

2 Introduction and Background

2.1 Study Overview

MAG, in partnership with FHWA and ADOT, launched the Spine study to develop a Corridor Master Plan for the I-10 and I-17 corridor. This corridor is referred to as the “Spine” because it serves as the backbone for transportation in the Phoenix metropolitan area. In fact, the corridor handles approximately 40 percent of all daily freeway traffic in the region.

2.1.1 Background

In recent years, ADOT and FHWA developed corridor planning studies in the form of design concept reports and EIS studies as part of the I-10 Corridor Improvement Study and I-17 Corridor Improvement Study. These studies considered ways to meet future travel demand and add capacity (for example, general purpose lanes) to both I-10 and I-17 in the Phoenix area. Primary recommendations from these EISs focused on adding lanes to the freeway main lines to meet LOS targets identified by ADOT in the *ADOT Roadway Design Guide*.

Because the EIS studies pointed toward adding general capacity with as many as six additional lanes on certain segments, program funding in MAG’s RFHP did not support the proposed improvements. Additionally, political concerns were raised by MAG Regional Council members about the need to add significant capacity on I-10 or I-17, and they encouraged another study to identify other options for meeting future travel demand. The two previous studies identified long-term improvements that would have required more funding than was available in the RTP for either corridor. ADOT and MAG agreed to rescind the studies in October 2012 after determining that separate studies may not result in the best overall plan and that many of the studies’ recommendations were not prudent. FHWA accepted this decision. However, the knowledge gained from the EIS studies, coupled with subsequent analyses, identified several near-term improvements that could be carried forward and implemented by ADOT immediately through a separate but parallel effort with the Spine study. Although the EIS studies were cancelled, much of the planning, engineering and environmental information from those studies has been folded into this new I-10/I-17 Corridor Master Plan.

2.1.2 Location of Study Area

The I-10/I-17 Corridor Master Plan is a planning-level study for proposed transportation improvements in Maricopa County and within the cities of Chandler, Tempe and Phoenix and the town of Guadalupe. The 31-mile Spine corridor begins at the Pecos Stack in the southern part of Phoenix, extends north and west on I-10 (Maricopa Freeway) to the Split, then continues north on I-17 (Black Canyon Freeway) past the Stack to the North Stack (Figure 1-1). Although the I-10 Inner Loop from the Split to the Stack is within the study area, it is excluded from the Spine study because the Deck Park Tunnel precludes any future widening and has a set of its own unique issues. MAG launched a separate study in 2016 that focused solely on the I-10 Inner Loop.

As shown in Figure 2-1, the corridor study area extends approximately 1.5 miles on each side of the defined Interstate corridor. The assumed 3-mile corridor width includes the following parallel arterial streets: 48th Street and 56th Street/Priest Drive from Chandler Boulevard to Broadway Road, Kyrene Road from Chandler Boulevard to Southern Avenue, Baseline Road from 35th Avenue to the UPRR line, Southern Avenue from 35th Avenue to the UPRR line, Broadway Road from 35th Avenue to the UPRR line, Buckeye Road from 35th Avenue to 24th Street, 27th Avenue from Lower Buckeye Road to SR-101L, and 19th and 35th avenues from Baseline Road to SR-101L. Figure 2-1 shows the project vicinity.

2.1.3 Purpose of the Study

The I-10/I-17 Corridor Master Plan effort analyzed various long-term strategies to improve mobility in the corridor. The study evaluated the full range of transportation modes and concepts to identify the best multimodal, system solutions. These long-term improvements are envisioned as a combination of traditional solutions, new technology and increased use of transit. The key outcome of the Spine study is a detailed strategy to manage traffic in the I-10 and I-17 corridors through 2040. Study recommendations will be programmed in the MAG RTP and TIP.

At the beginning of the study, the MAG RTP allocated \$1.47 billion for the Spine study area. The Spine study identifies how to best allocate these funds to achieve the greatest benefit to the region. It also defines funding shortfalls associated with the preferred corridor improvement approach so that additional funding allocations can be identified. The results of the funding allocation and shortfall are in Chapter 8.

The primary purpose of the I-10/I-17 Corridor Master Plan is to develop an improvement and implementation strategy to appropriately manage travel demand and movements in the I-10 and I-17 corridors. The strategy identifies a group of projects to incorporate into the RTP and TIP. Phases of the projects will then be programmed for future environmental clearances, design, ROW acquisition and construction.

2.1.4 Needs Assessment Report

Prior to this report, the Spine study produced the NAR. The purpose of the NAR was to document the existing conditions and issues within the Spine corridor. Subjects the NAR covered included environmental, operations, roadway infrastructure, transit, bicycles and pedestrians, safety, technology, commerce and economic development factors, and public and agency feedback. The NAR was used extensively to inform the alternatives screening process and will be used to inform future NEPA actions resulting from the Corridor Master Plan.

