

July 15, 2008

TO: Members of the MAG Regional Council

FROM: Mayor Mary Manross, Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.
Wednesday, July 23, 2008
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

Dinner - 6:30 p.m.
MAG Office, Suite 200

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor. Supporting information is enclosed for your review.

Please park in the garage underneath the building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in 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 the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions, please call the MAG office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
July 23, 2008**

		<u>COUNCIL ACTION REQUESTED</u>
1. <u>Call to Order</u>		
2. <u>Pledge of Allegiance</u>		
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.	
4. <u>Executive Director's Report</u> The MAG Executive Director will provide a report to the Regional Council on activities of general interest.	4. Information and discussion.	
5. <u>Approval of Consent Agenda</u> Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).	5. Approval of the Consent Agenda.	

ITEMS PROPOSED FOR CONSENT*

		MINUTES
*5A. <u>Approval of the June 25, 2008, Meeting Minutes</u>	5A. Review and approval of the June 25, 2008, meeting minutes.	

TRANSPORTATION ITEMS***5B. Enhancement Peer Review Group Round 16 Recommendations**

The Enhancement Peer Review Group, formerly the Enhancement Funds Working Group that was formed by the MAG Regional Council in April 1993, reviews and recommends a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, seven applications for local funds were received totaling \$3,500,000 with approximately \$8 million available statewide. Three applications for state funds were received totaling \$2,999,957 with approximately \$5 million available statewide. The MAG Enhancement Peer Review Group and the MAG Management Committee recommended that the attached ranked applications be forwarded to the Arizona Department of Transportation for consideration by the TERC. Please refer to the enclosed material.

***5C. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program**

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the Regional Council on July 25, 2007, and have been amended and modified in October 2007, and January, February, and April 2008. Rather than producing a new TIP for FY 2009, the FY 2008-2012 TIP is being amended and modified. The proposed amendment and administrative modification to the FY 2008-2012 TIP are divided into the Highway Section - Table A, and Transit Section - Table B. A new Finding of Conformity for the FY 2008-2012 MAG TIP and RTP 2007 Update, as amended, is included as a separate agenda item. In addition, Table A includes a column annotating the the Arizona Department of Transportation (ADOT) projects that are Material Cost, Scope, or Schedule Changes to the ADOT Program. The MAG Transportation Review Committee and the MAG Management

5B. Forward the ranked applications from the MAG Enhancement Peer Review Group to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee.

5C. Approval of an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and Schedule Changes to the ADOT Program as shown in the attached tables.

Committee recommended approval. This item is on the July 16, 2008 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5D. Federal Fiscal Year 2008 MAG Final Closeout and Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program

Since the Regional Council approved the FFY 2008 MAG Interim Closeout, there have been two additional projects requesting to be deferred, LPK08-801: Litchfield Park paving unpaved alleys, and GDL04-201: Guadalupe Intelligent Transportation System project, which are found in Table A. With this new deferral, the funding amount available for Closeout increases from \$14.7 million to \$15.2 million. The identification of these additional funds for Closeout indicates that the first project in the rank ordered Contingency List, VMR08-809T: Valley Metro Rail reimbursement for construction activities for the Central Phoenix/East Valley (METRO) light rail transit project in the amount of \$326,150, can be funded. For administrative purposes, the funds from VMR08-809T will be programmed into the VMR08-808T, which is the Valley Metro Rail \$5,291,850 reimbursement project for construction activities for the Central Phoenix/East Valley (METRO). This is annotated in Table B. In addition, Maricopa County has requested that an Intelligent Transportation Systems (ITS) project located in western Maricopa County be added to the FY 2008-2012 MAG TIP. This is reflected in Table C. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of this item. This item is on the July 16, 2008 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

5D. Approval of the FFY 2008 MAG Final Closeout, and amending/modifying the FY 2008-2012 MAG TIP to allow the projects to proceed.

