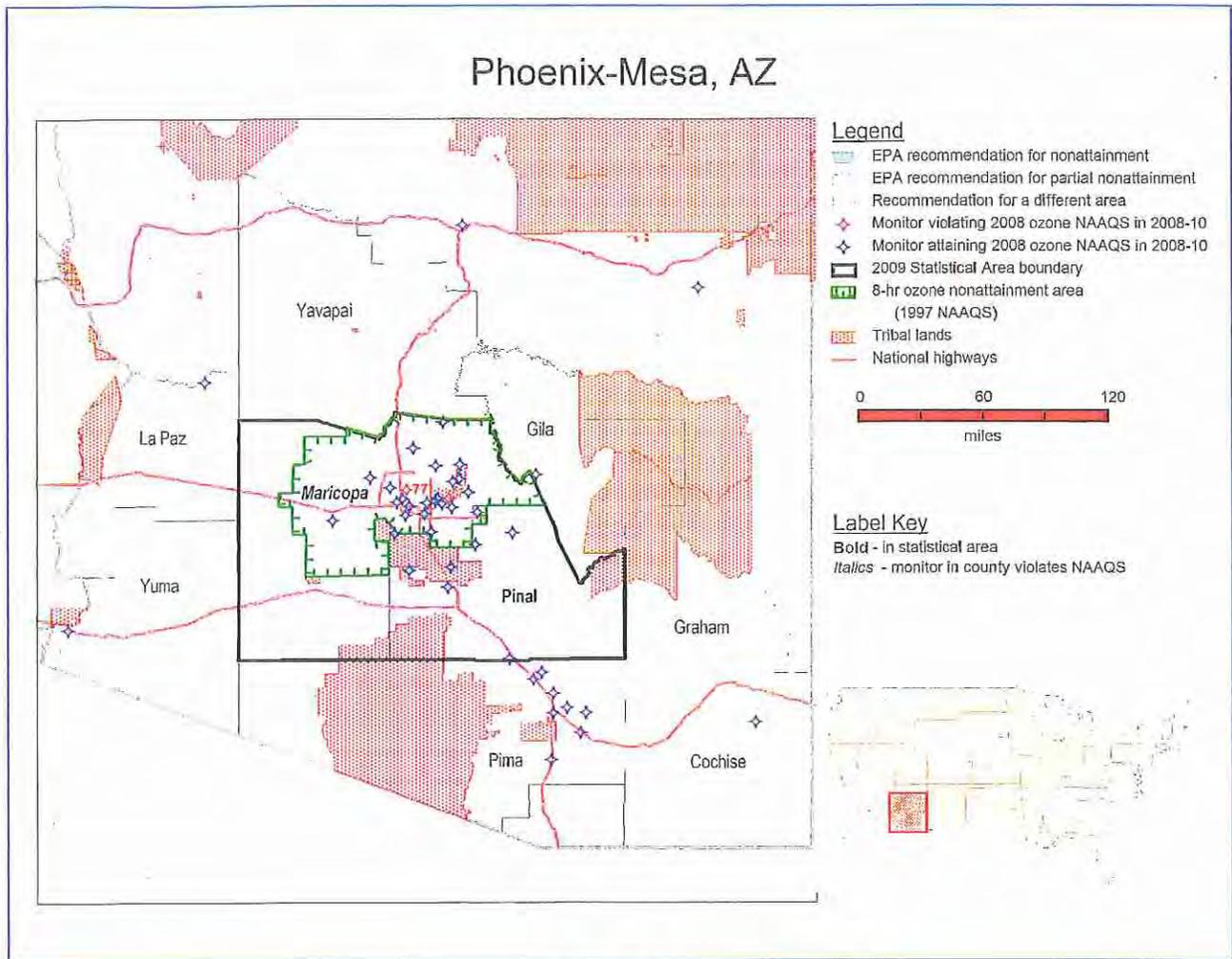


Figure 1

For purposes of the 1997 8-hour ozone NAAQS, portions of Maricopa and Pinal Counties were designated nonattainment. Pinal County was not included in the nonattainment area for the 1-hour ozone NAAQS. However, for the 1997 8-hour ozone NAAQS, EPA designated an area that included the 1-hour nonattainment area and added Apache Junction, a portion of Pinal County. This small city was part of the Phoenix PM₁₀ (particulate matter greater than 10 micrometers) nonattainment area. The Apache Junction portion of Pinal County was added to the Phoenix 1997 8-hour ozone nonattainment area partly because of its PM₁₀ nonattainment status, and partly because its population is associated with the greater Phoenix metropolitan area.

In March 2009, Arizona recommended that the same two partial counties, Maricopa and Pinal, be designated as “nonattainment” for the 2008 ozone NAAQS based on air quality data from 2006-2008, and additionally recommended extending the nonattainment boundaries at two locations in Maricopa County, and one location in Pinal County (letter from Janice Brewer, Governor, State of Arizona, to Laura Yoshii, Acting Regional Administrator, U.S. EPA Region IX, March 12, 2009 (hereafter, “ADEQ 2009 Recommendations”). ADEQ updated its 2009 recommendation on December 1, 2011 based on air quality data from 2008-2010 and preliminary data for 2009-2011. In its updated recommendation, the state continued to recommend extending the nonattainment boundary in two locations in Maricopa County, but withdrew its previous recommendation to extend the nonattainment boundary in Pinal County (letter from Henry R. Darwin, Director, Arizona Department of Environmental Quality, to Jared

Blumenfeld, Regional Administrator, U.S. EPA Region IX, December 1, 2011 (hereafter, “ADEQ 2011 Recommendations”). The 2009 and 2011 recommendations are based on data from Federal Equivalent Method (FEM) monitors sited and operated in accordance with 40 CFR Part 58.

In March 2009, the Gila River Indian Community recommended that portions of Gila River lands in Maricopa and Pinal Counties be designated as “attainment” for the 2008 ozone NAAQS (letter from William Rhodes, Governor, Gila River Indian Community, to Laura Yoshii, Acting Regional Administrator, U.S. EPA Region IX, March 11, 2009).

In March 2009, the Salt River Pima-Maricopa Indian Community recommended that portions of Salt River lands in Maricopa County be designated as “attainment/unclassifiable” for the 2008 ozone NAAQS (letter from Martin Harvier, Vice President, Salt River Pima-Maricopa Indian Community, to Laura Yoshii, Acting Regional Administrator, U.S. EPA Region IX, March 9, 2009).

In March 2009, the Tohono O’odham Nation of Arizona recommended that portions of Tohono O’odham lands in Maricopa, Pinal, and Pima Counties be designated as “attainment/unclassifiable” for the 2008 ozone NAAQS (letter from Ned Norris, Chairman, Tohono O’odham Nation, to Laura Yoshii, Acting Regional Administrator, U.S. EPA Region IX, March 11, 2009).

After considering these recommendations and based on EPA's technical analysis described below, EPA intends to designate two partial counties in Arizona and areas of Indian country (identified in Table 1 below) as “nonattainment” for the 2008 ozone NAAQS as the Phoenix-Mesa multi-jurisdictional nonattainment area.

Table 1. State’s and Tribe’s Recommended and EPA’s Intended Designated Nonattainment Counties or Areas of Indian country for Phoenix-Mesa.

Phoenix-Mesa	State and Tribe-Recommended Nonattainment Counties or Areas of Indian country	EPA Intended Nonattainment Counties or Areas of Indian country
Maricopa County	Maricopa County (p)	Maricopa County (p)
Pinal County	Pinal County (p)	Pinal County (p)
Fort McDowell Yavapai Nation	N/A ¹	Fort McDowell Yavapai Nation
Salt River Pima-Maricopa Indian Community	Attainment/unclassifiable	Salt River Pima-Maricopa Indian Community
Tohono O'odham Nation of Arizona ²	Attainment/unclassifiable	Tohono O'odham Nation of Arizona (p)

p = partial

EPA intended modifications to state or tribe recommendations are shown in **bold**.

¹ Tribe did not submit a recommendation.

² Tohono O’odham has non-contiguous land in the intended Phoenix-Mesa nonattainment area, in the intended attainment area portions of Pinal County and the intended attainment area of Pima County. Non-contiguous lands of Tohono O’odham will designated with the surrounding areas. This technical analysis addresses only those areas of Indian country within the intended Phoenix-Mesa nonattainment area.

Factor Assessment

Factor 1: Air Quality Data

For this factor, we considered 8-hour ozone design values in parts per million (ppm) for air quality monitors in counties in the existing 1997 8-hour ozone Phoenix-Mesa nonattainment area, based on data from the 2008-2010 period (i.e., the 2010 design value, or DV), which are the most recent years with fully-certified air quality data. A monitor's DV is the metric or statistic that indicates whether that monitor attains a specified air quality standard. The 2008 ozone NAAQS are met at a monitor when the annual fourth-highest daily maximum 8-hour average concentration, averaged over 3 years, is 0.075 ppm (75 parts per billion (ppb)) or less. A DV is only valid if minimum data completeness criteria are met. See 40 CFR part 50 Appendix P. Where several monitors are located in a county (or a designated nonattainment area or maintenance area), the DV for the county or area is determined by the monitor with the highest level.

[Note: Monitors that are eligible for providing design value data generally include State and Local Air Monitoring Stations (SLAMS) that are sited in accordance with 40 CFR Part 58, Appendix D (Section 4.1) and operating with a federal reference method (FRM) or federal equivalent method (FEM) monitor that meets the requirements of 40 CFR part 58, appendix A. All data from a special purpose monitor (SPM) using an FRM or FEM which has operated for more than 24 months is eligible for comparison to the NAAQS unless the monitoring agency demonstrates that the data came from a particular period during which the requirements of appendix A (quality assurance requirements) or appendix E (probe and monitoring path siting criteria) were not met.]

The existing Phoenix-Mesa nonattainment area for the 1997 ozone NAAQS comprises the central portion of Maricopa County and a small portion of northern Pinal County (see Map 1a in Appendix 2). The 2010 DVs for the ozone NAAQS for counties in the existing Phoenix-Mesa nonattainment area are shown in Table 2.

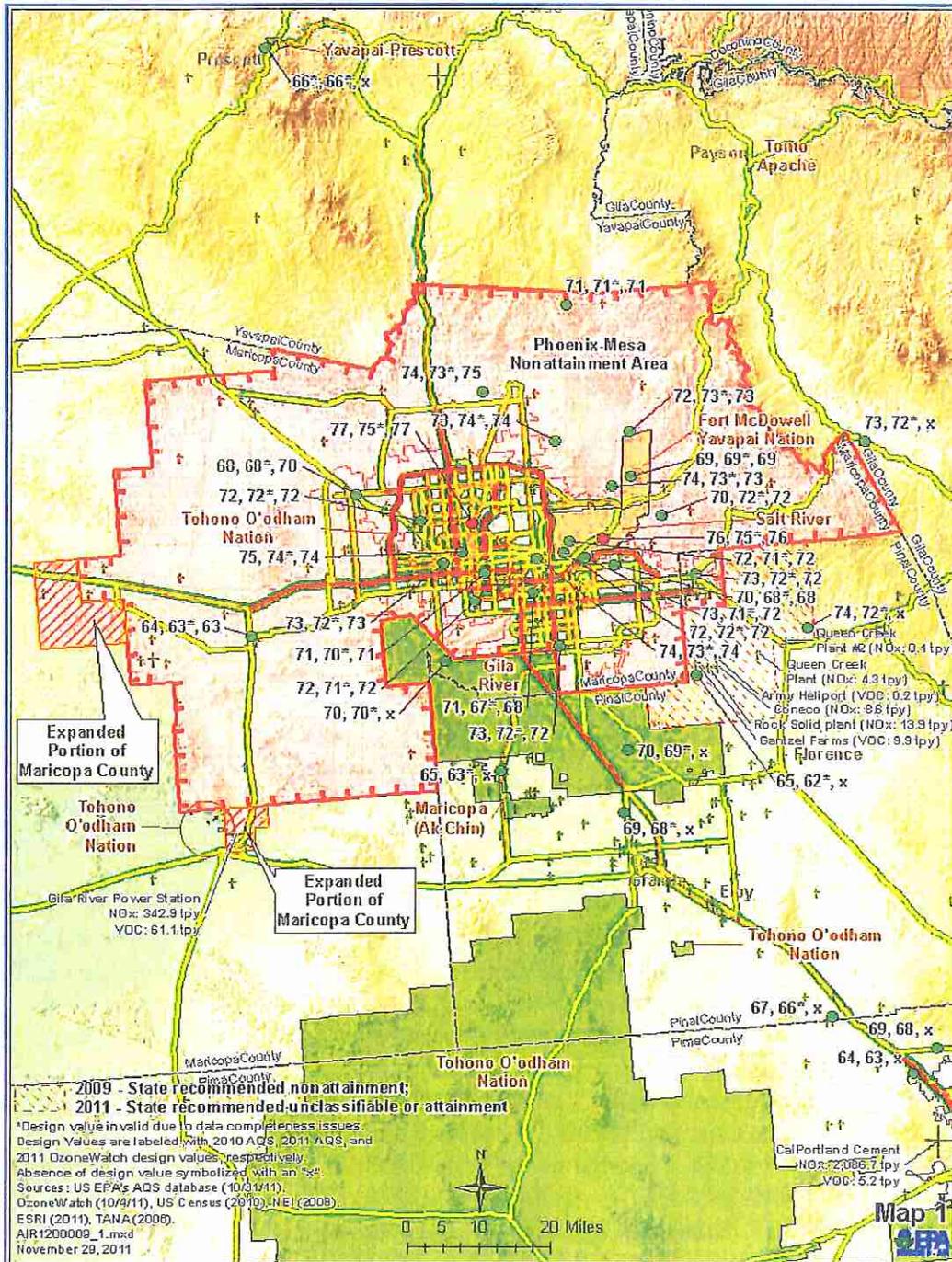
Table 2. Air Quality Data.