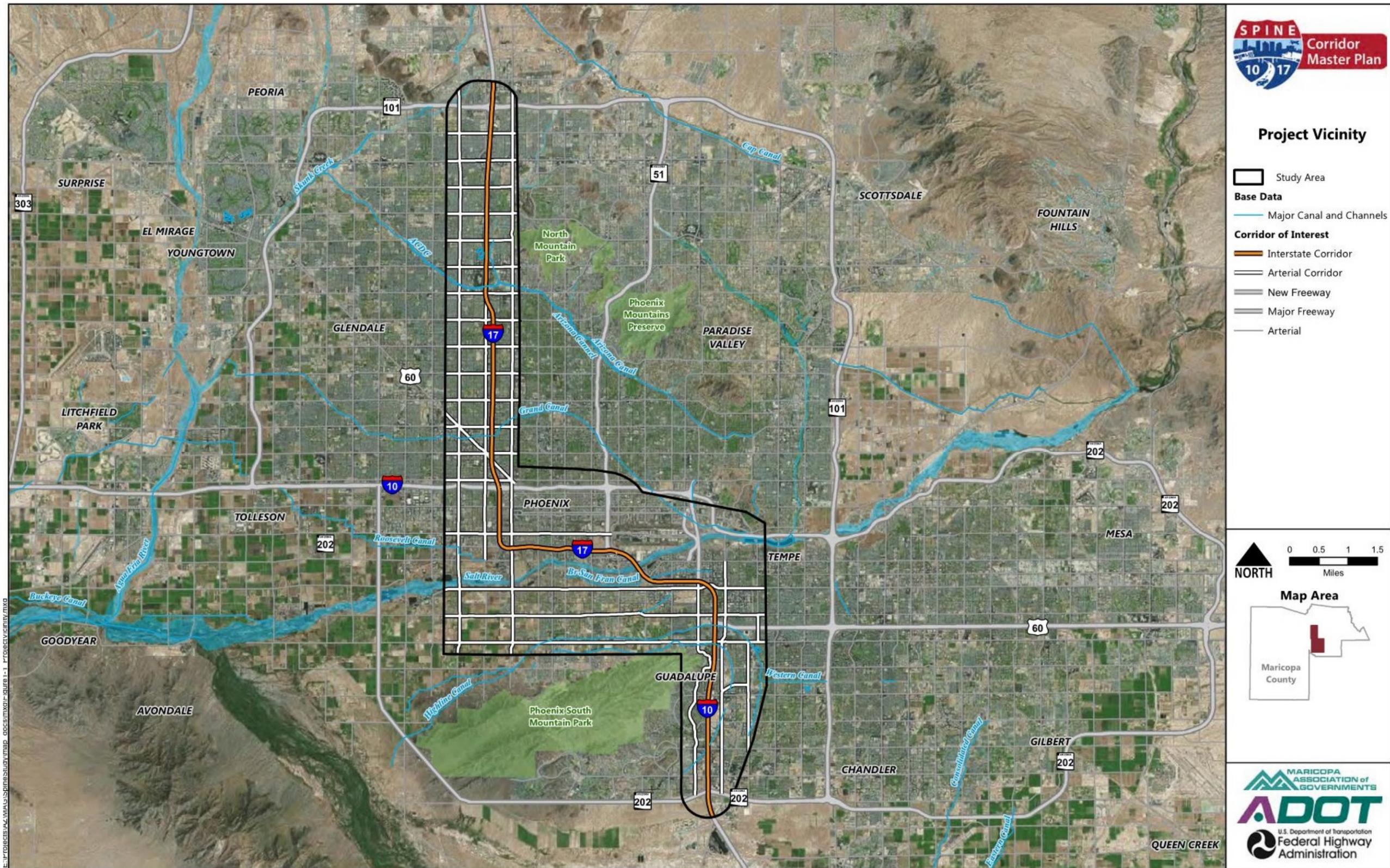
2.2 No-Build Alternative Assumptions

The RTP identifies a program of projects throughout the Phoenix metropolitan area for construction. These projects are separate from the improvements that will be recommended through the Spine study. The Interstate improvement projects, identified by MAG and ADOT, within the Spine study area (named the “near-term improvements”) were planned for construction over the next 3 years and were included in the “no-build” alternative for 2040. The near-term improvements include:

ADOT-planned projects:

- I-17 Active Traffic Management System enhancement;
- Additional I-10 outbound (eastbound) lane between SR-51 and US-60;
- I-10 ramp improvements between Broadway and Baseline roads that will relieve congestion by “braiding” ramps to minimize weaving traffic and lane changes and will add a pedestrian bridge over I-10 on the Alameda Drive alignment;
- Additional general purpose lanes in each direction on I-10 between Ray and Baseline roads and a pedestrian bridge over I-10 at Guadalupe Road; and
- Construction and opening of the SR-202L (South Mountain Freeway).

Figure 2-1. Project Vicinity



Source: ADOT, ALRIS, FEMA

Map Last Updated: 8/29/2017

The RTP near-term improvements also include transit projects, as follows:

Valley Metro near-term improvements to its light rail network:

- Northwest Phase I Light Rail Transit Extension to Dunlap Avenue;
- Northwest Phase II Light Rail Transit Extension to Metrocenter;
- Capitol/I-10 West Light Rail Transit Extension;
- South Central Light Rail Transit Extension; and
- West Phoenix/Central Glendale Transit Corridor.

As the Spine study evolved and the RFHP rebalancing efforts over 2016 and 2017 unfolded, the I-17 Active Traffic Management System project was cancelled. The I-10 outbound lanes, the ramp improvements between SR-143 and US-60, and the additional general purpose lane south of Baseline Road were all cancelled as near-term projects and instead integrated into the Spine recommendation. The South Mountain Freeway and all the Valley Metro projects continue to advance as stand-alone projects.

2.3 Local Transportation Plans and Initiatives

The Spine study area is completely contained within Chandler, Tempe, Phoenix and Guadalupe. In addition to the MAG RTP and the ADOT State Transportation Improvement Program, each of the local municipalities, Valley Metro and Phoenix Sky Harbor International Airport have transportation plans and initiatives that outline their vision for transportation within their jurisdictions. All of the pertinent transportation plans and initiatives were taken into account when developing the recommended alternative for the Spine study. The major local agency transportation plans and initiatives are listed below:

- City of Chandler
 - *Transportation Master Plan (2009)*
 - *General Plan (2008)*
- City of Tempe
 - *Transportation Master Plan (2015)*
 - *General Plan 2040 (2015)*
- City of Phoenix
 - *Transportation Master Plan 2050 (2015)*
 - *Bicycle Plan (2014)*
 - *General Plan (2015)*
 - *Sky Harbor Airport Layout Plan (2011)*
- Town of Guadalupe
 - *General Plan (1992)*

- Valley Metro
 - *5-year Capital Program*
 - *MAG RTP, Transit Lifecycle Program*

2.3.1 Phoenix Transportation 2050

On August 25, 2015, Transportation 2050 (T2050), a 35-year citywide transportation plan, was approved by Phoenix voters. T2050 increases Phoenix’s existing transportation sales tax by three-tenths of a cent to seven-tenths of a cent (or 70 cents on a \$100 purchase) to fund a program of transportation improvements through 2051. The additional money generated by the sales tax increase will fund bus service improvements, light rail construction, new transit-related technology, bicycle and pedestrian infrastructure, and street improvements, all of which are outlined in Phoenix’s *Transportation Master Plan 2050* by the Citizens Committee on the Future of Phoenix Transportation. The following are the key goals of T2050:

- Improved frequency of local bus service
- Service through midnight on weekdays and 2 a.m. on weekends for local bus and Dial-A-Ride service
- New transit-related technology, such as Wi-Fi on buses and trains, reloadable transit passes, real-time data for Dial-A-Ride and security improvements for bus and light rail
- 75 miles of new RAPID commuter bus routes
- 42 miles of new light rail
- 1 new light rail station
- 680 miles of new asphalt pavement on major arterial streets
- 1,000 miles of new bicycle lanes
- 135 miles of new sidewalks
- 2,000 new street lights
- \$240 million for major street improvement projects

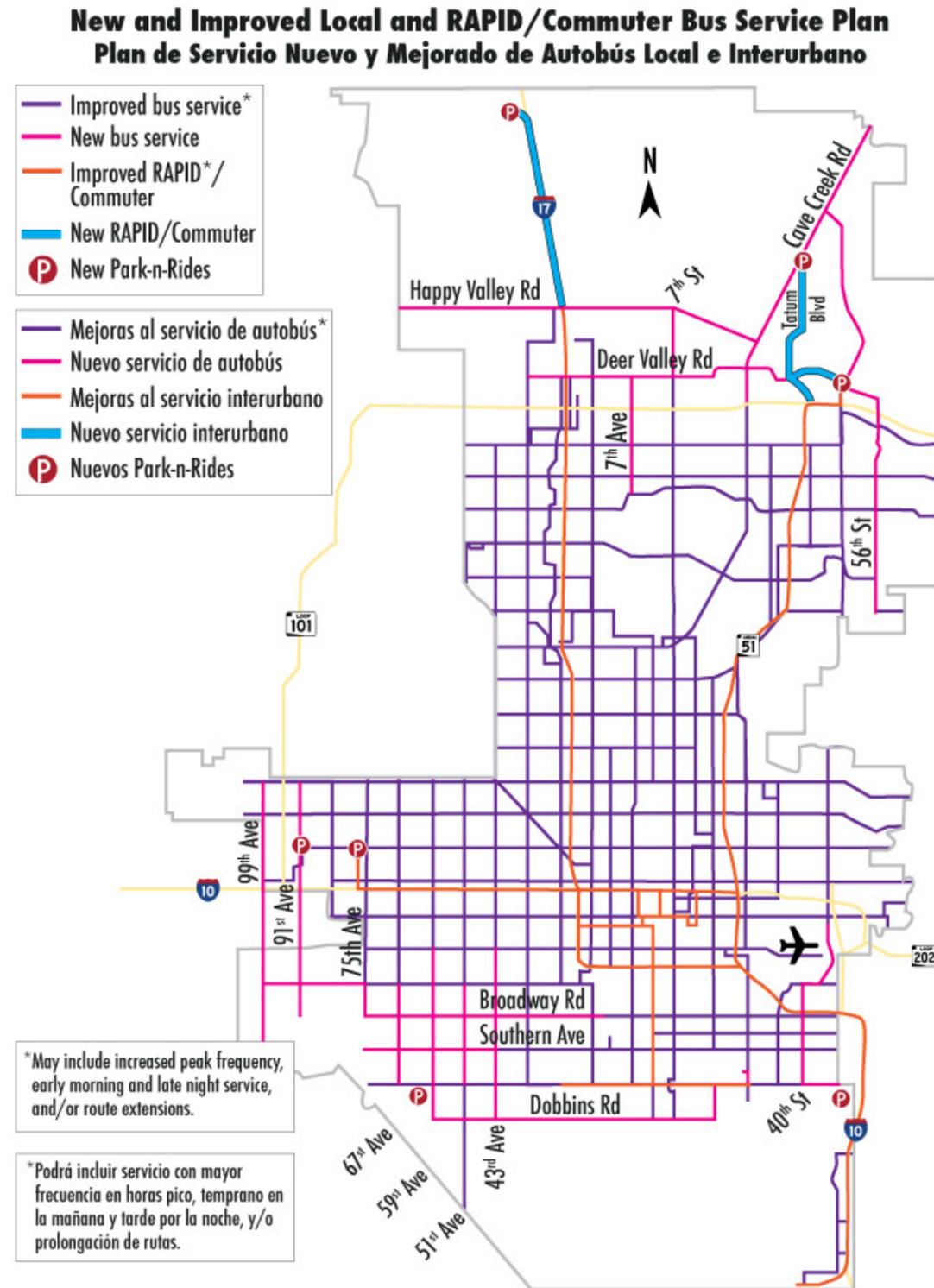
It is understood that T2050 will contain projects that contribute to the goals and objectives of the Spine study. Since the T2050 program has yet to be fully developed and adopted by the Phoenix City Council, it will not be incorporated into the final ASTR. A more detailed look at these improvements can be found in Figures 2-2 to 2-4.

2.3.2 Key Commerce Corridors

In 2014, ADOT designated most Interstate routes within Arizona as Key Commerce Corridors. This designation was made to advance the conversation for improving and promoting economic activity throughout the state. Within metropolitan Phoenix, both I-10 and I-17 have this designation.