AIR QUALITY ITEMS

*5E. New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as Amended

On July 25, 2007, the MAG Regional Council approved the Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that includes changes to Arizona Department of Transportation projects, changes to Arterial Life Cycle Program projects in Gilbert, Maricopa County, Mesa, Peoria, and Scottsdale, and changes to Queen Creek projects. The conformity assessment on the proposed amendment, which includes a regional emissions analysis, concludes that the TIP and Regional Transportation Plan 2007 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On June 20, 2008, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2007 Update. Any comments on the conformity assessment and amendment are requested by July 22, 2008. The MAG Management Committee recommended approval. Please refer to the enclosed material.

*5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed administrative modification includes the deferral of a Litchfield Park alley paving project from FY 2008 to FY 2009, as part of the Final Closeout of the Federal FY 2008 MAG Federally Funded Program. The administrative modification includes a minor project revision that does not require a conformity determination. In addition, MAG is conducting consultation on a conformity assessment for an amendment to the FY

5E. Approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended.

5F. Consultation.

2008-2012 MAG Transportation Improvement Program that includes a Maricopa County Intelligent Transportation Systems (ITS) project located in western Maricopa County. The project may be categorized as exempt from a conformity determination. Comments on the conformity assessments are requested by July 18, 2008. Please refer to the enclosed material.

GENERAL ITEMS

*5G. Building Bridges Report on Housing and Transportation Conference

On April 8, 2008, nearly 300 people attended the MAG 2008 Conference on Housing and Transportation Human Services Coordination. This event featured best practices and strategies to improve coordination in order to create more sustainable communities. This report highlights the strategies chosen by conference participants, local leaders and national experts as having the most potential for success in this region. The MAG Building Codes Committee received the report and offered feedback that was incorporated into the report. The MAG Human Services Technical Committee and the MAG Management Committee recommended approval of the report. Please refer to the enclosed material.

*5H. MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility

The Town of Cave Creek has requested that MAG amend the 208 Water Quality Management Plan to include the Cave Creek Water Reclamation Facility with an ultimate capacity of 2.25 million gallons per day. Reclaimed water from the facility would be disposed of through reuse and Arizona Pollutant Discharge Elimination System Permit discharge points to the Galloway Wash and Cave Creek Wash. The existing Cave Creek Wastewater Treatment Plant would be decommissioned once the new facility is operational. The project is located within three miles of the Town of Carefree, City of Phoenix,

5G. Approval of the Building Bridges report.

5H. Approval of the MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility.

City of Scottsdale, and unincorporated Maricopa County, and all have indicated no objections. A public hearing on the draft amendment was conducted on June 23, 2008. The MAG Water Quality Advisory Committee and the MAG Management Committee unanimously recommended approval of the Draft 208 Plan Amendment. Please refer to the enclosed material.

- *5l. U.S. Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for the MAG Region

The MAG Continuum of Care Regional Committee on Homelessness is the responsible entity for year round homeless planning. This includes the submittal of the U.S. Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The 2008 Notice of Funding Availability (NOFA) was released on July 10, 2008. However, the electronic application has not been released. HUD has set an estimated due date of September 15, 2008, for the Consolidated Application. Since 1999, over \$147 million has been awarded to the MAG region. In 2007, the region received more than \$21 million to provide housing and supportive services, and it is anticipated that our region will be awarded comparably in 2008. This information is being presented to inform MAG member agencies of the application process and the opportunity to apply for this funding. Please refer to the enclosed material.

- 5l. Information and discussion.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

- 6. Proposition 400 Noise Mitigation Funding

Funding for freeway noise mitigation was set aside as part of Proposition 400. A portion of these funds is targeted for additional noise wall construction along freeways in the MAG area. In

- 6. Approval that noise barriers be constructed at the 11 sites identified using the Proposition 400 noise mitigation funding.