County	State Recommended Nonattainment?	2008-2010 Design Value (parts per billion)
Maricopa, AZ	Yes (partial)	77
Pinal, AZ	Yes (partial)	74

Ozone monitors relevant for comparison to the NAAQS and information from additional data sources within the existing Phoenix-Mesa nonattainment area and the surrounding area are shown in Appendix 1, Map 1 (also inserted below). Arizona's ozone season encompasses the entire year, but some ozone monitors in the existing Phoenix-Mesa nonattainment area have been approved to operate on a seasonal schedule per 40 CFR part 58, Appendix D, section 4.1(i). Certified, quality assured data are available in EPA's Air Quality System (AQS) for all areas through calendar year 2010. The Appendix 1 map includes preliminary 2011 DVs for the existing Phoenix-Mesa nonattainment area for informational purposes only. For each monitor, Appendix 1 lists the monitor, the 2008-2010 DV (certified and quality assured in AQS), the preliminary 2009-2011 DV (as available in AQS as of October 31, 2011), and a preliminary 2009-2011 DV using 2011 data from OzoneWatch³. Absence of a DV is symbolized with an "x".

³ The preliminary 2009-2011 design values indicated by OzoneWatch are based on AQS ozone data from 2009, 2010, and 2011, supplemented with 2011 data reported to AirNow (<http://airnow.gov/>) on days for which no data currently exist in the

Appendix 3 lists the DVs for monitors in the existing Phoenix-Mesa nonattainment area. Monitors shown in bold are the DV monitors (i.e., the monitor with the highest DV) for each individual county. Monitors shown in red font are the DV monitor for the nonattainment area. Values with an asterisk do not meet data completeness, and therefore those DVs are not relevant for comparison to the NAAQS and are solely provided for informational purposes.



From Appendix 1, Map 1: For map legend describing monitors, emissions, traffic, population, and boundaries, see Appendix 1

AQS database. 2009 and 2010 AQS data were retrieved on July 20, 2011; 2011 AQS and AirNow data were compiled on October 4, 2011. Ultimately, attainment of the 8-hour ozone NAAQS will be determined entirely from data in AQS.

Monitors in Maricopa County show a violation of the 2008 8-hour ozone standard based on 2008-2010 data. These violating monitors are located within the portion of Maricopa County that was included as part of the designated nonattainment area for the 1997 ozone standard. Since the county contains violating monitors, Factor 1 supports including Maricopa County, in whole or in part, in the intended Phoenix-Mesa nonattainment area. A county (or partial county) must also be designated nonattainment if it contributes to a violation in a nearby area. Each county without a violating monitor that is located near a county with a violating monitor has been evaluated based on the weight of evidence of the five factors and other relevant information to determine whether it contributes to the nearby violation (see Factor 2 discussion, below). In addition, we evaluate those factors to determine whether to include all of Maricopa County or just a part within the designated nonattainment area.

Factor 2: Emissions and Emissions-Related Data

EPA evaluated emissions of ozone precursors, nitrogen oxides (NO_x) and volatile organic compounds (VOC), and other emissions-related data that provide information on areas contributing to violating monitors.

Emissions data

EPA evaluated county-level emission data for NO_x and VOC derived from the 2008 National Emissions Inventory (NEI), version 1.5. This is the most recently available NEI (see <http://www.epa.gov/ttn/chief/net/2008inventory.html>). Emissions in a nearby area indicate the potential for the area to contribute to observed violations. We will also consider any additional information we receive on changes to emissions levels that are not reflected in recent inventories. These changes include emissions reductions due to permanent and enforceable emissions controls that will be in place before final designations are issued and emissions increases due to new sources.

Table 3 shows emissions of NO_x and VOC (given in tons per year) for Maricopa and Pinal Counties.

Table 3. Total 2008 NO_x and VOC Emissions.

County	State Recommended Nonattainment?	NO _x (tpy)	VOC (tpy)
Maricopa, AZ	Yes (partial)	89,020	90,615
Pinal, AZ	Yes (partial)	11,668	11,531
Areawide:		100,688	102,146

Maricopa and Pinal Counties, with an area of approximately 9,200 square miles and 5,366 square miles, respectively, are among the largest counties in the nation, and, aside from the urban core, are comprised entirely of desert terrain. Emissions of ozone precursors shown in Table 2 represent emissions from the entire counties of Maricopa and Pinal, not just the portions of those counties recommended by the state for inclusion in the Phoenix-Mesa nonattainment area. Emissions of NO_x and VOC from Maricopa County are nearly eight times larger than NO_x and VOC emissions from Pinal County. Most of the stationary source emissions of ozone precursors are located in the center of the state-recommended nonattainment area (see Map 1 of Appendix 1), with additional stationary sources scattered in the western portion of the state-recommended nonattainment area of Maricopa County, and fewer stationary sources in the eastern and northern portions of the state-recommended nonattainment area of Maricopa County. Additional stationary sources are located in the small section of Pinal County that is included in the existing Phoenix-Mesa 1997 ozone nonattainment area. Numerous stationary sources are located in Pinal County outside of EPA's intended boundary for the Phoenix-Mesa nonattainment area, but are

widely scattered and generally located near roadways. In 2009, the state recommended expanding the existing ozone nonattainment area in the southwest portion of the area, in order to include the Gila River Power Station (see Map 1 of Appendix 1). Additionally, the state recommended extending the western boundary of the nonattainment area farther west into Maricopa County by 5 - 10 miles. This expansion incorporates a small (less than 100 tpy) power plant. In its updated recommendation submitted to EPA on December 1, 2011, the state continued to recommend extending the nonattainment boundary to incorporate these two areas of Maricopa County.

In 2009, the state had also recommended that the existing 1997 ozone nonattainment boundary be extended to the southeast to incorporate a larger portion of Pinal County. In 2011, the state's updated recommendation excluded this area. Several small (less than 15 tpy of NO_x or VOC) stationary sources of ozone precursor emissions are located in this area of Pinal County (see Map 1 of Appendix 1). These sources are more widely distributed geographically compared to the small portion of Pinal County that is part of the existing 1997 ozone nonattainment area.

In its February 2009 redesignation request and maintenance plan for the 1997 8-hour ozone NAAQS, the state provided information on the proportion of point source emissions from the entire county of Maricopa County compared to the those from the existing (for the 1997 ozone NAAQS) ozone nonattainment area⁴. Based on its 2005 periodic emission inventory, the state determined that the existing ozone nonattainment area, comprised of portions of Maricopa and Pinal counties, captured the majority of point sources of emissions from Maricopa County – the county that contributes dominantly to total emissions from Maricopa and Pinal counties (see Table 3). For 2005, the existing ozone nonattainment area represented 99% of VOC emissions from Maricopa County, and nearly 87% of NO_x emissions from Maricopa County. The state's recommendation to expand the Maricopa County portion of the nonattainment area to encompass new sources of ozone precursor emissions to the west and southwest of the existing nonattainment area should continue to ensure that relevant emissions sources are included in the nonattainment area designation.

Population density and degree of urbanization

EPA evaluated the population and vehicle use characteristics and trends of the area as indicators of the probable location and magnitude of non-point source emissions. These include ozone-creating emissions from on-road and off-road vehicles and engines, consumer products, residential fuel combustion, and consumer services. Areas of dense population or commercial development are an indicator of area source and mobile source NO_x and VOC emissions, which contribute to ozone formation. Rapid population or growth in vehicle miles traveled (VMT) (see below) in a county on the urban perimeter signifies increasing integration with the core urban area, and indicates that it may be appropriate to include the area associated with area source and mobile source emissions as part of the nonattainment area. Table 4 shows the population, population density, and population growth information for Maricopa and Pinal Counties.

⁴ See March 23, 2009 submittal of the 8-hour ozone redesignation request and maintenance plan for the Maricopa nonattainment area from Patrick Cunningham, Acting Director, ADEQ to Laura Yoshii, Acting Regional Administrator, EPA Region IX.

Table 4. Population and Growth.

County	State Recommended Nonattainment?	2010 Population	2010 Population Density (1000 pop/sq mi)	Absolute change in population (2000-2010)	Population % change (2000-2010)
Maricopa, AZ	Yes (partial)	3,817,117	0.41	719,617	+23%
Pinal, AZ	Yes (partial)	375,770	0.07	194,494	+107%
Areawide:		4,192,887	0.29	914,111	+28%

Sources: U.S. Census Bureau population estimates for 2010 as of August 4, 2011

(http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_PL_GCTPL2.STO5&prodType=table)

Population information shown in Table 4 represents all of Maricopa and Pinal Counties, not just the portions of those counties recommended by the state for inclusion in the 2008 ozone Phoenix-Mesa nonattainment area. Similar to the stationary source emissions of ozone precursors, the population of Maricopa County is substantially larger and denser than Pinal County. Although the percent change in population over 2000-2010 in Pinal County was very large (107%), its absolute change in population was still much smaller than Maricopa County's – less than a third. The largest population centers are located in Maricopa County (see Map 1a in Appendix 2). The eastern portion of the Phoenix metropolitan area extends into the Apache Junction portion of Pinal County and is included in the existing nonattainment area, as well as the state's recommended nonattainment area. Aside from the urbanized Phoenix area, the rest of both Maricopa and Pinal Counties are sparsely populated. The portion of Pinal County, which was included in the state's 2009 recommendation but excluded in the 2011 recommendation, contains a few population centers, but is generally more sparsely populated compared to Apache Junction, the portion of Pinal County that is part of the existing 1997 ozone nonattainment area.

In its February 2009 redesignation request and maintenance plan for the 1997 8-hour ozone NAAQS, the state also provided information on populations within the existing 1997 ozone nonattainment area and Maricopa County – the county that contributes dominantly to total emissions from Maricopa and Pinal Counties. Based on 2004 demographic data, the resident and non-resident populations within the existing ozone nonattainment area were 100.52% and 109.09% of the resident and non-resident populations of Maricopa County, respectively. Therefore, in 2004, the population of the existing 1997 ozone nonattainment area (consisting of portions of Maricopa and Pinal Counties) was greater than the population of Maricopa County.

Traffic (VMT) data

EPA evaluated the commuting patterns of residents in the area, as well as the total VMT for each county. In combination with the population/population density data and the location of main transportation arteries (see above), this information helps identify the probable location of non-point source emissions. A county with high VMT is generally an integral part of an urban area and indicates the presence of motor vehicle emissions that may contribute to ozone formation and nonattainment in the area. Rapid population or VMT growth in a county on the urban perimeter signifies increasing integration with the core urban area, and indicates that the associated area source and mobile source emissions may be appropriate to include in the nonattainment area. Table 5 shows total 2008 VMT for Maricopa and Pinal Counties.

Table 5. Traffic (VMT) data.

County	State Recommended Nonattainment?	2008 VMT* (million miles)
Maricopa, AZ	Yes (partial)	33,393
Pinal, AZ	Yes (partial)	3,972
Areawide:		37,365

*MOBILE model VMTs are those inputs into the NEI version 1.5.

The total 2008 VMT in Maricopa County was over 8 times higher than the 2008 VMT in Pinal County. The highest non-truck traffic volume occurs within the population centers located in the Maricopa County portion of the nonattainment area, with some heavy traffic on roads that run south, north, and to a lesser extent, west from the population centers (see Map 1 of Appendix 1).

Factor 3: Meteorology (weather/transport patterns)

EPA evaluated available meteorological data to help determine how meteorological conditions, such as weather, transport patterns and stagnation conditions would affect the fate and transport of precursor emissions contributing to ozone formation.

Maricopa and Pinal Counties lie in a hot desert area of Arizona, where summer temperatures regularly exceed 100 degrees F. In the absence of the strong winds associated with summer storms that sometimes occur in the area, the high temperatures are conducive to ozone formation. ADEQ has described the basic flow pattern that results in “sloshing” of pollutant towards the west, and then later in the day back toward the east:

“The mountain-valley flow defines the daily surface wind patterns in the Phoenix area in the absence of synoptic weather systems with associated cold fronts. As a result, Phoenix has a typical diurnal wind pattern that exists nearly year-round due to its geographical position within the valley. ... When the sun rises over the Superstitions in the east, the east-facing mountains in the west valley such as the White Tank Mountains begin to heat up. As the morning progresses, an energy imbalance is created where the warmer air over the White Tank Mountains rises while the cooler air over the east mountains such as the Superstition mountains sinks. This causes the surface winds across the valley to move from east to west.... By about 2 p.m., the mountains in the east part of the valley have more direct sunlight than the west. This imbalance in energy leads to a shift in surface winds from out of the west during the afternoon period. As the sun goes down, equal cooling takes place and winds decrease to nearly calm.”⁵

While the mountains to east and west provide partial barriers to transport of pollutants in certain directions (especially the northeast), they do not form a closed basin. There is opportunity for emissions from outside the immediate metropolitan Phoenix area to contribute to ozone formation. “Wind patterns in Phoenix suggest that ozone and ozone precursors can be transported in the morning from the far west and southern portions of the valley and impact monitors in the Phoenix valley.”⁶ In recognition of this, the state recommended extending the boundaries of the previous ozone nonattainment area. The recommendation included several new point sources to the west and southwest, as discussed above under Factor 2.