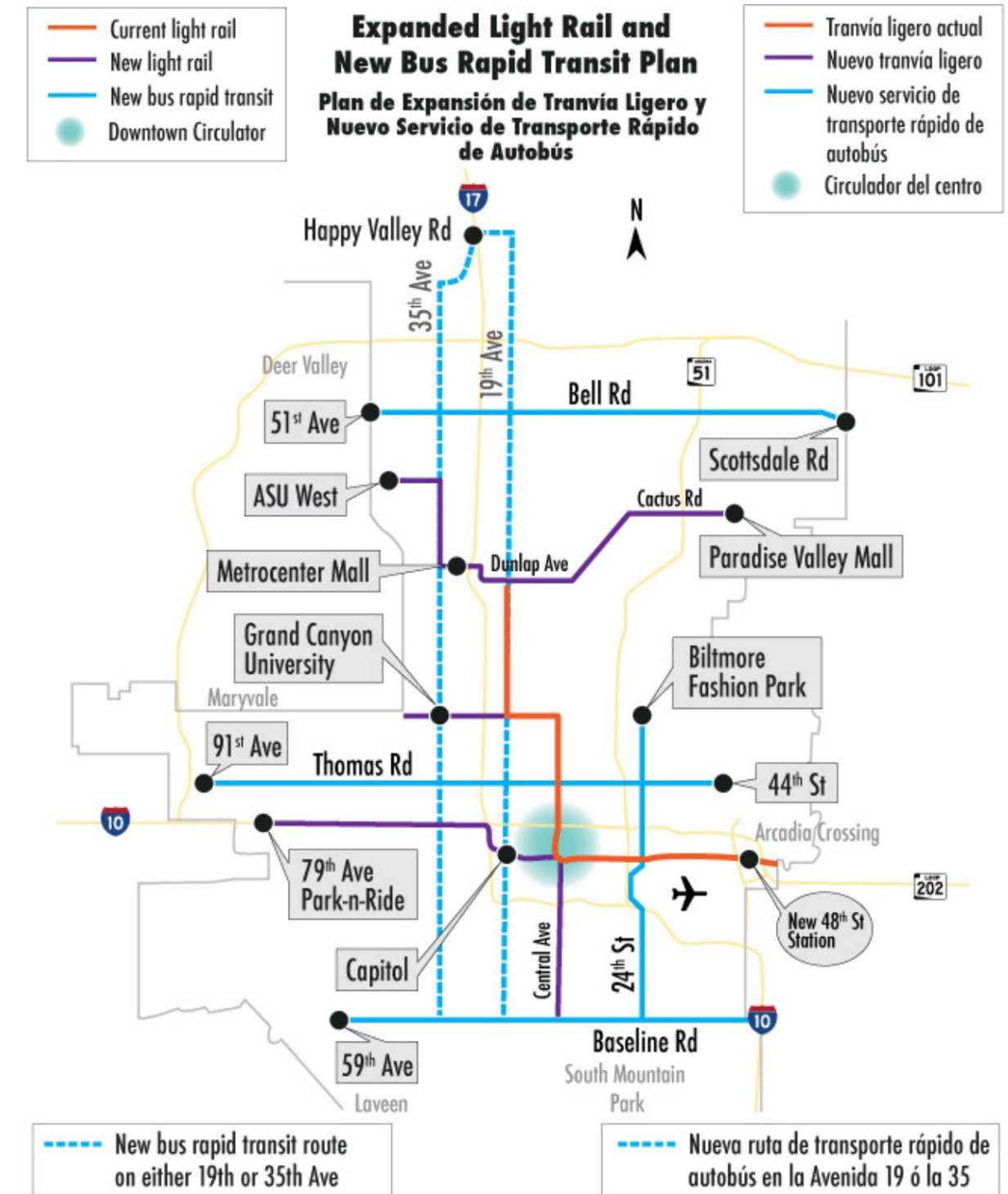
The Spine corridor is located at a junction of routes to three major markets: Texas to the east, California to the west and Mexico to the south. ADOT has identified key corridors that connect these three markets to Phoenix and has tentative plans to improve them. Studies are currently underway regarding how to improve these key corridors, and the study results will be taken into consideration moving forward.

Figure 2-2. T2050 New Bus Map



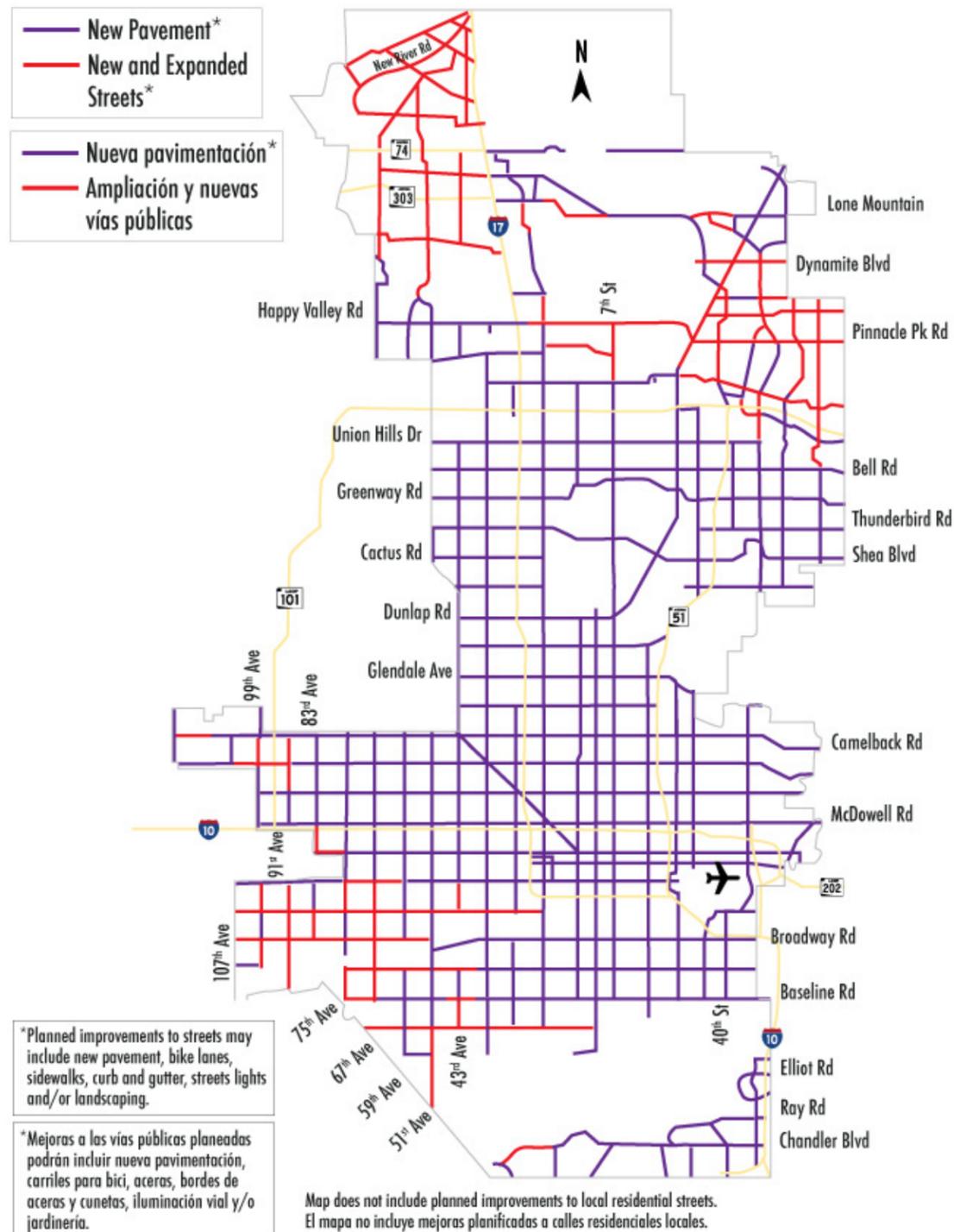
Source: <http://movephx.org/get-the-facts/maps/>