May 2007, MAG issued a request for jurisdictions to submit projects for these funds. Based on the preliminary analysis of the I I projects submitted, the Transportation Policy Committee in October 2007, authorized ADOT to move forward on the more detailed analysis including noise modeling for future conditions. The analysis has now been completed and the final report has been delivered to MAG. The study found that all of the sites studied were within one dBA for the 64 dBA noise threshold with most of the sites projected to exceed the threshold. ADOT has determined the size of the noise barrier needed to reduce the noise levels to an acceptable level. The cost to construct all I I noise barriers is estimated to be \$15.6 million, which is within the available funding. The MAG Transportation Review Committee and the MAG Management Committee recommended approval. This item will be considered by the Transportation Policy Committee on July 16, 2008. Please refer to the enclosed material.

7. Use of I-10 for High Capacity Transit

A high capacity transit project serving the I-10 west corridor, the Capitol Mall area, and connecting with the light rail system in downtown Phoenix was included in the Regional Transportation Plan. Valley Metro Rail (VMR) is conducting the required Alternatives Analysis (AA) for this project. The AA will result in the selection of a locally preferred alternative that includes the definition of the alignment and technology to be used for the project. The selected technology will likely to be light rail or bus rapid transit. The findings of the AA have determined that the alignment may be in the I-10 corridor from approximately the I-10/I-17 interchange and 79th Avenue. The Environmental Impact Statement for I-10, which was completed in 1977, designated the 50-foot open median of this section of I-10 for possible public transit use. Since the project, once built, will utilize space in the corridor for dedicated transit use, VMR is requesting that MAG recommend that the high capacity transit project be located in this section of the I-10 corridor. The MAG Transportation

7. Adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements.

Review Committee and the MAG Management Committee recommended adoption. This item will be considered by the Transportation Policy Committee on July 16, 2008. Please refer to the enclosed material.

AIR QUALITY ITEMS

8. Maricopa County Clean Air Initiative

On February 13, 2008, Maricopa County kicked off its new clean air initiative called Running Out of Air. Cleaning the air is this region's main focus. Maricopa County is committing to thirty-eight dust pollution prevention measures in the MAG 2007 Five Percent Plan for PM-10 which was submitted to the Environmental Protection Agency. In addition to ramping up staff and increasing enforcement, Maricopa County is informing the public about dust pollution and asking all residents to do their part by making a clean air commitment.

8. Information and discussion.

GENERAL ITEMS

9. Regional Office Center Update and Project Alternatives

On June 23, 2008, the Regional Office Center Working Group met to review options for a Regional Office Center. The consensus of the Regional Office Center Working Group was to recommend the 210 E. Earll building for further consideration to the respective agency boards. The METRO Board is scheduled to consider the 210 East Earll site on July 16, 2008. The METRO staff recommendation is to not participate in the 210 East Earll site. On July 17, 2008, the Regional Public Transportation Authority Board is scheduled to also consider the 210 East Earll site. On July 2, 2008, the Phoenix City Council voted unanimously on a resolution to support a downtown location for the Regional Office Center. On July 21, 2008, the MAG Regional Council Executive Committee is scheduled to consider possible direction regarding the Regional Office Center. This could include pursuing further negotiations regarding a Regional Office

9. Information, discussion and possible action regarding further direction regarding pursuing further negotiations of a Regional Office Center or a MAG only relocation project and initiating appropriate next steps for a lease, purchase or build-to-suit option.

Center or a MAG only relocation project and initiating appropriate next steps for a lease, purchase or build to suit option. A report from the Executive Committee will be provided to the Regional Council. Material for this agenda item will be transmitted separately.

10. Radio Public Service Announcement for the MAG Youth Empowerment Project

More than 300 teenagers from throughout the region helped to develop and test the message against dating violence contained in the new radio Public Service Announcement (PSA) to support the MAG Youth Empowerment Project. This project gives teens the resources they need to end dating violence. The PSA promotes the project's Web site, www.WebofFriends.org, as a way to make these resources available. This item is presented to request assistance from MAG member agencies in delivering the PSA to the region's teens. The MAG Domestic Violence Council approved the PSA. Please refer to the enclosed material.

11. Legislative Update

An update will be provided on legislative issues of interest.