⁵ ADEQ 2009 Recommendations, p.44-45

⁶ ADEQ 2009 Recommendations, p.42

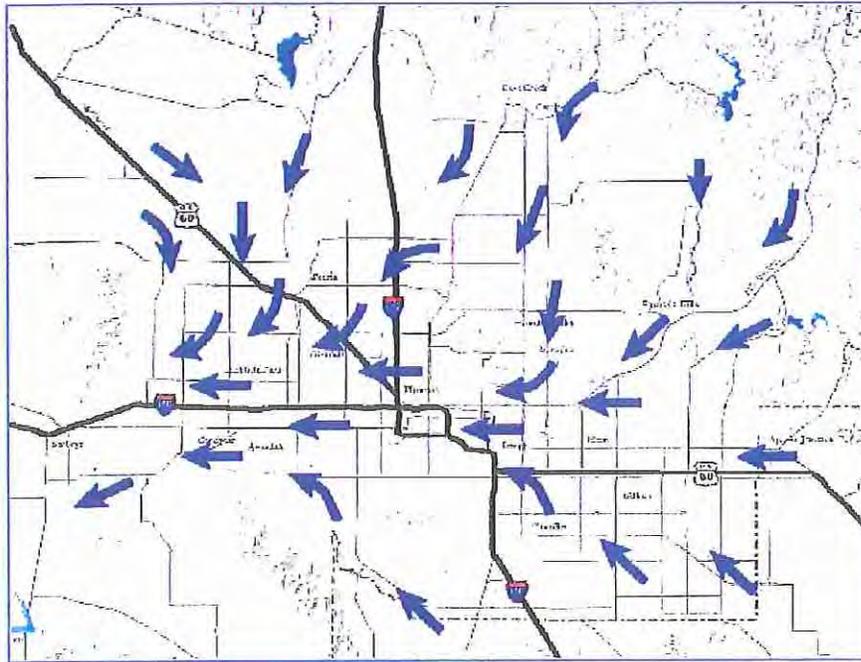


Figure 2

Source: ADEQ 2009 Recommendations, p.54 Figure III.36: “High mountain slopes to the west of Phoenix are heated in the morning and surface air is drawn towards the west.”

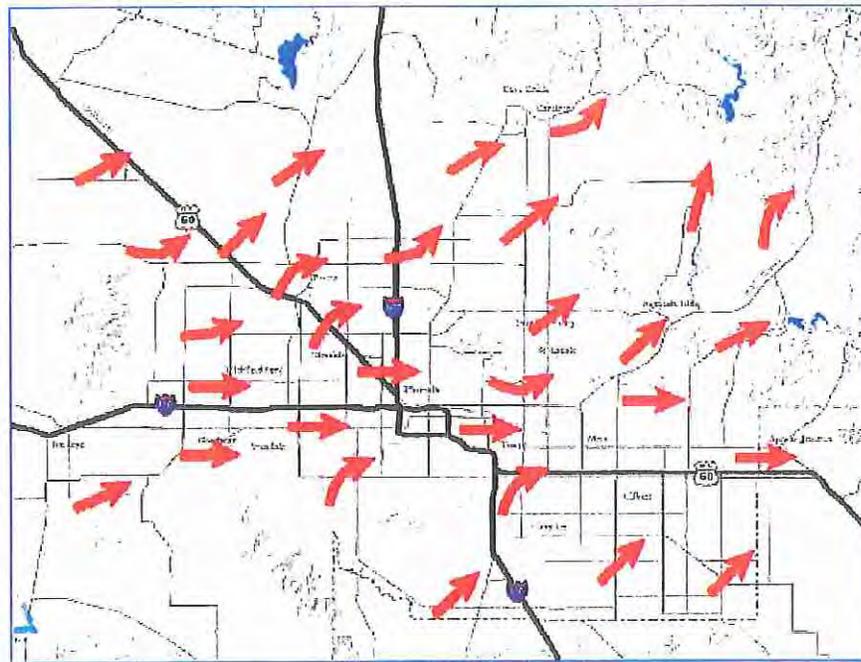


Figure 3

Source: ADEQ 2009 Recommendations, p.54 Figure III.37: “High mountain slopes to the east of Phoenix are heated in the late afternoon and surface air is drawn towards the east.”

The west-east flow pattern is generally consistent with the 30-year average of National Weather Service summer wind direction frequencies computed by EPA, as shown in the “radar”-style wind rose diagram below (Figure 4).

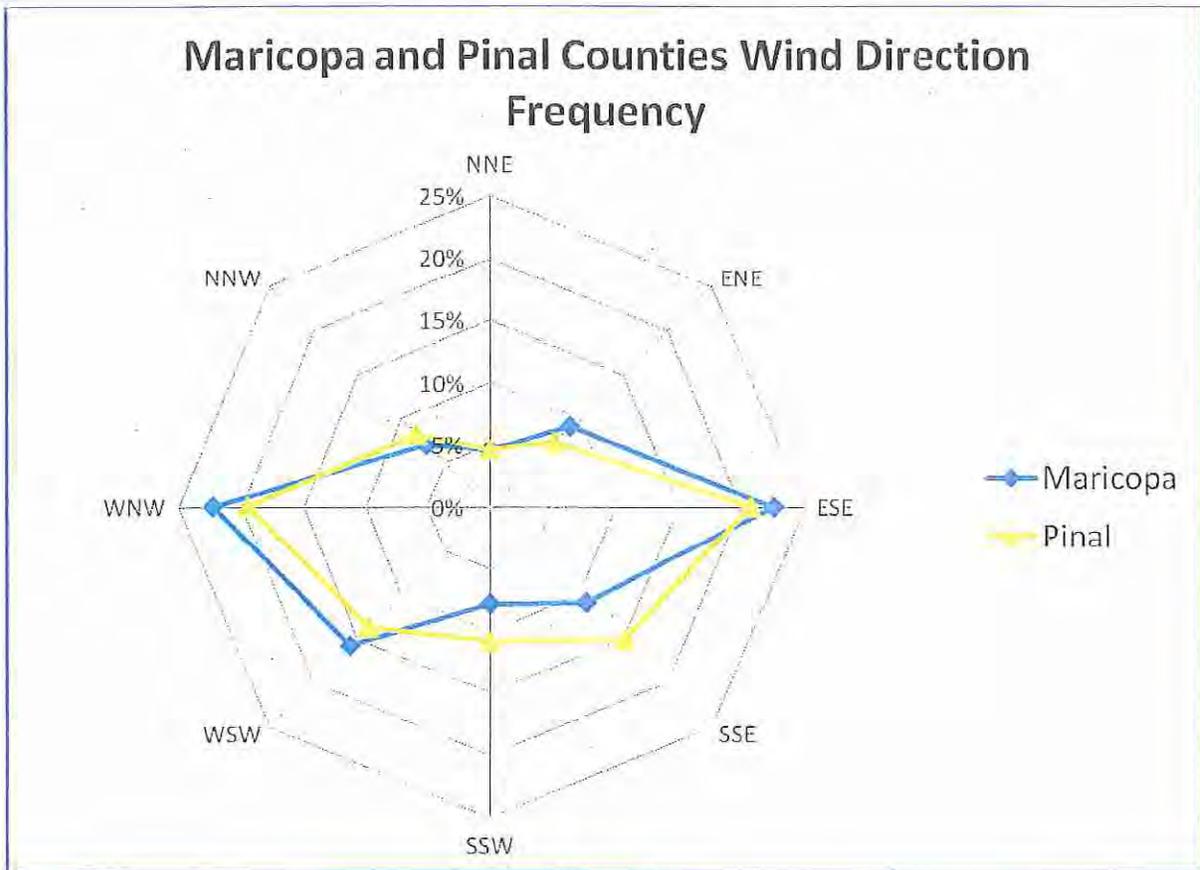


Figure 4

Factor 4: Geography/topography (mountain ranges or other air basin boundaries)

The geography/topography analysis evaluates the physical features of the land that might affect the airshed and, therefore, the distribution of ozone over the area.

The Phoenix-Mesa area is partly surrounded by mountains of varying heights. As described by the state:

“The Phoenix metropolitan area lies in a valley bordered by the Superstition Mountains to the east, the New River Mountains to the north and northeast, the Hieroglyphic Mountains to the northwest near Lake Pleasant, the White Tank Mountains in the west, the Estrella Mountains to the southwest, and the South Mountains to the south. The Salt River runs through the southern part of the metropolitan area and exits to the southwest with the Gila and Agua Fria Rivers joining it near Goodyear, and the Hassayampa River joining west of Palo Verde.”⁷

While the mountains to the east and west provide partial barriers to transport of pollutants in certain directions (especially the northeast), they do not form a closed basin. There is opportunity for emissions from outside the immediate metropolitan Phoenix area to contribute to ozone formation. “Wind patterns in Phoenix suggest that ozone and ozone precursors can be transported in the morning from the far west and southern portions of the valley and impact monitors in the Phoenix valley.”⁸ In recognition of this,

⁷ ADEQ 2009 Recommendations, p.44

⁸ ADEQ 2009 Recommendations, p.42

the state recommended a nonattainment area which incorporates source areas that are relatively far from central metropolitan Phoenix and the highest ozone concentrations.

Factor 5: Jurisdictional boundaries

For each potential nonattainment area, we considered existing jurisdictional boundaries to provide a clearly defined legal boundary and to help identify the areas appropriate for carrying out the air quality planning and enforcement functions for nonattainment areas. Examples of jurisdictional boundaries include existing/prior nonattainment area boundaries for ozone or other urban-scale pollutants, county lines, air district boundaries, township boundaries, areas covered by a metropolitan planning organization, state lines, areas of Indian country, and urban growth boundaries. Where existing jurisdictional boundaries were not adequate or appropriate to describe the nonattainment area, other clearly defined and permanent landmarks or geographic coordinates were considered.

The Phoenix-Mesa intended nonattainment area has previously established nonattainment boundaries associated with both the 1-hour and 1997 8-hour ozone NAAQS. The boundary of the Phoenix nonattainment area for the 1997 ozone NAAQS includes a large portion of Maricopa County and a small portion of Pinal County (Apache Junction). The state has recommended a slightly different boundary for the 2008 ozone NAAQS. The state has requested that EPA expand the boundary of the nonattainment area for the 2008 ozone NAAQS, relative to the boundary established for the 1997 ozone NAAQS.

The Phoenix-Mesa-Glendale metropolitan statistical area (MSA) is comprised solely of Maricopa and Pinal Counties. The Phoenix-Mesa-Glendale MSA is not part of a combined statistical area (CSA). The majority of the urban area lies mainly in Maricopa County, with a portion of the eastern urbanized area extending into Pinal County. The Maricopa Association of Governments (MAG), a metropolitan planning organization (MPO), has jurisdiction of both air and transportation planning for the metropolitan area. Together, Maricopa and Pinal counties comprise the Phoenix-Mesa-Glendale Metropolitan Statistical Area.⁹ The cities of Phoenix, Mesa and Glendale are entirely contained within Maricopa County. But, as noted above, the urbanized area extends into Pinal County.

The Maricopa County partial county boundary, for both the recommended area and the existing nonattainment area for the 1997 ozone NAAQS, follows the county boundary to the north, east and southeast (excluding Gila River Indian Community, see discussion below, and including a small portion of Pinal County that bounds the eastern edge of the Phoenix-Mesa urbanized area). The boundaries for this area are consistent with MAG's north, east, and southeast planning area boundaries. To the west and southwest, the ozone nonattainment area boundary follows township and range boundaries in a way that encompasses stationary and mobile sources and population centers. MAG defined an "Area A" for air pollution control purposes in the past, mainly associated with dust controls and other restrictions (e.g., no-burn days). Area A became part of the 1-hour ozone as well as the 1997 8-hour ozone nonattainment area. Area A is bounded to the west by township and range boundaries. For the western and southwestern boundaries for the designated Phoenix-Mesa nonattainment area for the 2008 ozone NAAQS, the state recommended including the entire existing area and two expanded areas in the east and south. This includes all of Area A, several township and ranges on the west that were included in prior ozone designations (for 1-hour and the 1997 8-hour ozone NAAQS), and several newly added

⁹ The Office of Management and Budget names such areas in decreasing ranking of populated areas within the MSA. Phoenix is therefore larger than Mesa, which is larger than Glendale.

township and range areas to the west and to the southwest. The state recommended these expanded boundaries because there are several large stationary sources located in those areas (e.g., power plants).