Figure 2-3. T2050 New Light Rail Transit Map



Source: <http://movephx.org/get-the-facts/maps/>

Figure 2-4. T2050 New Street Map



Source: <http://movephx.org/get-the-facts/maps/>

2.4 Moving Ahead for Progress in the 21st Century

Moving Ahead for Progress in the 21st Century (MAP-21), signed into law in 2012, created a performance-based and multimodal program to address the many challenges facing the U.S. transportation system. An element of MAP-21 established Transportation Performance Management to implement performance measures by using system information.

By establishing performance-based criteria, MAP-21 increases the accountability and transparency of federal surface transportation programs and improves decision making by basing it on performance-based planning and programming.

MAP-21 established the following seven performance-based criteria and goals:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition:** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction:** To achieve a significant reduction in congestion on the National Highway System.
- **System reliability:** To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
- **Environmental sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays:** To reduce project costs, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

It should be noted that the Fixing America's Surface Transportation Act, or "FAST Act," was signed into law in 2015. Because newer surface transportation acts replace those that precede them, the MAP-21 performance metrics were carried forward into the FAST Act. These performance criteria and goals were used extensively during the screening process to identify the best performance- and outcome-based transportation program.

2.5 Project Management and Team Organization

The Spine study developed five partner groups that lead the decision-making process. Group membership was determined by the three key partner agencies: MAG, ADOT and FHWA.

- **Charter Partners:** Consist of elected officials and executive-level representatives from MAG, ADOT, FHWA and Valley Metro. This group met several times over the course of the study to receive status updates and to provide direction or make key decisions as requested.
- **Management Partners:** Consist of senior management from MAG, ADOT and FHWA. This group was the core management team for the study and met anywhere from weekly to monthly during the alternatives screening process. This group directed the day-to-day work on the study and contributed to key decisions during the alternatives screening process.

- **Planning Partners:** Consist of management and technical staff from the cities and town and their respective departments, designated Native American communities (Ak-Chin Indian Community, Salt River Pima-Maricopa Indian Community, Gila River Indian Community and Tohono O’odham Nation), MAG, ADOT, FHWA and Valley Metro. This group met just a few times over the course of the study to receive status updates.
- **Alternatives Evaluation Partners (AEP):** Consist of the Management Partners and senior representatives from MAG member agencies affected by actions in the corridor. This group oversaw the alternatives screening process and was involved with major decisions and direction during the alternatives screening process.
- **Agency Partners:** Consist of representatives from other agencies with an interest in the study, including, but not limited to, the U.S. Army Corps of Engineers, FAA, Federal Transit Administration and FCDMC. This group met just a few times over the course of the study to receive status updates, and meetings were frequently held in conjunction with another partner meeting.

2.6 Summary of Meetings

Meetings were held throughout the duration of the Spine study process. Most meetings entailed coordination between the involved agencies and between the involved agencies and the Spine study team. Several meetings were also held for updating agencies and committees with the progress of the Spine study. Four public meetings were also hosted by MAG to present the results of the Spine study alternative screening process. All 75 of the meetings that occurred during the alternatives development and screening process up to the final MAG Regional Council approval of the recommended alternative are listed in Table 2-1.

Table 2-1. Summary of Meetings During the Alternatives Screening Process

Date	Meeting Type	Purpose	Agencies Present
1/12/2015–1/14/2015	Cost Risk Assessment	Workshop to evaluate I-10 Near Term Improvements from SR-143 to Ray Road. Outcome of this workshop informed the alternatives evaluation phase of the Spine study. The final report is included in Appendix D.	MAG, ADOT, FHWA and HDR
6/1/2015	Management Partners Meeting	Meeting topics included the 2015 TIGER Grant Application for the bus ramp at the Stack, the study update e-blast, the corridor travel demand profiles, the guiding principles, the upcoming transmittal of the draft NAR, the status of the <i>Controlling Design Criteria Report</i> and the final geographic information system (GIS) online viewer of all the NAR datasets.	MAG, ADOT, FHWA, HDR and Jacobs
6/15/2015	Management Partners Meeting	Meeting focused on the format, schedule and meeting materials for the Alternatives Development Workshop.	MAG, ADOT, FHWA, HDR and Jacobs
6/22/2015–6/23/2015	Alternatives Development Workshop	Brainstorm alternatives to solve the issues identified in the NAR.	MAG, ADOT, FHWA, Phoenix, Chandler, Tempe, Maricopa County Department of Transportation (MCDOT), HDR, Wilson, CH2MHill and Jacobs