12. Comments from the Council

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

10. Information and discussion.

11. Information and discussion.

12. Information.

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

June 25, 2008
Arizona Biltmore Resort
Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
Councilmember Robin Barker, Apache Junction
Vice Mayor Ken Weise for Mayor Marie Lopez
Rogers, Avondale
Vice Mayor Elaine May for Mayor Jackie
Meck, Buckeye
Mayor Wayne Fulcher, Carefree
Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
* Mayor Jay Schlum, Fountain Hills
* Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
* Mayor Rebecca Jimenez, Guadalupe

Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa County
Mayor Scott Smith, Mesa
Mayor Vernon Parker, Paradise Valley
Councilmember Joan Evans for
Mayor Bob Barrett, Peoria
Vice Mayor Peggy Neely, Phoenix
* Mayor Art Sanders, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
Mayor Adolfo Gamez, Tolleson
Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
* Felipe Zubia, State Transportation Board
* Victor Flores, State Transportation Board
* David Martin, Citizens Transportation
Oversight Committee

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

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Chair James M. Cavanaugh at 5:08 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Cavanaugh thanked the Regional Council for attending the meeting and staff for their efforts in setting up the meeting offsite. He noted that Councilmember Robin Barker, Mayor Adolfo Gamez, and Mayor Ron Badowski were participating by teleconference.

Chair Cavanaugh introduced two new members to the Regional Council: Mayor Scott Smith from Mesa and Mayor Vernon Parker from Paradise Valley. He presented them with their Regional Council membership certificates.

Chair Cavanaugh introduced proxies for the meeting: Vice Mayor Ken Weise for Mayor Marie Lopez Rogers, Avondale, Vice Mayor Elaine May for Mayor Jackie Meck, Buckeye, and Councilmember Joan Evans for Mayor Bob Barrett, Peoria.

Chair Cavanaugh noted materials at each place: for agenda item #5C, a revised Draft Arterial Life Cycle Program, which included changes administrative in nature that do not negatively impact the Arterial Life Cycle Program; for agenda item #7, the memorandum previously mailed regarding the submission of two additional letters for the Transportation Policy Committee and an additional letter from Mayor Scott Smith withdrawing his name from consideration as Chair; for agenda item #9, the bill summary chart; and for agenda items #8 and #9, a letter to the Regional Council from Mayor Lopez Rogers expressing her regrets at being unable to attend the meeting, and her interest in being elected to the Committees.

3. Call to the Audience

Chair Cavanaugh noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested not to exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Cavanaugh recognized public comment from Dianne Barker, who stated that she had received a transit ticket for using the bus and bicycle to attend the meeting. Ms. Barker referenced a newspaper article on rail that appeared in Saturday's *New York Times*. She stated that the TIME Coalition initiative includes a proposal for intercity trains. Ms. Barker commented on how the use of trains has increased dramatically across the country since the rise in gas prices. She stated that the real problem with rail is that the country has not kept up with rail car and locomotive production, which makes it difficult to expand. Ms. Barker noted that last year the Senate approved a bill that would offer the states 80 cents for every 20 cents they spend on new intercity passenger rail service. She added that some leadership want the passenger rail system to be turned over to private operators. Ms. Barker noted the percentage increase in demand for rail in various cities. Chair Cavanaugh thanked Ms. Barker for her comments.

4. Executive Director's Report

No report by the Executive Director was provided.

5. Approval of Consent Agenda

Chair Cavanaugh noted that agenda items #5A through #5J were on the consent agenda. He noted that no public comment cards had been received. Chair Cavanaugh asked members if they had questions or requests to hear an item individually. None were noted.

Chair Cavanaugh called for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mayor Hallman moved, Mayor Manross seconded, and the motion passed unanimously.

5A. Approval of the May 28, 2008, Meeting Minutes

The Regional Council, by consent, approved the May 28, 2008, meeting minutes.