In 2009, the state recommended expanding the Pinal County portion of the existing ozone boundary to encompass a violating monitor and a planned power plant. However, on December 1, 2011, in an update to its 2009 recommendation, the state reverted to the existing Pinal partial county boundary, which includes only the Apache Junction portion. The state explained that more recent air quality monitoring in the formerly recommended area shows the previously violating monitor is now attaining the standard. In addition, economic conditions put the development of a power plant in the area in doubt.

The Phoenix-Mesa intended nonattainment area also includes an area of Indian country. As defined at 18 U.S.C. 1151, "Indian country" refers to: "(a) all land within the limits of any Indian reservation under the jurisdiction of the United States Government, notwithstanding the issuance of any patent, and, including rights-of-way running through the reservation, (b) all dependent Indian communities within the borders of the United States whether within the original or subsequently acquired territory thereof, and whether within or without the limits of a state, and (c) all Indian allotments, the Indian titles to which have not been extinguished, including rights-of-way running through the same." EPA recognizes the sovereignty of tribal governments, and has attempted to take the desires of the tribes into account in establishing appropriate nonattainment area boundaries.

Evaluation of Recommendation from Gila River Indian Community

Pursuant to section 107(d) of the Clean Air Act, EPA must designate as nonattainment those areas that violate the NAAQS and those areas that contribute to violations. EPA has evaluated the recommendation of the Gila River Indian Community (Gila River) based on currently available information.

In 1999, 2000, and 2003, Gila River recommended that their reservation lands in Maricopa and Pinal Counties be designated as "unclassifiable" for the 1997 ozone NAAQS (letter from Mary Thomas, Governor, Gila River Indian Community, to Felicia Marcus, Regional Administrator, U.S. EPA Region IX, September 2, 1999; Letter from Donald Antone, Governor, Gila River Indian Community, to Felicia Marcus, Regional Administrator, U.S. EPA Region IX, October 31, 2001; Letter from Richard Narcia, Governor, Gila River Indian Community, to Wayne Nastri, Regional Administrator, U.S. EPA Region IX, July 3, 2003).

In 2003, EPA indicated that we agreed with the Gila River's recommendations and intended to designate the geographic area covered in those recommendations as attainment/unclassifiable (letter from Wayne Nastri, Regional Administrator, U.S. EPA Region IX, to Richard Narcia, Governor, Gila River Indian Community, December 3, 2003).

In 2004, EPA established the Phoenix-Mesa nonattainment area boundaries for the 1997 ozone NAAQS that excluded the portions of Maricopa and Pinal Counties that encompass the Gila River.

In March 2009, Gila River again recommended that portions of Gila River in Maricopa and Pinal Counties be designated as "attainment" for the 2008 ozone NAAQS (letter from William Rhodes, Governor, Gila River Indian Community, to Laura Yoshii, Acting Regional Administrator, U.S. EPA Region IX, March 11, 2009).

Gila River is a federally recognized tribe with reservation lands in Maricopa and Pinal Counties. The majority of the tribal land is located in Pinal County and has not been subject to urbanization and is mainly a rural environment with two main population centers in St. Johns and Sacaton and over 35,000 acres of agricultural lands. Gila River has an on-reservation population of approximately 22, 000 people. These population centers are not integrated within the Phoenix metropolitan area and pale in comparison to the 3,800,000 people living in the adjacent Maricopa County. Also, The South Mountains to the north and the Estrella mountains in the west may provide some geographical and topographic barriers between the Phoenix-Mesa nonattainment area and the majority of Gila River reservation lands. These areas of Indian country and the adjacent proposed Phoenix-Mesa nonattainment areas are shown in Map 1a in Appendix 2.

Currently, Gila River operates a network of two ozone monitors within the tribal boundaries that represent both the northwestern and the central portions of the Gila River lands. The map in Appendix 1 shows monitor locations for the Phoenix-Mesa nonattainment area, including Gila River monitors. EPA anticipates relying on 2008-2010 data to designate this area. Appendix 1 provides preliminary 2011 data for informational purposes only. Based on the information currently available, both monitors operated by Gila River in their area of Indian country indicate that the area is attaining the 2008 ozone NAAQS for 2008-2010.

Based on the low population, the largely rural environment, the presence of some topographical barriers, and air quality data, EPA continues to agree that that the Gila River areas of Indian country have different ozone concentrations than surrounding areas and are not affected by the poor air quality present in the Phoenix-Mesa nonattainment area. Therefore, the portions of Gila River lands located in Maricopa and Pinal Counties should be excluded from the Phoenix-Mesa nonattainment area and designated unclassifiable/attainment, consistent with the designation of the adjacent areas in Pinal County.

Evaluation of Recommendation from Tohono O'odham Nation of Arizona

Pursuant to section 107(d) of the Clean Air Act, EPA must designate as nonattainment those areas that violate the NAAQS and those areas that contribute to violations. EPA has evaluated the recommendation of the Tohono O'odham Nation of Arizona (Tohono O'odham) based on currently available information.

In 2004, EPA established the Phoenix-Mesa nonattainment area boundaries for the 1997 ozone NAAQS. This nonattainment area did not include portions of Maricopa County that encompass non-contiguous reservation lands of Tohono O'odham.

In March 2009, Tohono O'odham recommended that the portions of Tohono O'odham in Maricopa, Pinal, and Pima Counties be designated as "attainment/unclassifiable" for the 2008 ozone NAAQS (letter from Ned Norris, Chairman, Tohono O'odham Nation, to Laura Yoshii, Acting Regional Administrator, U.S. EPA Region IX, March 11, 2009).

Tohono O'odham is a federally recognized tribe with non-contiguous reservation land in Maricopa, Pinal, and Pima Counties. These areas of Indian country and the surrounding proposed nonattainment areas are shown on Map 1a in Appendix 2. The majority of the Tribe's reservation lands are located in Pinal and Pima counties, outside of the intended Phoenix-Mesa nonattainment area. However, some areas of Indian country taken into trust by the U.S.

Department of Interior for the Tribe in 2010 are located near Glendale, Arizona, which is about nine miles northwest of downtown Phoenix and near the center of the intended Phoenix-Mesa nonattainment area¹⁰. There are no geographic or topographical barriers that preclude air pollution transport from the surrounding intended Phoenix-Mesa nonattainment area. Based upon currently available information, it appears that these areas of Indian country are affected by the poor air quality that exists within the intended Phoenix-Mesa nonattainment area. Therefore, while the Tribe has recommended “attainment/unclassifiable” for all areas of Indian country, EPA intends to include the portions of Tohono O’odham lands located in Maricopa County (specifically, areas of Indian country located near Glendale, Arizona) as part of the Phoenix-Mesa nonattainment area. The remaining lands located in Pinal and Pima Counties are not contiguous and EPA intends to designate these lands as unclassifiable/attainment, consistent with the designation of the surrounding area.

Evaluation of Recommendation from Salt River Pima-Maricopa Indian Community

Pursuant to section 107(d) of the Clean Air Act, EPA must designate as nonattainment those areas that violate the NAAQS and those areas that contribute to violations. EPA has evaluated the recommendation of the Salt River Pima-Maricopa Indian Community (Salt River) based on currently available information.

In 2004, EPA established the Phoenix-Mesa nonattainment area boundaries for the 1997 ozone NAAQS that included portions of Maricopa County that encompass Salt River.

In March 2009, the Salt River Pima-Maricopa Indian Community recommended that portions of Salt River in Maricopa County be designated as “attainment/unclassifiable” for the 2008 ozone NAAQS (letter from Martin Harvier, Vice President, Salt River Pima-Maricopa Indian Community, to Laura Yoshii, Acting Regional Administrator, U.S. EPA Region IX, March 9, 2009). Based on the factors discussed below, EPA has preliminarily concluded that Salt River lands should be designated nonattainment as part of the Phoenix-Mesa nonattainment area for the 2008 ozone NAAQS.

Air Quality Data

Currently, Salt River operates a network of four ozone monitors within the tribal boundaries. Map 1 in Appendix 1 shows monitor locations for the Phoenix-Mesa nonattainment area, including Salt River monitors. For each monitor, Appendix 1 lists the monitor, the 2008-2010 design value (DV), the preliminary 2009-2011 DV (as available in AQS as of October 31, 2011), and a preliminary 2009-2011 DV using 2011 data from OzoneWatch.¹¹ Values with an asterisk do not meet data completeness, and therefore those DVs are not relevant for comparison to the

¹⁰ On June 23, 2010 the U.S. Department of Interior (DOI) approved a request from the Tohono O’odham Nation to take 53.54 acres of land held in fee by the Tribe and located in Maricopa County, AZ near Glendale, into trust (75 FR 21130). DOI made this approval pursuant to the *Gila Bend Indian Reservation Lands Replacement Act, P.L. 99-503, Stat 100 1798 (1986), Section 6(d)*, which mandates the following: “Any land which the Department of Interior holds in trust for the Tribe shall be deemed to be a Federal Indian Reservation for all purposes.” EPA is designating this trust land along with the surrounding Phoenix nonattainment area. EPA notes that it is not making any determination on the Tribe’s Reservation boundary through this designation process.

¹¹ The preliminary 2009-2011 design values indicated by OzoneWatch are based on AQS ozone data from 2009, 2010, and 2011, supplemented with 2011 data reported to AirNow (<http://airnow.gov>) on days for which no data currently exist in the AQS database. 2009 and 2010 AQS data were retrieved on July 20, 2011; 2011 AQS and AirNow data were compiled on October 4, 2011. Ultimately, attainment of the 8-hour ozone NAAQS will be determined entirely from data in AQS.

NAAQS and are solely provided for informational purposes. Absence of a DV is indicated with an "x." EPA plans to designate Arizona for the 2008 ozone NAAQS using certified 2008-2010 DV data; preliminary 2011 data are provided for informational purposes.

Based on the information currently available, the Red Mountain ozone monitor (AQS ID: TT6157021; see Appendix 3) operated by Salt River on tribal lands has a 2008-2010 8-hour design value of 0.076 ppm, which constitutes a violation of the 2008 ozone NAAQS.

Emissions and Emissions-Related Data

Salt River consists of 54,000 acres of reservation lands, which is home to over 10,000 tribal members. Salt River has some emissions sources within the tribal boundaries, including aggregate mining facilities, asphalt and concrete batch plants, and landfills. Also, two major roadways, the Pima Loop 101 (Highway 101- Pima Freeway) and the Beeline Highway (Arizona Highway 87), pass through Salt River.

General information on emissions, population density and degree of urbanization, traffic and commuting patterns for the Phoenix-Mesa nonattainment area can be found in the general intended Phoenix-Mesa nonattainment area Factor 2 discussion above and is applicable to Salt River. We do not have independent information solely for the Salt River reservation lands.

Meteorology (Weather/Transport Patterns)

Salt River is fairly integrated within the surrounding urban area and therefore the information for the intended Phoenix-Mesa nonattainment area discussed in Factor 3 also characterizes the meteorology and transport patterns for Salt River.

Geography/Topography

Salt River area does not have any geographical or topographical barriers that would prevent air pollution transport from the surrounding intended Phoenix-Mesa nonattainment area. Therefore, geography and topography support including Salt River with the surrounding area.

Jurisdictional Boundaries

Salt River is a federally recognized tribe located in the eastern portion of the Phoenix metropolitan area. Map 1a shows the locations and boundaries of Indian country within the intended Phoenix-Mesa nonattainment area.

Conclusion for Salt River

While Salt River has recommended an attainment/unclassifiable designation, based on the information currently available and the five factor analysis above, including information concerning a violating monitor on reservation lands, EPA has preliminarily concluded that Salt River should be designated nonattainment as part of the Phoenix-Mesa nonattainment area for the 2008 ozone NAAQS.

Conclusion

Based on the assessment of factors described above, EPA has preliminarily concluded that the following counties and areas of Indian country should be included as part of the Phoenix-Mesa nonattainment area because they are either violating the 2008 ozone NAAQS or contributing to a violation in a nearby area: Maricopa County (partial), Pinal County (partial), the Salt River-Pima Maricopa Indian Community, and the Tohono O'odham Nation of Arizona (partial).

Based on 2008-2010 DV data (Factor 1), Maricopa County contains two violating monitors and Pinal County does not contain any violating monitors. Consideration of only air quality data and the location of violating monitors indicates that all or part of Maricopa County should be included in the 2008 8-hour ozone nonattainment area.

Emissions of ozone precursors (Factor 2) from Maricopa County are over ten times larger than from Pinal County. The state's partial boundary recommendations for Maricopa and Pinal Counties include the dense population centers and roadways, as well as the majority of the stationary sources of ozone precursor emissions in Maricopa and Pinal Counties. Maricopa and Pinal Counties are geographically large. Outside of the densely populated urban Phoenix core, these counties are sparsely populated with relatively few stationary and mobile sources of ozone precursor emissions. The distribution of stationary and mobile emission sources (Factor 2) and information provided by the state in its redesignation request and maintenance plan for the 1997 8-hour ozone NAAQS – indicating that the majority of emissions in Maricopa County are well represented by the 1997 ozone nonattainment area – supports the state's recommendation to use the existing 1997 8-hour ozone nonattainment boundary while also expanding the boundaries in Maricopa County to encompass additional stationary sources located to the west and southwest. Because Pinal County contributes a small fraction to total ozone precursor emissions from Maricopa and Pinal Counties, and because stationary and mobile sources in Pinal County, outside the state-recommended nonattainment area, are widely distributed throughout the large county area, Factor 2 supports the state's recommendation to maintain the existing 1997 8-hour ozone nonattainment boundary around the Apache Junction area.