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Date	Meeting Type	Purpose	Agencies Present
8/3/2015	Management Partners Meeting	Status report including schedule updates, creation of the AEP and alternatives brainstorming workshop results.	MAG, ADOT, FHWA, HDR and Jacobs
8/24/15	Alternatives Review Workshop	Discussion on how to organize and screen the alternatives developed in the Alternatives Development Workshop.	MAG, ADOT, FHWA, HDR and Jacobs
8/31/2015	Management Partners Meeting	Based on the feedback from the August 24 Alternatives Review Workshop, HDR compiled a system of categories and geographic sections for organizing the alternatives. General consensus was this was the appropriate strategy going forward. Focus then turned to the screening process itself. Attention was given to the guiding principles and the screening criteria. Additional work was needed with the Management Partners to achieve consensus on these points.	MAG, ADOT, FHWA, HDR and Jacobs
9/3/2015	AEP Meeting	The purpose of this meeting was to introduce the project to these participants, providing a rough outline of the screening process, each of their roles and responsibilities being part of this group and the goals we hope to accomplish at the end—full agency consensus on a recommended alternative.	MAG, ADOT, FHWA, City of Phoenix, City of Tempe, Valley Metro, HDR and Jacobs
9/8/2015	Executive Management Meeting	Progress meeting to update MAG, ADOT and FHWA Arizona.	MAG, ADOT and FHWA
9/15/2015	Transportation Policy Committee	Updated the Transportation Policy Committee leadership on purpose and need, alternatives guiding principles and the outcomes of the June 2015 workshop.	MAG Member Agencies
10/7/2015	ITS Technology Work Group Meeting	Group focused on developing a range of alternatives using technology. Group was given a target date of April 2016 to have a final recommendation prepared.	MAG, ADOT, FHWA, City of Phoenix, City of Tempe, City of Chandler, HDR and Kimley-Horn
10/9/2015	NAR Comment Resolution Meeting	Comment resolution meeting with the City of Phoenix on the NAR comments they provided.	MAG, City of Phoenix and HDR
10/27/2015	Freight Partners Coordination Meeting	Internal HDR team conference call to coordinate freight elements and introduce GLD Partners to the project. GLD is a team member we have yet to use as we were waiting for the freight focus to enter into the project discussion.	HDR, Jacobs, Wilson, Kimley-Horn and GLD
11/10/2015	City of Phoenix Transportation and Infrastructure Committee	Progress meeting to advise the Phoenix City Council subcommittee on project purpose and need, alternatives development and outcomes of the public meetings and alternatives workshop.	City of Phoenix Transportation and Infrastructure Committee

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Date	Meeting Type	Purpose	Agencies Present
11/16/2015	Management Partners Meeting	Topics included an overview of the three-level screening process, the revised project schedule, the alternative sorting of backbone and supporting concepts, the formation of the backbone working groups and the scope of the second round of public outreach.	MAG, ADOT, FHWA, HDR and Jacobs
11/16/2015	AEP Meeting	Topics included an overview of the three-level screening process, the revised project schedule, the alternative sorting of backbone and supporting concepts, the formation of the backbone working groups and the scope of the second round of public outreach.	MAG, ADOT, FHWA, City of Phoenix, City of Tempe, HDR and Jacobs
12/1/2015	Technology Working Group Meeting	Discussed a wide array of technology and freight issues.	MAG, ADOT, FHWA, City of Phoenix, City of Tempe, City of Chandler, HDR and Kimley-Horn
12/17/2015	City of Chandler Transportation Commission	Progress meeting to advise the Transportation Commission on project purpose and need, alternatives development and outcomes of the public meetings and alternatives workshop.	City of Chandler Transportation Commission
12/21/2015	AEP Meeting	Topics included finalizing the Level 2 screening criteria tool and then performing a weighted pairing analysis with the meeting participants to apply weights to the criteria.	MAG, ADOT, FHWA, City of Phoenix, City of Chandler, HDR and Jacobs
12/22/2015	Spine Coordination Meeting with Phoenix Sky Harbor International Airport	Meeting focused on introducing new Sky Harbor staff to the project and discussing coordination items between the airport and the freeway system.	MAG, Phoenix Sky Harbor International Airport and HDR
1/5/2016	Technology Working Group Meeting	Discussed freight movement, current plans for the I-17 near-term technology project, Active Traffic Management (ATM) and ICM applications in the Spine corridor, enforcement, connected and autonomous vehicles and traveler information.	MAG, ADOT, City of Tempe, HDR and Kimley-Horn
1/12/2016	System Traffic Interchange Working Group Meeting	This meeting was this group's kickoff meeting.	MAG, ADOT, FHWA, City of Phoenix, City of Tempe, City of Chandler and HDR
1/12/2016	Highway Capacity Working Group	This meeting was this group's kickoff meeting.	MAG, ADOT, FHWA, City of Phoenix, City of Tempe, City of Chandler, Wilson and HDR

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Date	Meeting Type	Purpose	Agencies Present
1/19/2016	Technology Working Group Meeting	The group discussed potential freeway alternatives, including consideration for expanding ATM and ICM concepts from the I-17 near-term improvement project to other parts of the Spine corridor. The group also discussed concepts for automating enforcement, particularly in conjunction with ATM. Important needs identified included data acquisition (and alternatives for collecting real-time data), integrating real-time performance information into operations, and potential impacts of connected and autonomous vehicles.	MAG, ADOT, FHWA, City of Phoenix, City of Tempe, City of Chandler, HDR and Kimley-Horn
1/25/2016	Phoenix Sky Harbor International Airport Land Use Coordination Meeting	Meeting to discuss City of Phoenix Aviation Department's activities for Phoenix Sky Harbor International Airport expansion and I-10 access needs.	MAG, ADOT, City of Phoenix and HDR
1/25/2016, 1/26/2016, 2/8/2016, 2/10/2016	Cost-Risk Assessment and Value Planning Workshop	Workshop to evaluate I-17 between the Split and 19th Avenue. Outcome of this workshop informed the alternatives evaluation phase of the Spine study. The final report is included in Appendix D.	MAG, ADOT, FHWA, Valley Metro, Phoenix and HDR
3/1/2016	Executive Management Meeting	Outcome of the meeting was for MAG to prepare a detailed work plan to present to the other agencies for final concurrence before changing the direction of how the Spine study will evaluate alternatives.	MAG, ADOT and FHWA
3/15/2016	MAG Bicycle and Pedestrian Committee	Update on project planning process and responses for 2014 public meetings.	MAG Bicycle and Pedestrian Committee
4/11/2016	Phoenix Sky Harbor International Airport Land West Access Coordination Meeting	Follow-up to the January 2016 meeting; additional discussion about I-10 access needs.	MAG, ADOT, City of Phoenix and HDR
4/14/2016	Level 2 Alternatives Screening Workshop	Alternatives were numerically scored based on various categories (Enhances Existing System Utilization, Enhances Safety, Improves Travel Time Reliability, Replaces Deficient Infrastructure, Reduces Congestion Duration, Disproportional Impacts to Title VI and EJ Communities, Practicability, Agency Support, Alternative Adaptability and Programming Flexibility) with justifications. HDR was present only to provide background information on the alternatives being scored.	MAG, ADOT and HDR