5B. Consultant Selection for the MAG Intelligent Transportation Systems and Transportation Safety On-Call Services

The Regional Council, by consent, approved the selected list of consultants for the Intelligent Transportation Systems (ITS) and Transportation Safety on-call services, for the following areas of expertise: (1) Traffic Engineering, (2) ITS Planning, (3) ITS Operations Planning, (4) ITS Training, (5) ITS Evaluation, and (6) Transportation Safety. The FY 2009 MAG Unified Planning Work Program and Annual Budget includes a number of projects to be launched in the areas of ITS and Transportation Safety. These projects will be executed through on-call consultant contracts with qualified consultants selected in each of the six areas of expertise. A request for qualifications was advertised on March 2, 2008. Two selection panels, composed of members of the ITS Committee and the Transportation Safety Committee, evaluated the proposals and recommended to MAG the selection of a number of qualified consultant teams in each of the areas of expertise. The Management Committee concurred with the recommendation.

5C. Draft Fiscal Year 2009 Arterial Life Cycle Program

The Regional Council, by consent, approved the Draft Fiscal Year (FY) 2009 Arterial Life Cycle Program contingent on a new Finding of Conformity for the amendment to the Regional Transportation Plan 2007 Update and FY 2008-2012 MAG Transportation Improvement Program, which will be finalized in July. The Regional Transportation Plan (RTP) identifies 94 arterial street projects to receive funding from the regional sales tax extension and from MAG federal funds. The Arterial Life Cycle Program (ALCP) provides information for each of the 94 projects spanning a 20-year life cycle. Information contained in the ALCP includes project location, regional funding, fiscal year of work, type of work, status of project and the lead agency. As part of the ALCP process, Lead Agencies update project information annually, at a minimum. MAG staff has programmed the Draft FY 2009 ALCP based on the information provided by Lead Agencies and from projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds. The Transportation Review Committee and the Management Committee recommended approval of the FY 2009 Draft ALCP.

5D. Federal Fiscal Year 2008 MAG Federal Funds Interim Closeout and Amendments/Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 MAG Unified Planning Work Program and Annual Budget

The Regional Council, by consent, approved the federal fiscal year (FFY) 2008 Interim Closeout, as shown in the attached tables and amended/adjusted the FY 2008-2012 MAG TIP and the FY 2008 MAG Unified Planning Work Program and Annual Budget to allow the projects to proceed. In May 2008, the Regional Council approved the deferral and deletion of federal funds for 38 projects totaling \$40.05 million (shown on Table A). Considering the available amount of federal funds and the projects approved in Table A, the FFY 2008 Interim Closeout has established the availability of \$14.7 million in unobligated MAG federal funds for the current federal fiscal year. Additional funds may become available due to last minute project deferrals and funds from redistributed Obligation Authority (OA). Member agencies have submitted requests for \$18.45 million in closeout projects. As shown in Table B, the Transportation Review Committee recommended funding 18 projects for a total of \$14.7 million, and recommended approval of a rank ordered contingency list of four projects for the FFY 2008 Interim Closeout. The Management Committee recommended approval.

5E. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of new projects and the administrative modification includes minor revisions to existing projects in the TIP as part of the Interim Closeout of the Federal FY 2008 MAG Federally Funded Program. The new projects may be categorized as exempt and the minor project revisions do not require a conformity determination. Comments on the conformity assessment are requested by June 20, 2008. This item was on the agenda for consultation.

5F. Regional Heat Relief Planning Efforts

The Maricopa Association of Governments has developed two maps of resources to help make water and shade available to vulnerable populations during the hot summer months. The first map shows where water hydration stations and refuge locations are located throughout the county, or where people in need can go for water and shade. The second map shows water collection and donation sites in the county, and is useful to people wanting to donate items like water, sun block, lightweight clothing, hats, or other items that provide relief. This item is presented to alert member agencies to resources available throughout the summer months and to solicit assistance in making these resources available. This item was on the agenda for information and discussion.

6. Progress Report on the Interstates 8 and 10-Hidden Valley Transportation Framework Study

Bob Hazlett, MAG Senior Engineer, provided an update on the Interstates 8 and 10-Hidden Valley Transportation Framework Study. Mr. Hazlett advised that none of the projects is funded and locations are subject to change. He added that additional studies will be needed before anything could move forward.