Meteorology and weather or transport patterns (Factor 3) and geography and topography (Factor 4) show that there is the potential for some contribution to ozone violations from emissions occurring toward the southeast, in Pinal County. In considering jurisdictional boundaries (Factor 5), EPA notes that the state's recommended nonattainment area boundaries expands the Maricopa County portion of the nonattainment area, but is otherwise consistent with the 1997 8-hour ozone nonattainment area.

Based on our analysis of all five factors, EPA supports the state's recommendation for the nonattainment area boundary in Maricopa and Pinal Counties.

Three tribes located within or near the boundaries of the Phoenix-Mesa intended nonattainment area submitted recommendations to EPA. EPA has preliminarily concluded that the portions of Gila River located in Maricopa and Pinal counties should be excluded from the intended Phoenix-Mesa nonattainment area and designated unclassifiable/attainment based on air quality data, the low population, the largely rural environment, and the presence of some topographical barriers. Based upon currently available information, it appears that the portions of Tohono O'odham located in Maricopa County are affected by the poor air quality. Therefore, EPA has preliminarily concluded that the portions of Tohono O'odham located in Maricopa County (specifically, areas of Indian country located in Glendale, Arizona) should be included as part of the intended Phoenix-Mesa nonattainment area. Because the remaining portions of Tohono O'odham are non-contiguous and are not located within

EPA's intended nonattainment area for the 2008 ozone NAAQS, EPA intends to designate the portions of Tohono O'odham located in Pinal and Pima Counties as unclassifiable/attainment consistent with the surrounding areas. EPA has also preliminarily concluded that Salt River should be designated nonattainment as part of the intended Phoenix-Mesa nonattainment area for the 2008 ozone NAAQS, due to a violating monitor on tribal lands and consideration of other factors discussed above.

Based on our consideration of all five factors, EPA has preliminarily concluded that Maricopa (partial) and Pinal (partial) Counties in Arizona and areas of Indian country – Salt River and Tohono O'odham (partial) – should be designated nonattainment for the 2008 ozone NAAQS as the Phoenix-Mesa multi-jurisdictional nonattainment area.

Appendix 1:

Map showing Monitors, Emissions, Vehicle Traffic, and General Population

Legend

- 2008-2010 AQS design value
- 2009-2011 AQS design value
- 2009-2011 Ozone Watch design value
- 88, 74*, x
Violating 8-Hour Ozone Monitor with 2009-2011 design value¹
- 88, 74*, x
Attaining 8-Hour Ozone Monitor with 2009-2011 design value¹

2008 NEI NO_x and VOC Point Source Emissions (Tons per year)

- < 100 tons per year
- 100 - 249
- 250 - 499
- 500 - 1,999
- > 2,000

- Existing 1997 Ozone NAAQS and/or EPA-Intended 2008 Ozone NAAQS Nonattainment Area
- New EPA Recommendation for Attainment for areas currently designated Nonattainment for the 1997 Ozone NAAQS
- Existing/EPA-Recommended 8-Hour Ozone Nonattainment Area
- County Boundary

Annual Average Daily Non-Truck Traffic (Volume/day)

- < 25,000
- 25,000 - 50,000
- 50,001 - 100,000
- 100,001 - 250,000
- > 250,000

Annual Average Daily Truck Traffic (Volume/day)

- 0 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- 10,001 - 25,000
- > 25,000

*Design value invalid due to data completeness issues. Design Values are labeled with 2010 AQS, 2011 AQS, and 2011 OzoneWatch design values, respectively. Absence of design value symbolized with an "x".

Sources: US EPA's AQS database (10/31/11), US EPA's NEI (2008), OzoneWatch (10/4/11), US Census (2010), ESRI (2011), TANA (2006), FTA (2007).

¹ Monitors are color-coded based on the highest 2009-2011 design value between AQS or OzoneWatch.

² Areas of Indian country displayed here are intended for illustrative purposes only.

EPA does not have the authority to define official boundaries for areas of Indian country.

Hence, EPA does not guarantee the accuracy or completeness of Indian country boundaries displayed in this map.

- San Joaquin Valley
- Air District/Authority
- Fresno, CA Metro Area
- 2010 Census CBSA
- MOJAVE DESERT AIR BASIN
- Air Basin

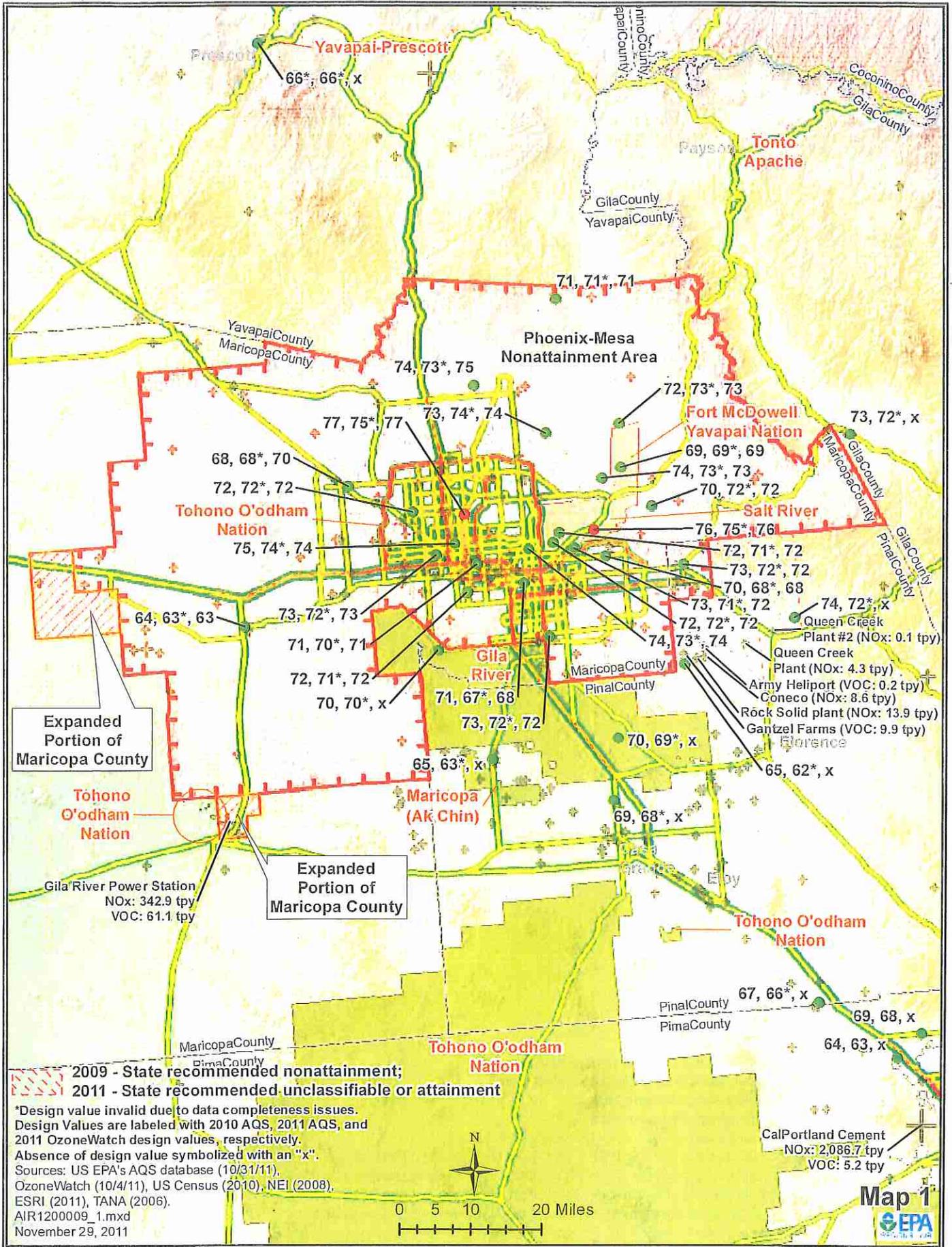
- Urban Area
- Urban Area
- Minor Civil Division
- Township and Range
- Military Lands
- National Forest Service Lands
- National Park Service Lands

2010 Census Tract Population Density

- 100 - 499 people per square mile
- 500 - 1,999
- 2,000 - 3,499
- 3,500 - 4,999
- > 5,000

- State boundary
- Smith River Rancheria
- Tribal Lands

- ## Elevation
- >14,000 ft
 - 12,000
 - 10,000
 - 8,000
 - 6,000
 - 4,000
 - 2,000
 - ~ MSL



Appendix 2:

Map showing Jurisdictional Boundaries and Detailed Population

Legend

- 2008-2010 AQS design value
- 2009-2011 AQS design value
- 2009-2011 Ozone Watch design value
- 88, 74*, x
Violating 8-Hour Ozone Monitor with 2009-2011 design value¹
- 88, 74*, x
Attaining 8-Hour Ozone Monitor with 2009-2011 design value¹

2008 NEI NO_x and VOC Point Source Emissions (Tons per year)

- < 100 tons per year
- 100 - 249
- 250 - 499
- 500 - 1,999
- > 2,000

- Existing 1997 Ozone NAAQS and/or EPA-Intended 2008 Ozone NAAQS Nonattainment Area
- New EPA Recommendation for Attainment for areas currently designated Nonattainment for the 1997 Ozone NAAQS
- Existing/EPA-Recommended 8-Hour Ozone Nonattainment Area

County Boundary

Annual Average Daily Non-Truck Traffic (Volume/day)

- < 25,000
- 25,000 - 50,000
- 50,001 - 100,000
- 100,001 - 250,000
- > 250,000

Annual Average Daily Truck Traffic (Volume/day)

- 0 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- 10,001 - 25,000
- > 25,000

*Design value invalid due to data completeness issues. Design Values are labeled with 2010 AQS, 2011 AQS, and 2011 OzoneWatch design values, respectively. Absence of design value symbolized with an "x".

Sources: US EPA's AQS database (10/31/11), US EPA's NEI (2008), OzoneWatch (10/4/11), US Census (2010), ESRI (2011), TANA (2006), FTA (2007).

¹ Monitors are color-coded based on the highest 2009-2011 design value between AQS or OzoneWatch.

² Areas of Indian country displayed here are intended for illustrative purposes only.

EPA does not have the authority to define official boundaries for areas of Indian country.

Hence, EPA does not guarantee the accuracy or completeness of Indian country boundaries displayed in this map.

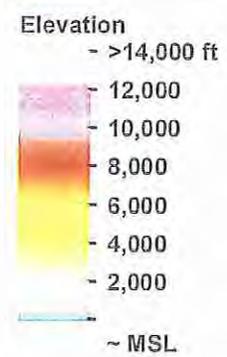
- San Joaquin Valley
- Air District/Authority
- Fresno, CA Metro Area
- 2010 Census CBSA
- MOJAVE DESERT AIR BASIN
- Air Basin