Table 2-1. Summary of Meetings During the Alternatives Screening Process

Date	Meeting Type	Purpose	Agencies Present
5/2/2016	Management Partners Meeting	Results of the Level 2 Alternatives Screening were reviewed and discussed.	MAG, ADOT, FHWA and HDR
5/16/2016	Management Partners Meeting	Results of the Level 2 Alternatives Screening were reviewed and discussed. Also reviewed the compilation and finalization of the data for the service traffic interchange evaluation to prioritize the needs of the service traffic interchanges in the corridor.	MAG, ADOT, FHWA and HDR
6/6/2016	Management Partners Meeting	Agency comments on the results of the Level 2 Alternatives Screening were reviewed and discussed.	MAG, ADOT, FHWA and HDR
6/27/2017–6/30/2017	Value Planning Workshop	Workshop to evaluate I-17/Camelback Road traffic interchange options. Outcome of this workshop informed the alternatives evaluation phase of the Spine study. The final report is included in Appendix D.	MAG, ADOT, FHWA, Valley Metro, Phoenix, HDR and AECOM
7/29/2016	Valley Metro NW Extension Coordination Meeting	Initial discussions for identifying access needs and coordinating improvements between MAG, ADOT and Valley Metro on the Metrocenter and Glendale light rail extension.	MAG, ADOT and Valley Metro
9/14/2016	MAG Management Committee	Study update for MAG member agency city managers regarding alternatives and project budget amendment.	MAG Management Committee
9/19/2016	MAG Regional Council Executive Committee	Regional Council Executive Committee meeting.	MAG Regional Council Executive Committee
9/21/2016	MAG Transportation Policy Committee	Study update for Transportation Policy Committee regarding alternatives.	MAG Transportation Policy Committee
9/22/2016	Management Partners Meeting	Reviewed the detailed engineering and operational results for the six build and no-build alternatives. Results of meeting indicated an analysis of two additional build alternatives needed to be included in the study.	MAG, ADOT, FHWA and HDR
10/24/2016	Management Partners Meeting	Review the detailed engineering and operational results for the eight build and no-build alternatives. Results of meeting concluded with a draft recommendation of the HPA to carry to the public meetings.	MAG, ADOT and HDR
11/16/2016	Town of Guadalupe Briefing	Briefed on the draft recommendation of the HPA to carry to the public meetings in late January. Meeting was attended by Town of Guadalupe staff, included Acting Town Manager and Town Councilmember.	MAG, Town of Guadalupe and HDR

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Date	Meeting Type	Purpose	Agencies Present
11/17/2016	City of Chandler Briefing	Briefed on the draft recommendation of the HPA to carry to the public meetings in late January. Meeting was attended by City of Chandler staff, including representatives from City Manager's office and Transportation and Development Department (including Streets Maintenance and Transit).	MAG, City of Chandler and HDR
11/17/2016	City of Tempe Briefing	Briefed on the draft recommendation of the HPA to carry to the public meetings in late January. Meeting was attended by City of Tempe staff, including representatives from City Manager's office and Public Works Department (including Transportation and Transit Divisions).	MAG, City of Tempe and HDR
11/18/2016	City of Phoenix Briefing	Briefed on the draft recommendation of the HPA to carry to the public meetings in late January. Meeting was attended by several City of Phoenix staff members representing several departments in the City. The meeting ran long, and many could not stay longer, so another meeting was scheduled for December 2 to complete the presentation.	MAG, City of Phoenix and HDR
11/29/2016	Camelback Planning Partners	Coordination with stakeholders near Camelback Road and I-17 regarding concepts for integrating a potential light rail operation into the I-17/Camelback Road traffic interchange.	Camelback Planning Partners
12/2/2016	AEP Meeting	Presented results of alternative screening, with a focus on HPA1 and HPA2. Meeting concluded with a consensus to create a recommended alternative that contains elements of both HPA1 and HPA2, thereafter referred to as just HPA (or the recommended alternative, as it relates to the public information materials). This consensus on a recommended alternative represented a major milestone in the Spine study.	MAG, ADOT, FHWA, City of Phoenix, City of Chandler, City of Tempe, Valley Metro, HDR and Wilson
12/2/2016	City of Phoenix Briefing (continuation of meeting from 11/18/2016)	Brief various City of Phoenix departments on the recommended alternative. This was the continuation of the meeting from November 18, 2016. Attendees responded favorably to the presentation.	MAG, City of Phoenix and HDR
12/7/2016	ADOT Coordination Meeting	Presentation of the Spine recommended alternative elements along I-10 to the ADOT Santan field office staff and Parsons Brinckerhoff (general engineering consultant for the I-10 Near Term Improvements project). Elements of the design were explained. ADOT intends to evaluate the recommendation elements and see how many can be incorporated into the Near-Term Improvements project.	MAG, ADOT, HDR and Parsons Brinckerhoff
12/12/2016	Executive Management Meeting	Progress meeting with MAG, ADOT and FHWA Arizona regarding the Corridor Master Plan recommendations in advance of the public meetings in January 2017.	MAG, ADOT and FHWA Arizona