Mr. Hazlett reported that the Hidden Valley study area covers approximately 3,200 square miles in southwest Maricopa County and western Pinal County. He said that the study determined a population projection of approximately 700,000 by 2030 and a population of more than 2.4 million at buildout.

Mr. Hazlett stated that study's funding partners include MAG, the Arizona Department of Transportation, the Maricopa County Department of Transportation, the Pinal County Department of Public Works, the Town of Buckeye, the City of Goodyear, and the City of Maricopa. He acknowledged the key stakeholders and the agencies that participated in the project study review team, and noted that the Gila River Indian Community participated extensively.

Mr. Hazlett stated that the purpose of the study is to define high capacity corridors (both highway and transit), identify the future principal arterial network, recommend access management strategies for high capacity corridors, identify the future role of high-capacity transit, and develop alternative funding and implementation strategies.

Mr. Hazlett noted that the framework study began with an environmental scan of 35 factors, including aviation, slopes, and wildlife corridors. He said that more information on the mapping is available at www.bqaz.org. Mr. Hazlett showed maps of the project's Transportation Framework Alternatives. Mr. Hazlett stated that Alternative A is balanced capacity, Alternative B is maximum mobility (more capacity on the highway side); and Alternative C is minimum impact (freeways or highways downgraded to arterials or parkways). He noted that the Alternatives do not identify new projects across the land of the Gila River Indian Community, other than those presently under study.

Mr. Hazlett also introduced two transit overlay alternatives for the framework study area. He compared the preliminary network assessment of the Interstates 8 and 10-Hidden Valley Transportation Framework Study with the present day Phoenix urban area and with select peer cities. Mr. Hazlett stated that the study's goals include maximizing safety on roadways, maximizing mobility to meet travel needs, providing sufficient access to land uses, ensuring a high degree of planning consistency, minimizing negative environmental impacts, minimizing the construction and maintenance costs, maximizing opportunities for project implementation, and selecting an alternative that has attracted community support. Mr. Hazlett stated that these goals are being used to identify more than 40 criteria to evaluate this study's alternatives. This effort is underway and will identify a framework recommendation in September 2008.

Chair Cavanaugh thanked Mr. Hazlett for his report and noted that this item was on the agenda for information and discussion. No questions from the Council were noted.

7. Appointment of Members and Officers for the Transportation Policy Committee

Mayor Cavanaugh stated that on April 24, 2002, the Regional Council approved the composition of the Transportation Policy Committee (TPC). The composition of the TPC provided that the central city and the seven largest cities have a seat on the TPC, and five seats be selected from the remaining cities and towns. Three of the five would be from areas that need to be represented to achieve geographic balance, with the members selected from and by the under-represented geographic area and ratified by the

Regional Council. Interstate 17 is used as a boundary in determining geographic balance. Two At-Large (geographically balanced) would be selected by the Regional Council. The approved composition provided for two-year terms for the three members to achieve geographic balance, the two At-Large members, and for the Native American member. The Chair and Vice Chair serve two-year terms. The Regional Council is requested to appoint the members of the TPC and the officer positions (Chair and Vice Chair).

Chair Cavanaugh noted that two letters of interest, from Mayor Scott Smith and Mayor Steve Berman, had been submitted for the Chair position. He noted that Mayor Smith had submitted an additional letter withdrawing his name for consideration as the Chair. Chair Cavanaugh noted that one letter of interest for the Vice Chair position had been submitted by Mayor Lopez Rogers.

Chair Cavanaugh stated no public comment cards had been received on this item.

Mayor Smith moved to approve Mayor Steve Berman as Chair of the TPC and Mayor Lopez Rogers as Vice Chair of the TPC. Vice Mayor Neely seconded. The vote on the motion passed unanimously.

Clarification was requested if the motion included approval of the appointments of the members of the Transportation Policy Committee. Mayor Smith restated his motion to approve Mayor Steve Berman as Chair of the TPC and Mayor Lopez Rogers as Vice Chair of the TPC, and approve the appointments of the members of the TPC as shown on the table. Vice Mayor Neely seconded, and the motion carried unanimously.