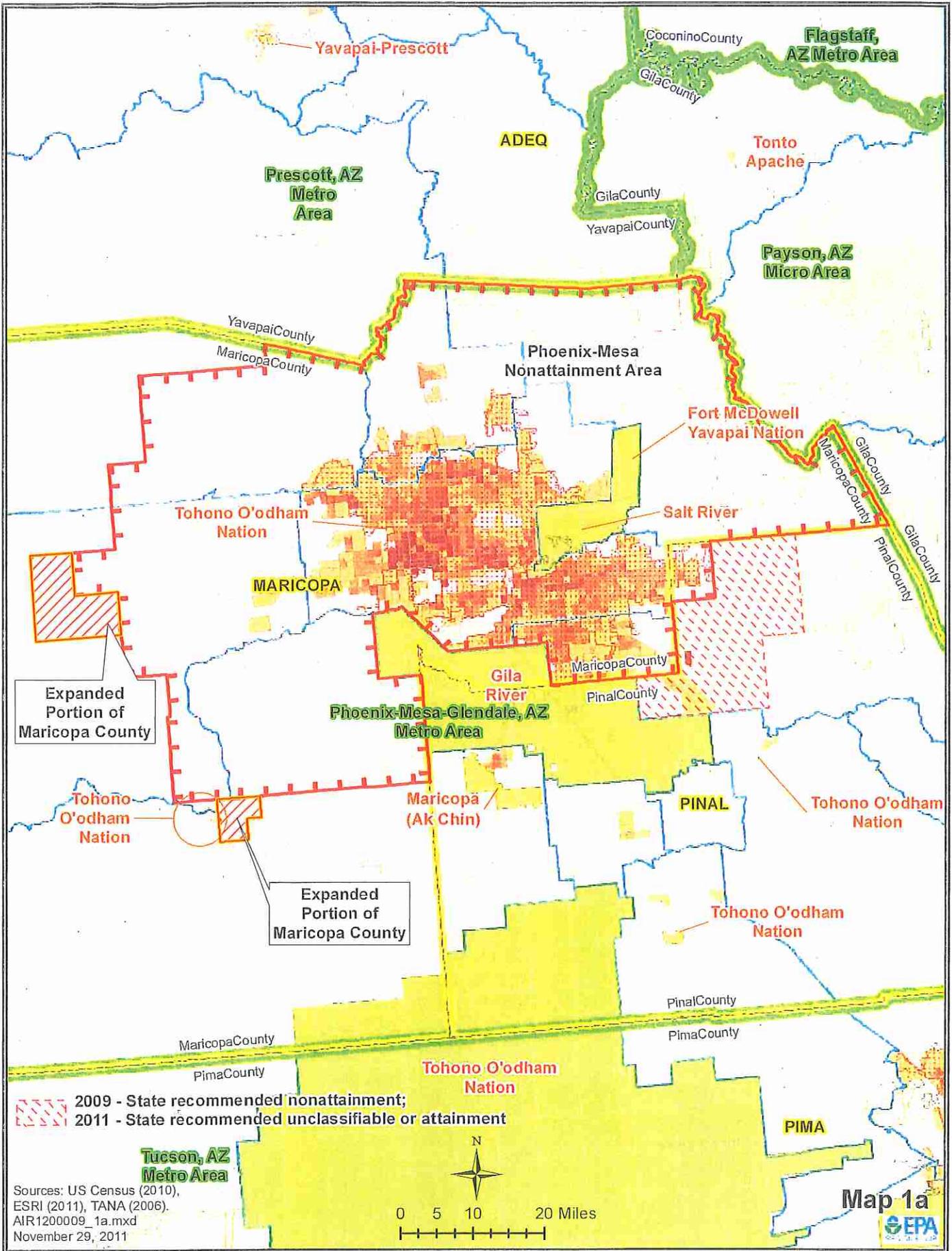
- Urban Area
- Urban Area
- Minor Civil Division
- Township and Range
- Military Lands
- National Forest Service Lands
- National Park Service Lands

2010 Census Tract Population Density

- 100 - 499 people per square mile
- 500 - 1,999
- 2,000 - 3,499
- 3,500 - 4,999
- > 5,000

- State boundary
- Smith River Rancheria
- Tribal Lands²

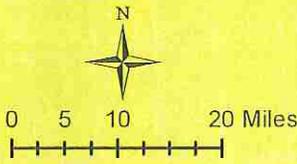




2009 - State recommended nonattainment;

 2011 - State recommended unclassifiable or attainment

Sources: US Census (2010),
 ESRI (2011), TANA (2006).
 AIR1200009_1a.mxd
 November 29, 2011



Map 1a

Appendix 3:

Air Quality Monitoring Data Table

Appendix 3: Air Quality Monitoring Data Table

State	Proposed Nonattainment Area (if applicable)	County	AQS ID	DV	DV Source (2008-2010 AQS)
Arizona	Phoenix-Mesa	Maricopa	040131004	77	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	TT6157021	76	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040139997	75	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040133003	74	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040134008	74	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040139704	74	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040130019	73	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040132005	73	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040134004	73	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040132001	72	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040134003	72	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	TT6157020	72	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	TT6157024	72	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040139706	72	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040133002	71	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040134005	71	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040139508	71	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040131010	70	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	TT6147003	70	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040139702	70	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	TT6135100	69	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040134010	68	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Maricopa	040134011	64	2008-2010 AQS DV
Arizona	Phoenix-Mesa	Pinal	040213001	73	2008-2010 AQS DV
Arizona	-	Cochise	040038001 ^a	68	2008-2010 AQS DV
Arizona	-	Coconino	040051008	69	2008-2010 AQS DV
Arizona	-	Coconino	040058001 ^a	68	2008-2010 AQS DV
Arizona	-	Gila	040070010	73	2008-2010 AQS DV

State	Proposed Nonattainment Area (if applicable)	County	AQS ID	DV	DV Source (2008-2010 AQS)
Arizona	-	La Paz	040128000	72	2008-2010 AQS DV
Arizona	-	Navajo	040170119 ^a	67	2008-2010 AQS DV
Arizona	-	Pima	040190021	69	2008-2010 AQS DV
Arizona	-	Pima	040191018	69	2008-2010 AQS DV
Arizona	-	Pima	040191020	68	2008-2010 AQS DV
Arizona	-	Pima	040191028	67	2008-2010 AQS DV
Arizona	-	Pima	040191011	65	2008-2010 AQS DV
Arizona	-	Pima	040191030	65	2008-2010 AQS DV
Arizona	-	Pima	040191032	64	2008-2010 AQS DV
Arizona	-	Pima	040191034	64	2008-2010 AQS DV
Arizona	-	Pinal	040218001	74	2008-2010 AQS DV
Arizona	-	Pinal	TT6147001	70	2008-2010 AQS DV
Arizona	-	Pinal	040213003	69	2008-2010 AQS DV
Arizona	-	Pinal	040213007	67	2008-2010 AQS DV
Arizona	-	Pinal	040213009	65	2008-2010 AQS DV
Arizona	-	Pinal	040213010	65	2008-2010 AQS DV
Arizona	-	Yavapai	040258033	66*	2008-2010 AQS DV
Arizona	-	Yuma	040278011	73	2008-2010 AQS DV

^a = Clean Air Status and Trends Network (CASTNET) monitor.

^b = Other National Park Service monitors.

* = Design Value (DV) does not meet data completeness requirements.

BOLD = DV monitor for the County

RED = DV for the proposed Nonattainment Area

BOLD AND RED = DV monitor for the proposed Nonattainment Area and the County

Grouped by Proposed Nonattainment Area, then by County.

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

DATE:

January 3, 2012

SUBJECT:

Mesa Fire Department Request for a Public Safety Answering Point

SUMMARY:

Per Chapter One, Title Two, Article Four of the Arizona Administrative Code, the City of Mesa Fire Department is requesting to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. Mesa Fire recently has expanded its facilities and has expressed interest in developing and implementing a new PSAP in addition to the existing Mesa Police PSAP, which will continue its activities and representation on the MAG PSAP Managers Group.

The Mesa Regional Dispatch Center (MRDC) is currently operating as a combined center with the Mesa Police Department (voting member of MAG) and the Mesa Fire Department. This arrangement has been in place for over 25 years. During this time, the MRDC has increased the agencies for which it provides dispatching services. These include the Gilbert Fire Department, Apache Junction Fire District and the Town of Queen Creek Fire Department. The MRDC also provides primary dispatching services to its regional ambulance partner, Southwest Ambulance. In addition, beginning in December 2011, Mesa is providing call-taking and dispatching services for the Rio Verde Fire District.

The combined service area supported by the MRDC beginning in December 2011 will be 283 square miles with a population over 750,000 (2010 estimates). In calendar year 2010, the MRDC dispatched 122,000 events. Mesa's PSAP answered nearly one million emergency and non-emergency phone calls in 2010.

Mesa's request will be presented through the MAG committee process, including the MAG Regional Council. On October 13, 2011, the MAG PSAP Managers Group recommended approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. On December 7, 2011, the MAG 9-1-1 Oversight Team recommended approval of Mesa Fire's request.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Recognition as an ex-officio PSAP member will allow the Mesa Fire Department to improve many areas of its operation and increase efficiency and the level of service it provides regionally to ensure firefighter and citizen safety throughout the Maricopa region.

CONS: Mesa will need to fund costs incurred as a result of the establishment of the Mesa Fire PSAP due to limited funding in the Emergency Telecommunication Services (9-1-1) fund. Per the letter dated March 11, 2011, the State 9-1-1 Office anticipated that by deferring capital equipment projects from

fiscal year 2011 and approving no equipment upgrades or new services for fiscal year 2012, sufficient funds will be available in fiscal year 2012 to cover the ongoing costs for 9-1-1 network and existing equipment maintenance from the Emergency Telecommunication Services (9-1-1). The State 9-1-1 Office advised that jurisdictions should be prepared to make up the difference in costs that might be incurred due to expenditures beyond the guidelines provided in the letter.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The PSAPs in Maricopa Region 9-1-1 are required to be connected to the 9-1-1 Network for call handling. As a recognized PSAP, Mesa Fire Department's 9-1-1 center will also be required to be interfaced with the 9-1-1 network, making it integrated into the Maricopa Region 9-1-1 system.

POLICY: The process for approval of the Mesa PSAP request includes recommendations from the MAG PSAP Managers Group, the MAG 9-1-1 Oversight Team, the MAG Management Committee and approval by the Regional Council.

ACTION NEEDED:

Recommend approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

PRIOR COMMITTEE ACTIONS:

On December 7, 2011, the MAG 9-1-1 Oversight Team recommended approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

MEMBERS ATTENDING

- | | |
|---|---|
| Lawrence Rodriguez, Tolleson Police Department, Chair | Bruce McGregor for Harry Beck, Mesa Fire Department |
| # Brenda Buren, Tempe Police Department, Vice Chair | Vicky Scott for Peoria Police Department |
| # Tom Cole for Mark Burdick, Glendale Fire Department | Steve Kreis, Phoenix Fire Department |
| * Ray Churay, Maricopa County Sheriff's Office | * Kim Humphrey, Phoenix Police Department |
| | # Helen Gandara, Scottsdale Police Department |

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

On October 13, 2011, the MAG PSAP Managers Group recommended approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

MEMBERS ATTENDING

- | | |
|--|--|
| Patrick Cutts, Scottsdale, Chair | # Maggie Davidson for Janet Laird, Gilbert |
| Toni Rogers, Tolleson, Vice Chair | * Loretta Hadlock, Glendale |
| Lisa Eminhizer, Apache Junction | * Chris Nadeau, Goodyear |
| * Mark Gorla, Avondale | Cari Zanella, Mesa |
| Jared Griffith, Buckeye | * Jesse Locksa, Maricopa County |
| * Matt Christensen, Chandler | * John Bennett, Paradise Valley |
| * Stephanie Beebe, Ft. McDowell Yavapai Nation | Vicky Scott, Peoria |
| | Michelle Kessler for Kim Humphrey, Phoenix |

- * Curtis Thomas, Salt River Pima-Maricopa Indian Community
- Domela McHenry, Surprise
- Mike Bjerke for Karen Allen, Tempe
- * Ed Syzponik, Wickenburg
- + Michelle Potts, ASU
- + Barbara Jaeger, ADOA

- *+ Nicole Ankenman, Capitol Police
- + Patty Simpson, DPS
- *+ David Demers, Luke AFB
- + Dori Beck for P. Jay Strebeck, Phoenix Fire
- + Ellen Anderson, Rural Metro/Southwest Ambulance

* Those members neither present nor represented by proxy.

+ Ex-Officio member

Attended by Teleconference

CONTACT PERSON:

Nathan Pryor, MAG, 602-254-6300, or Liz Graeber, Maricopa Region 9-1-1 Administrator, 602-534-9775



October 24, 2011

Mayor Hugh Hallman, Chairman
Maricopa Association of Governments Regional Council
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

Subject: Request for the Mesa Regional Dispatch Center (MRDC) to be recognized as
an ex-officio Public Safety Answering Point member in the Maricopa Region

Dear Chairman Hallman,

The Mesa Fire Department is requesting authorization to have our Regional Dispatch Center recognized as an ex-officio Public Safety Answering Point member in the Maricopa Region.

The MRDC is currently operating as combined center with the Mesa Police Department (voting member of MAG). This arrangement has been in place for over 25 years. During this time, the MRDC has increased the agencies where we provide dispatching services. These include the Gilbert Fire Department, Apache Junction Fire District and the Town of Queen Creek Fire Department. The MRDC also provides primary dispatching services to our regional ambulance partner (Southwest Ambulance). In addition, beginning December 2011, Mesa will be providing call-taking and dispatching services for the Rio Verde Fire District.

The combined service area supported by the MRDC beginning in December 2011 will be 283 square miles with a population over 750,000 (2010 estimates). In calendar year 2010, the MRDC dispatched 122,000 events. Mesa's PSAP answered nearly 1 million emergency and non-emergency phone calls in 2010.

With the current and expected continuation of growth in our regional fire dispatch operations, recognition as an ex-officio PSAP member is necessary. This will allow us to improve many areas of our operation and increase the level of service we provide regionally. It will ensure firefighter and citizen safety, improve the efficiency of our operation and provide greater customer service throughout Maricopa County as a regional partner.