Table 2-1. Summary of Meetings During the Alternatives Screening Process

Date	Meeting Type	Purpose	Agencies Present
12/19/2016	Management Partners Meeting	Meeting was focused on reviewing the public meeting materials and to make sure the Management Partners were comfortable with the content, messaging and feedback being requested.	MAG, ADOT, FHWA and HDR
1/5/2017	MAG Transportation Review Committee	Progress meeting to present the Corridor Master Plan as recommended by the Management Partners.	MAG Transportation Review Committee
1/10/2017	City of Tempe Transportation Commission	Briefed on the draft recommendation of the HPA to carry to the public meetings in late January.	City of Tempe Transportation Commission
1/20/2017	Four Southern Tribes Cultural Resources Working Group Coordination	Presentation of the Corridor Master Plan recommendations.	Ak-Chin, Salt River Pima-Maricopa, Gila River, Tohono O'odham
1/24/2017	Spine Public Meeting	Spine public meeting to present the best-performing alternative over the lunch hour at the MAG offices.	Study team and members of the public
1/24/2017	Spine Public Meeting	Spine public meeting to present the best-performing alternative in the evening at the MAG offices.	Study team and members of the public
1/25/2017	Spine Public Meeting	Spine public meeting to present the best-performing alternative in the evening in Guadalupe.	Study team and members of the public
1/31/2017	Spine Public Meeting	Spine public meeting to present the best-performing alternative in the evening at the Washington Activity Center in Phoenix.	Study team and members of the public
2/13/2017–2/17/2017	Value Planning Workshop	Workshop to evaluate I-10/West Sky Harbor Access options. Outcome of this workshop informed the alternatives evaluation phase of the Spine study. The final report is included in Appendix D.	MAG, ADOT, FHWA, Phoenix, Phoenix Sky Harbor International Airport and its consultants and HDR
2/14/2017	City of Phoenix Transportation and Infrastructure Committee	Study update and recommended alternative overview.	City of Phoenix
3/6/2017	Management Partners	Reviewed feedback received from the public meetings.	MAG, ADOT, FHWA and HDR
3/30/2017	MAG Transportation Review Committee	Detailed presentation of the recommended alternative—no action requested—for information only.	MAG Transportation Review Committee
3/31/2017	AZ Bike Summit	Presentation of the Corridor Master Plan recommendations.	AZ Bike Summit

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Date	Meeting Type	Purpose	Agencies Present
4/11/2017	City of Phoenix Transportation and Infrastructure Committee	Presentation of the Corridor Master Plan recommendations. Discussions about incorporating future light rail crossings of I-17 as they relate to the Spine recommendation.	City of Phoenix
4/12/2017	MAG Management Committee	Detailed presentation of the recommended alternative—no action requested—for information only.	MAG Management Committee
4/19/2017	MAG Transportation Policy Committee	Detailed presentation of the recommended alternative—no action requested—for information only.	MAG Transportation Policy Committee
4/26/2017	MAG Regional Council	Detailed presentation of the recommended alternative—no action requested—for information only.	MAG Regional Council
4/27/2017	MAG Transportation Review Committee	Accepted the final recommendation from the I-10/I-17 Corridor Master Plan for I-10 between the Split and the Pecos Stack and for I-17 between the Split and the North Stack for inclusion in the MAG 2040 RTP, contingent on a new finding of conformity.	MAG, Phoenix, Tempe, Chandler and Guadalupe
5/2/2017	Cost Risk Assessment	Workshop to evaluate I-17/Central Avenue bridge replacement relative to the Valley Metro South Central Light Rail Project. Outcome of this workshop informed the alternatives evaluation phase of the Spine study. The final report is included in Appendix D.	MAG, ADOT, FHWA, Valley Metro, Phoenix and HDR
5/3/2017	Cost Risk Assessment	Workshop to evaluate I-17/Mountain View crossing relative to the Valley Metro Northwest Extension Phase II Light Rail Project. Outcome of this workshop informed the alternatives evaluation phase of the Spine study. The final report is included in Appendix D.	MAG, ADOT, FHWA, Valley Metro, Phoenix and HDR
5/10/2017	MAG Management Committee	Accepted the final recommendation from the I-10/I-17 Corridor Master Plan for I-10 between the Split and the Pecos Stack and for I-17 between the Split and the North Stack for inclusion in the MAG 2040 RTP, contingent on a new finding of conformity.	MAG, Phoenix, Tempe, Chandler and Guadalupe
5/16/2017 and 5/18/2017	Cost Risk Assessment	Workshop to evaluate the I-17 traffic interchanges at Indian School Road, Northern Avenue, Glendale Avenue, Thunderbird Road and Bell Road. Outcome of this workshop informed the alternatives evaluation phase of the Spine study. The final report is included in Appendix D.	MAG, ADOT, FHWA, Phoenix and HDR
5/17/2017	Cost Risk Assessment	Workshop to evaluate the I-17 drainage improvements between the ACDC and Greenway Road. Outcome of this workshop informed the alternatives evaluation phase of the Spine study. The final report is included in Appendix D.	MAG, ADOT, FHWA, Phoenix and HDR

Table 2-1. Summary of Meetings During the Alternatives Screening Process

Date	Meeting Type	Purpose	Agencies Present
5/17/2017	MAG Transportation Policy Committee	Accepted the final recommendation from the I-10/I-17 Corridor Master Plan for I-10 between the Split and the Pecos Stack and for I-17 between the Split and the North Stack for inclusion in the MAG 2040 RTP, contingent on a new finding of conformity.	MAG, ADOT, Phoenix, Tempe, Chandler and Guadalupe
5/24/2017	MAG Regional Council	Accepted the final recommendation from the I-10/I-17 Corridor Master Plan for I-10 between the Split and the Pecos Stack and for I-17 between the Split and the North Stack for inclusion in the MAG 2040 RTP, contingent on a new finding of conformity.	MAG, ADOT, Phoenix, Tempe, Chandler and Guadalupe
6/21/17–6/23/17	Cost Risk Assessment	Workshop to evaluate the Valley Metro Capitol/I-10 West Light Rail Extension and its crossing of I-17 at Van Buren Road. Outcome of this workshop informed the alternatives evaluation phase of the Spine study.	MAG, ADOT, FHWA, Valley Metro, Phoenix, AECOM and HDR