8. Election of Regional Council Officers and Executive Committee Members

Chair Cavanaugh stated that on May 28, 2008, the Nominating Committee met and made recommendations for the positions of Chair, Vice Chair, Treasurer, and three At-Large Members for the coming year. According to the Nomination Process, the past Chair also serves on the Executive Committee. He noted that the Nominating Committee recommended Mayor Mary Manross as Chair; Vice Mayor Peggy Neely as Vice Chair; Mayor Thomas Schoaf as Treasurer; and Mayor Marie Lopez Rogers, Mayor Steve Berman, and Mayor Hugh Hallman as At-Large Members. Chair Cavanaugh noted that as Past Chair, he would also serve on the Executive Committee. Mayor Fulcher moved, Mayor Gamez seconded, and the motion carried unanimously.

9. Legislative Update

Nathan Pryor, Senior Policy Planner, provided an update on legislative issues of interest. He said that the bill summary chart reflected the bills that are technically active.

Mr. Pryor then addressed two budget proposals. He said that the House budget bill includes \$95.6 million from the Highway Users Revenue Fund (HURF) for the Department of Public Safety (DPS), \$30.3 million from the State Highway Fund for DPS, and \$25 million from the emergency telecommunications fund to the state general fund. Mr. Pryor stated that the Senate budget bill includes a potential transfer of \$106 million from the HURF fund to the Highway Patrol.

Mr. Pryor reported on federal legislation. He said that the House is considering the Federal Aviation Administration Extension Act, and would transfer \$8 billion to the Highway Trust Fund. He noted that staff will continue to monitor this item. Mr. Pryor stated that the House Appropriations Committee approved the FY 2009 Appropriations Bill. He noted that the House approved a spending allocation of approximately \$54.9 billion to the Transportation-HUD appropriations bill. No questions for Mr. Pryor were noted.

There being no further business, the Regional Council meeting adjourned at 5:35 p.m.

Chair

Secretary

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

DATE:

July 15, 2008

SUBJECT:

Enhancement Peer Review Group Round 16 Recommendations

SUMMARY:

The Enhancement Peer Review Group, (EPRG), formerly the Enhancement Funds Working Group that was formed by the MAG Regional Council in April 1993, reviews and recommends a ranked list of Enhancement Fund applications from this region to the Arizona Department of Transportation (ADOT) Transportation Enhancement Review Committee (TERC). In April 2008, after MAG was notified by ADOT that Round 16 Enhancement Fund applications will be due on August 29, 2008, MAG member agencies were informed of the availability of the funding and a schedule was distributed for the ranking and evaluation for transportation enhancement projects. The availability of enhancement funds was communicated to the MAG Management Committee, Transportation Review Committee, Regional Bicycle Task Force, Pedestrian Working Group, Street Committee, and planning directors of member agencies.

Transportation enhancement funds can be used for many types of non-traditional transportation projects, including the design and construction of pedestrian walkways and bicycle paths, landscaping, scenic and historic preservation, billboard removal, archaeological research, and other projects that are related to the surface transportation system. This year, seven enhancement fund applications for projects on local roads were received totaling \$3,500,000 with approximately \$8 million available statewide. Three applications for projects on ADOT right-of-way were received totaling \$2,999,957 with approximately \$5 million available statewide.

Projects were evaluated and ranked by the EPRG using criteria established by ADOT. The EPRG reviewed applications and recommended changes to strengthen the applications and improve their ability to compete on a statewide basis. Applicants were then requested to revise their applications based upon EPRG input. After the changes were considered, the EPRG ranked the applications. Applicants were also present at the ranking meeting. Extensive opportunities for agency and public input were included in the review and ranking process. The Enhancement Peer Review Group recommends that the attached ranked applications be forwarded to ADOT for consideration by the TERC.

PUBLIC INPUT:

A workshop for potential enhancement fund applicants was held on April 25, 2008, to explain the transportation enhancement process. Notice of the workshop was mailed to persons interested in bicycling, the arts, landscape architecture, planning, hiking, historic preservation, and alternative mode transportation. All meetings of the Enhancement Peer Review Group were held in accordance with the open meeting law. Extensive opportunities for public input were included in the review and ranking process. These input opportunities occur at EPRG committee meetings.