Sincerely,



Harry Beck
Fire Chief

cc: Chris Brady, City Manager
John Pombier, Deputy City Manager

13 W. 1st Street
P.O. Box 1466
Mesa Arizona 85211-1466
480.644.2101 Tel
480.644.4460 Fax

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2012

SUBJECT:

Status Update on the June 30, 2011 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2011

SUMMARY:

The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2011. An unqualified audit opinion was issued on November 16, 2011, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2011 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2011 CAFR, this would be the agency's 14th consecutive award.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: LarsonAllen, LLP conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. For the year ended June 30, 2011, the audit report indicates that MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

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

ACTION NEEDED:

Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2011.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Rebecca Kimbrough, MAG, (602) 254-6300

December 13, 2011

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

Dear Ms. Davenport:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Dennis Smith
Executive Director

cc: Eric J. Anderson
Kurt R. Sjoberg

APPENDIX A

MAG General Comments

AUDIT FINDING #1

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

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

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

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

Arterial Performance

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

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

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

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

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

AUDIT FINDING #2

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

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

AUDIT FINDING #3

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

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

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

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

AUDIT FINDING #4

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

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

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

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

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

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

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

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

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

AUDIT FINDING #5

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

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

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

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

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

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

AUDIT FINDING #6

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

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

Office of the Arizona Auditor General

Performance Audit of the Maricopa County Regional Transportation Plan

November 21, 2011

Submitted By:



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Audit Highlights

With the passage of Proposition 400 in November 2004 extending a half-cent sales tax to generate funds for transportation projects, Maricopa County voters added a significant investment in rail projects, new and improved freeways, street improvement programs, and bus transit features. These projects were specified and incorporated into the Regional Transportation Plan (RTP) that serves as a long-range planning document capturing projects to address a region's transportation needs. Statutes enacted by the Proposition's passage included provisions for a performance audit of the RTP every five years focused on several areas, including project performance in relieving congestion and improving mobility, as well as federal criteria, efficiency of project changes, and effectiveness of organizational structure. This first audit related to the RTP and Proposition 400 revealed the following:

- ❖ **Some Performance Data Exists, But Determining Results of Proposition 400 Efforts Cannot be Fully Measured.** A meaningful transportation performance measurement system allows decision makers and stakeholders to assess the success of improvements made in terms of achieving regional congestion relief or mobility objectives. The Maricopa Association of Governments (MAG) and its RTP Partners have developed a solid performance measurement system foundation, yet specific targets needed to compare project performance against RTP goals have not been set—with the exception of bus transit and light rail. Thus, while a significant output of projects has been delivered, determining whether those projects and the future plans will achieve the goals of Proposition 400 to help the region meet its congestion, mobility, and quality of life needs cannot be fully measured at this point.

However, based on the documentation available, we found no substantive evidence to warrant drastic modification to the transportation system or specific projects. While success in meeting performance targets for freeway and arterial projects or corridors could not be measured, we found that transit performance is strong under the current plan. For example, the light rail element has far surpassed performance expectations. Given these results, we believe the RTP Partners should continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary.

- ❖ **Cost and Schedule Variance Appear Supported, Although Underlying Data is Difficult to Gather and Assimilate.** In our review of variance between planned project expenditures scheduled during Phase I of Proposition 400 and actual results, we found cost variances to be reasonably supported—however, we did not reassess related transportation engineer experts' design and cost estimates, nor have a baseline to determine whether the "right" design and scope decisions were made. Moreover, the dynamic nature and magnitude of the RTP, combined with ongoing changes and adjustments, make tracking budget history and funding evolution for the many RTP projects challenging. While certain documents exist to generally identify project changes, we could not weave together a full picture of plans, activities, and changes since the commencement of the Proposition 400 program for each individual project because data was inconsistent or incomplete between reports.

- ❖ **Criteria for Project Change is Vague and Documentation of Potential Impacts Provided to MAG Committees For Decision-Making Could be Improved.** With the billions of dollars involved with RTP projects, deliberations and discussions of options, risks, opportunities, impact, and rationale behind chosen courses are critical in implementing the regional transportation network. In Maricopa County, criteria and policies exist to guide each of the RTP Partners involved in making changes to the RTP, although such guidance is broad and vague. As such, the RTP Partners need to better memorialize deliberations and rationale behind proposed recommendations as well as provide more detail to MAG committee members on the impacts of proposed project changes on performance factors such as congestion, mobility, and safety. Moreover, although existing processes allow the public ample opportunity to provide input into the RTP, it can be difficult to navigate or to effectively insert oneself into the decision-making process—thus, improvements can be made.
- ❖ **Current Organizational Structure Provides Oversight, Although There are Opportunities to More Effectively Accomplish RTP Goals.** The RTP’s underlying organizational structure challenges Maricopa County with the multitude of stakeholder cities and diverse local interests. This is particularly evident within the bus and rail transit modes where responsibilities and activities are split between two separate agencies—generally, the only single county region in the United States that operates with separate bus and traditional rail agencies. Although legislation and the RTP placed the three modes—freeways, arterial, and public transportation (bus and rail) in individual agencies, improved coordination among the entities and more consolidated efforts between transit agencies could enhance effectiveness of operations. Better collaboration could be championed through enhancements to the function of the MAG Transportation Policy Committee. Additionally, strengthening the role of the Citizen’s Transportation Oversight Committee related to the RTP could make monitoring the RTP more effective and improve accountability to taxpayers.
- ❖ **Revenue and Expenditure Model is a Reliable Tool for Planning.** As with most transportation and transit projects nationwide, performance and planning is highly dependent upon a solid financial foundation that encompasses estimation and projection of anticipated revenues and costs. While transportation financing is inherently complex and difficult to predict with great accuracy, the revenue and expenditure estimation model factors, assumptions, and process employed for Proposition 400 is reasonable and consistent with best practices.
- ❖ **Air Quality Violations Remain a Concern and can Jeopardize the Completion of RTP Projects.** Over the last two decades, the successful completion of Maricopa County RTP projects has been at risk due to a number of instances of air quality violations and air quality issues continue to be a concern for the region. Although there is currently no federal funding freeze in place for RTP projects related to air quality concerns, the threat of future air quality control sanctions remains as decisions relative to the approval of a new mitigation plan are still outstanding and future environmental conditions may cause additional violations.

Key Recommendations

To add further accountability into the development and implementation of the RTP as well as increase efficiencies and effectiveness of the transportation projects, we highlight our key recommendations below:

- ❖ Take immediate action to establish baselines or targets for tracking performance of the RTP projects in achieving transportation mobility goals as well as communicate performance of projects completed to date through regular performance reporting;
- ❖ Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary;
- ❖ Create a “report card” for each project that reconciles Proposition 400 promises through the incremental changes to current RTP project status;
- ❖ Memorialize deliberations on project changes including rationale and impacts, and provide this more detailed information to oversight committees to ensure governing bodies have full information for decision-making;
- ❖ Strengthen the role of the MAG Transportation Policy Committee to provide greater guidance and establish protocols formalizing how projects and activities within modes will be coordinated, changed, and implemented in the RTP to maximize regional benefits;
- ❖ Task the region’s Citizen Transportation Oversight Committee with developing guiding principles for its operations and providing more deliberative actions and recommendations to oversight boards; and
- ❖ Continue to investigate cost efficiencies and service effectiveness that could result from combining bus transit and rail operations at a regional level.

Detailed Executive Summary

Similar to other taxpayers across the nation, Maricopa County voters extended an existing one-half-cent sales tax in November 2004, set initially to expire in 2005, for another 20 years with the passage of Proposition 400. While the previous proposition mainly concentrated the spending of increment tax funding on highway projects, Proposition 400 added a significant investment in rail projects, new and improved freeway and highways, ambitious street improvement programs, and bus transit features. These projects were specified and incorporated into the Regional Transportation Plan (RTP). An RTP is a long-range planning document that captures related projects with the intent of addressing the region's transportation needs, and the RTP is a required element under federal regulations to receive federal transportation dollars. Proposition 400, as well as the RTP, emphasizes several transportation-related modes including freeway, street, and bus and rail transit, creating a multi-dimensional, complex, and challenging program. Known as the RTP Partners, the primary entities involved in the region's transportation network are:

- Maricopa Association of Governments (MAG), responsible for transportation planning
- Arizona Department of Transportation (ADOT), tasked with freeway improvements
- Regional Public Transportation Authority (RPTA), responsible for bus transit operations
- Valley Metro Rail, Inc. (METRO), overseeing light rail development and operation

A description of the roles and responsibilities for each entity are provided in the report section titled "Understanding Maricopa County's Regional Transportation System."

In terms of performance of the regional transportation system, the RTP set forth a series of overarching or global performance goals and objectives that are aligned with statutory requirements. However, MAG cannot demonstrate whether projects completed to date successfully met the goals and objectives established for the RTP. With the exception of bus transit and rail projects, there are no project, corridor, or systemwide targets for freeway and arterial projects, or complete performance data captured to measure how the RTP's transportation improvement projects actually impact the goals relating to mobility, congestion, air quality, or quality of life—even though more than five years of the 20-year tax has already passed. Recently, MAG began developing a performance measurement system intended to provide the needed tools to gauge regional progress toward meeting performance goals. However, we believe it critical in this effort to establish performance targets immediately. Once completed, these performance driven tools will provide decision makers with tangible measures of Proposition 400 efforts and data to assess the value of one project over another. For transit modes within the RTP, the two transit agencies, RPTA and METRO, took steps in 2006 after the proposition's passage to develop and complete a performance measurement system for bus and light rail transit based on national best practices with established goals, targets, and performance data.

Based on that review of performance data and other available documentation, we found no substantial evidence to warrant drastic modifications to the transportation system or specific projects. While success in meeting performance targets for freeway and arterial projects or corridors could not be measured, we found that transit performance is strong under the current

plan—for instance, the light rail element of the plan has far surpassed performance expectations. As a result, we believe the RTP Partners should continue to implement the current transportation system and strive to continually reassess system performance to make modifications as needed.

Our review also evaluated the impact of project changes against budgets and schedules to actual expenditures and completion dates and found significant variances. Although we did not re-evaluate the appropriateness of transportation engineer experts' technical design and scope estimates, we found explanations for changes were reasonably supported and documented in project files. However, it is very difficult to track incremental changes made to a single project or large program of projects over their multi-year life cycles. Thus, we could not weave together a full picture of plans, activities, changes, and adjustments since the commencement of the Proposition 400 program for all individual projects. Further, we found data supporting project changes within reports inconsistent and incomplete between these reports. To ensure stronger accountability to the public and to assist its own project managers and oversight committees, MAG and its RTP Partners should employ a "report card," "dashboard," or some other reconciliation tool to match Proposition 400 promises to current RTP project status. Such a tool could also include a summary of significant project changes, budget to actual costs and schedule data, and project performance data.

The RTP covers a 20-year horizon and adjustments are continually triggered by events such as environmental circumstances, demand fluctuations, and available funding. The downturn in the American economy has impacted the region and has severely reduced sales taxes and highway user revenues in recent years; these funds finance RTP projects. We found that formal processes and policies exist to guide the transportation and transit entities responsible for making changes to the RTP; however, there was limited documentation available to demonstrate how projects were evaluated against the criteria for reprioritization or how performance data was used in making informed decisions about project and RTP adjustments. Additionally, we noted that certain policies created to provide funding equity in individual local jurisdictions somewhat counteract the benefit of using performance data as a basis for decision-making. As a result, these policies could be creating impediments towards achieving regional RTP goals.

The underlying deliberations and proposed recommendations on project changes and reprioritizations are discussed within staff working group meetings for transit and arterial projects as well as with transit oversight committees before reaching those MAG committees charged with overseeing changes and approving the RTP. However, only limited information about the rationale behind certain recommendations or impact of decisions on congestion, mobility, and safety related to RTP project changes for all modes is provided to the MAG oversight committees. Moreover, while we found the public has ample opportunities to provide input on the RTP as well as on changes proposed for this plan, the process can be difficult to understand and navigate.

The organizational and governance structure in place in Maricopa County over the RTP, with the exception of bus transit and rail, is similar to peers across the nation. Together the RTP Partners have a multitude of boards and committees to oversee the regional plan in addition to overseeing projects and providing vision for individual projects. While the partners have several memorandums of understanding to aid in their collaboration and communication, these processes

could be strengthened by establishing guidelines clarifying codes of conduct, conflict resolution, and specific communication protocols.

Further, we believe certain changes in committee responsibilities and reporting relationships would strengthen oversight and enhance accountability. For instance, the MAG Transportation Policy Committee, responsible for developing the RTP, should provide stronger guidance and establish protocols for coordinating projects, modes, and processes for how freeway, street, and transit project changes will be determined. Additionally, changes to the structure, practices, and function of the Citizens' Transportation Oversight Committee that advises and makes recommendations to the RTP Partners could improve its effectiveness and increase public accountability and input.

Our review also revealed that governance and oversight of regional transportation in Maricopa County faces somewhat unique challenges because of the multitude of regional entities and boards, as well as cities with diverse interests and local funding streams. These local jurisdictions retain the ability to make locally-focused decisions that may not necessarily benefit region-wide transportation needs or address regional RTP goals. We found these challenges surface not only in the street programs but are particularly evident in bus and rail transit where the RTP responsibilities and activities are split between two separate agencies—RPTA and METRO. However, these two entities have started evaluating whether possible operational efficiencies and programmatic outcomes could result from some type of combination. In fact, national studies suggest that potential cost savings and more effective service outcomes to transit riders could be achieved by consolidating RPTA and local jurisdictional activities.

As with most transportation and transit projects, planning and performance is highly dependent upon a solid financial foundation that encompasses reliable estimation and projection of anticipated revenues and costs. Although transportation financing is inherently complex and difficult to predict given the variables outside of an estimator's control such as market and environmental factors as well as project timelines that span many years, we found the RTP's revenue and expenditure estimation model factors, assumptions, and processes were reasonable and consistent with best practices. However, in addition to traditional revenue factors that impact the funding of RTP projects are the implications of several federal air quality violations that continue to be a concern for the region. As such, the threat of future revenue sanctions imposed by the federal Environmental Protection Agency remains a persistent pressure.

While the RTP Partners have made great strides in establishing and managing Maricopa County's complex transportation network over the first five years of the Proposition, this audit provides a series of recommendations to help the RTP Partners and their related activities be more efficient and effective in their implementation of the RTP as well as demonstrate stronger accountability for the performance goals of the plan. Below, we highlight several of the more significant recommendations:

- Establish and quantify what the MAG Regional Council, in collaboration with its partners, expects to achieve through implementation of the RTP—this includes setting targets, building baselines for performance, and formally analyzing and measuring all available performance data against the set baselines at the system, corridor, and project levels to insert more accountability into the process.

- Communicate project and system performance results in meeting goals and targets of the RTP to committees and the public on a quarterly basis, at a minimum.
- Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary.
- Create a “report card” feature to provide quick, 1-page project snapshots summarizing project budget and schedule project performance measures and progress toward targets, and highlights of project changes to scope, schedule, or cost.
- Memorialize rationale for recommendations and impact on congestion, mobility, and safety behind project reprioritization decisions and program changes to ensure documentation exists linking projects changes suggested with an assessment or ranking against the formal priority criteria established.
- Develop and use a performance based model as part of project change and reprioritization processes on a go forward basis to enhance both transparency of the process and accountability to legislative mandates and the public.
- Summarize and communicate data to MAG oversight committees on options available and alternatives considered, risk and opportunities for each alternative, impacts of each alternative related to congestion or performance such as mobility and safety, and rationale behind final recommendations.
- Continue efforts to develop a user-friendly guide book providing a public “road map” clarifying how the public can influence transportation projects, at what points input can be provided in the RTP development and update process, and where citizens can go to get information.
- Strengthen oversight by fully utilizing the MAG Transportation Policy Committee in a stronger and more proactive leadership role in setting the expectations for RTP-related activities. Additionally, reaffirm the role of the Citizens’ Transportation Oversight Committee and increase its effectiveness through several suggested changes.
- Continue to investigate cost efficiencies that could result from combining RPTA and METRO operations, and implement measures as soon as practical to realize maximum value from such initiatives. Also, work towards realizing more benefits from regionalizing bus transit activities by strengthening the regional entity role and implementing regional activities that have potential for cost savings or better outcomes for riders such as route scheduling, fleet planning and purchasing, fare inspection and collection, coordinated automated tools, and regional service hearings.

We conducted this audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2012

SUBJECT:

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

SUMMARY:

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

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

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

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

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

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2012

SUBJECT:

Discussion of the Development of the FY 2013 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May.

Because of the continuing uncertainty of economic conditions, MAG staff is recommending that the calculation of draft Dues and Assessments for FY 2013 be maintained at the same level approved for fiscal years 2010 and 2011. A fifty-percent reduction to the dues and assessment total was first approved in the FY 2010 budget. The reductions in the Dues and Assessments for fiscal year 2013 costs would continue to be covered by MAG reserve funds. In the January 10 and February 14, 2005 MAG Regional Council Executive Committee meetings, the committee discussed that a minimum dues and assessments amount be set to cover some administrative costs of MAG committee meetings. The minimum amount of \$350 for MAG Dues and Assessments was recommended in the February 14th, 2005 meeting to cover administrative costs associated with MAG membership. This minimum amount was adopted beginning with the FY 2006 MAG Unified Planning Work Program and Annual Budget. The MAG draft Dues and Assessments for FY 2013 are presented with the minimum dues and assessments applied in Attachment A.

This overview of MAG's draft Dues and Assessments for FY 2013 (Attachment A) provides an opportunity for early input into the development of the FY 2013 Work Program and Budget. The draft Dues and Assessments documents are footnoted for your information.

- ◆ The population numbers used in the draft Dues and Assessments calculation are updated using the most recently approved population estimates for 2011 as indicated on the draft Dues and Assessments for FY 2013 in Attachment A.
- ◆ The information in the footnotes to the draft Dues and Assessments, (b), (c), (d), (e), (f), (g) and (h) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the county portion of the population calculation, respectively.
- ◆ Because of the continuing uncertainty of economic conditions, MAG staff is proposing no overall increase in draft Dues and Assessments for FY 2013. The recommended overall total for the draft Dues and Assessments remains the same as fiscal years 2010 and 2011, with changes for individual members because of population shifts and, the application of minimum dues and assessments. The application of a minimum dues and assessments amount of

\$350 affects four members and is discussed in footnote (d). The draft Dues and Assessments increase each fiscal year prior to FY 2010 has been calculated using the average CPI-U from the prior calendar year as approved by the MAG Regional Council in their May 24, 2006 Executive Committee meeting.

- ◆ The Homeless Prevention Assessment is only charged to those cities that are CDBG recipients with populations over 50,000 and to Maricopa County.

A draft budget timeline is included for your review as Attachment B. The Webinar presentation of the draft budget is tentatively scheduled for Thursday, February 16, 2012 at 1:30 p.m. in the MAG Palo Verde Room. An invitation to the MAG fiscal year (FY) 2013 Budget Webinar will be included in the February Management Committee material.

PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

PROS: MAG is providing the draft budget timeline and information on draft estimates for Fiscal Year 2013 Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information and input on the development of the fiscal year (FY) 2013 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051

Maricopa Association of Governments

Fiscal Year 2013

January 3, 2012

Draft Dues And Assessments

Jurisdiction	FY 2011 Budget (a) Population Totals	MAG Member Dues	Solid Waste Planning Assessment	Water Quality Planning Assessment	9-1-1 (b) Planning Assessment	Human Services Planning Assessment	Homeless (c) Prevention Assessment	Total (d) FY 2013 Estimated Dues & Assessments	Total FY 2012 Dues & Assessments	\$ Change from FY 2012 to 2013 Dues & Assessments
Apache Junction (f)	36,539	\$949	\$47	\$553	\$1,083	\$340		\$2,972	\$2,937	\$35
Avondale	76,392	\$1,994	\$98	\$1,155	\$2,263	\$711	\$645	\$6,866	\$6,892	(\$26)
Buckeye	52,334	\$1,330	\$67	\$792	\$1,550	\$487		\$4,226	\$4,169	\$57
Carefree (d)	3,367	\$164	\$4	\$51	\$100	\$31		\$350	\$350	\$0
Cave Creek	5,055	\$131	\$7	\$76	\$150	\$47		\$411	\$411	\$0
Chandler	238,381	\$6,176	\$307	\$3,606	\$7,062	\$2,219	\$1,999	\$21,369	\$21,345	\$24
El Mirage	31,862	\$832	\$41	\$482	\$944	\$297		\$2,596	\$2,605	(\$9)
Fort McDowell Yavapai Nation (d) (h)	971	\$296	\$1	\$15	\$29	\$9		\$350	\$350	\$0
Fountain Hills	22,554	\$588	\$29	\$341	\$668	\$210		\$1,836	\$1,843	(\$7)
Gila Bend (d)	1,922	\$244	\$2	\$29	\$57	\$18		\$350	\$350	\$0
Gila River Indian Community (d) (h)	2,994	\$184	\$4	\$45	\$89	\$28		\$350	\$350	\$0
Gilbert	213,519	\$5,451	\$275	\$3,230	\$6,326	\$1,988	\$1,765	\$19,035	\$18,844	\$191
Glendale	227,446	\$5,929	\$293	\$3,440	\$6,738	\$2,117	\$1,918	\$20,435	\$20,495	(\$60)
Goodyear	67,337	\$1,707	\$87	\$1,019	\$1,995	\$627		\$5,435	\$5,348	\$87
Guadalupe	5,895	\$144	\$8	\$89	\$175	\$55		\$471	\$452	\$19
Litchfield Park	5,523	\$143	\$7	\$84	\$164	\$51		\$449	\$448	\$1
Maricopa County (e)	274,673	\$7,170	\$354	\$4,155	\$8,137	\$2,557	\$2,320	\$24,693	\$24,785	(\$92)
Mesa	441,160	\$11,483	\$568	\$6,673	\$13,070	\$4,107	\$3,716	\$39,617	\$39,693	(\$76)
Paradise Valley	12,972	\$335	\$17	\$196	\$384	\$121		\$1,053	\$1,050	\$3
Peoria (g)	155,761	\$4,030	\$201	\$2,356	\$4,615	\$1,450	\$1,304	\$13,956	\$13,928	\$28
Phoenix	1,451,966	\$37,810	\$1,873	\$21,960	\$43,515	\$13,515	\$12,232	\$87,390	\$87,494	(\$104)
Queen Creek (f)	27,218	\$689	\$35	\$412	\$806	\$253		\$2,195	\$2,161	\$34
Salt River Pima-Maricopa (h)	6,342	\$165	\$8	\$96	\$188	\$59		\$516	\$516	\$0
Scottsdale	217,965	\$5,686	\$281	\$3,297	\$6,457	\$2,029	\$1,840	\$19,590	\$19,653	(\$63)
Surprise	118,349	\$3,074	\$153	\$1,790	\$3,506	\$1,102	\$995	\$10,620	\$10,624	(\$4)
Tempe	162,503	\$4,229	\$209	\$2,458	\$4,814	\$1,513	\$1,369	\$14,592	\$14,620	(\$28)
Tolleson	6,541	\$171	\$8	\$99	\$194	\$61		\$533	\$536	(\$3)
Wickenburg (g)	6,379	\$167	\$8	\$96	\$189	\$59		\$519	\$522	(\$3)
Youngtown	6,156	\$161	\$8	\$93	\$182	\$57		\$501	\$505	(\$4)
TOTALS	3,880,076	\$101,432	\$5,000	\$58,688	\$71,935	\$36,118	\$30,103	\$303,276	\$303,276	\$0

FY 2012 Total Costs		\$101,432	\$5,000	\$58,688	\$71,935	\$36,118	\$30,103
Based on Population		\$0	\$0	\$0	\$0	\$0	\$0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Per Capita Cost		\$0.02614	\$0.00129	\$0.01513	\$0.01854	\$0.00931	\$0.00776

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments were reduced by 50% beginning in FY 2010 from the FY 2009 total Dues and Assessments amount. This 50% reduction of member Dues and Assessments was applied to FY 2011, 2012 and MAG is recommending that the FY2013 member Dues and Assessments continue to be reduced by 50% due to economic conditions. Changes in population account for the individual member differences between the FY 2012 and FY 2013 Dues and Assessments totals .

- (a) MAG July 1, 2011 Approved Population. These population updates are needed by the State Economic Estimates Commission by December 15th of each year and are the final estimates.
- (b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- (c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- (d) Total Dues and Assessments minimum at \$350 per member results in an overall increase for these members.
- (e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- (f) Maricopa and Pinal County portions.
- (g) Maricopa and Yavapai County portions.
- (h) Maricopa County portion only.

Maricopa Association of Governments
 Fiscal Year 2013
 DRAFT January 3, 2012
 Work Program and Annual Budget Proposed Timeline

- 01/05/12 Thursday Intergovernmental Meeting
- 01/11/12 Wednesday Management Committee Meeting-dues/assessments; timeline
- 01/17/12 Tuesday Regional Council Executive Committee Meeting-dues/assessments; timeline
- 01/25/12 Wednesday Regional Council-dues/assessments; timeline
- 02/02/12 Thursday Intergovernmental Meeting
- 02/08/12 Wednesday Management Committee Meeting- present new projects; presentation of summary budget documents
- 02/13/12 Monday Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents
- 02/16/12 Thursday Budget Workshop-webinar 1:00 p.m. Palo Verde Room, 2nd Floor, MAG Building
- 02/22/12 Wednesday Regional Council Meeting- present new projects; presentation of summary budget documents
- 03/08/12 Thursday Intergovernmental Meeting
- 03/14/12 Wednesday Management Committee Meeting- information and review of draft budget documents
- 03/19/12 Monday Regional Council Executive Committee Meeting- information and review of draft budget documents
- 03/28/12 Wednesday Regional Council Meeting- information and review of draft budget documents
- 04/05/12 Thursday Intergovernmental Meeting
- 04/11/12 Wednesday Management Committee Meeting- information and review of draft budget documents
- 04/16/12 Monday Regional Council Executive Committee Meeting- information and review of draft budget documents
- 04/25/12 Wednesday Regional Council Meeting- information and review of draft budget documents
- April Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)
- April IPG meeting with FHWA, FTA, ADOT and others (TBD)
- 05/03/12 Thursday Intergovernmental Meeting
- 05/09/12 Wednesday Management Committee meeting - present draft Budget for recommendation of approval
- 05/14/12 Monday Regional Council Executive Committee meeting - present draft Budget for recommendation of approval
- 05/23/12 Wednesday Regional Council meeting - present draft Budget for approval