PROS & CONS:

PROS: Forwarding the ranked applications creates this region's opportunity to obtain federal funds for projects which fall into the eleven enhancement fund categories.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: The Enhancement Funds Working Group was reconstituted into the Enhancement Peer Review Group by the MAG Regional Council on May 28, 2008. The EPRG is chaired by a member of the MAG Transportation Review Committee. Committee members include one member each from the Street Committee, Bicycle Task Force, and Pedestrian Working Group, as well as one historic preservation representative, one landscape architecture representative, and one arts representative. Process changes included prohibiting members on the EPRG from ranking their own projects; providing that members on the EPRG serve up to two years; geographically balancing the membership on the EPRG; and ensuring transparent voting.

ACTION NEEDED:

Forward the ranked applications from the MAG Enhancement Peer Review Group to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee.

PRIOR COMMITTEE ACTIONS:

Management Committee: On July 9, 2008, the Management Committee recommended forwarding the ranked applications from the MAG Enhancement Peer Review Group to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair	Darryl Crossman, Litchfield Park
Rich Dlugas for Mark Pentz, Chandler, Vice Chair	Brent Stoddard for Christopher Brady, Mesa
# George Hoffman, Apache Junction	Jim Bacon, Paradise Valley
David Johnson for Jeanine Guy, Buckeye	Carl Swenson, Peoria
* Jon Pearson, Carefree	Frank Fairbanks, Phoenix
Wayne Anderson for Usama Abujbarah, Cave Creek	John Kross, Queen Creek
Spencer Isom for B.J. Cornwall, El Mirage	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	John Little, Scottsdale
Rick Davis, Fountain Hills	# Michael Celaya for Randy Oliver, Surprise
* Gila Bend	Charlie Meyer, Tempe
* Joseph Manuel, Gila River Indian Community	Chris Hagen for Reyes Medrano, Tolleson
George Pettit, Gilbert	* Gary Edwards, Wickenburg
Ed Beasley, Glendale	Lloyce Robinson, Youngtown
* John Fischbach, Goodyear	Arnold Burnham for Victor Mendez, ADOT
* RoseMary Arellano, Guadalupe	Kenny Harris for David Smith, Maricopa County
	Bryan Jungwirth for David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

On June 24, 2008, the Enhancement Peer Review Group unanimously recommended that the ranked list of applications to the Arizona Department of Transportation (ADOT) Transportation Enhancement Review Committee (TERC).

MEMBERS ATTENDING

Cato Esquivel, Chair, Goodyear, representing the Transportation Review Committee
Charles Andrews, Avondale, representing the MAG Street Committee
Angela Dye, A Dye Design, representing the American Society of Landscape Architects, Arizona Chapter
*Eric Faulhaber, Vision Gallery, representing the Arts Community

Peggy Rubach, MCDOT, representing the MAG Pedestrian Working Group
Reed Kempton, Scottsdale, representing the MAG Regional Bicycle Task Force
Doug Kupel, Arizona Preservation Foundation, representing the Archaeological and Historic Preservation Community

* Not present.

CONTACT PERSON:

Kevin Wallace, (602) 254-6300

**ROUND 16 ENHANCEMENT FUND APPLICATIONS
ENHANCEMENT PEER REVIEW GROUP RECOMMENDATIONS
RANKED BY FUNDING TYPE**

APPLICANT	PROJECT	MATCH (%)	FEDERAL FUNDS	CUMM. TOTAL	RANK
LOCAL PROJECTS					
Maricopa County	Old US-80 Gila River Bridge - Restoration of the 1,662 foot Gillespie Dam Bridge, which was listed on the National Historic Register of Historic Places in 1981.	(94.5%)	\$500,000	\$500,000	1
Phoenix	Royal Palm Bicycle & Pedestrian Bridge - Design and construct a 10-foot wide bicycle and pedestrian bridge across the Arizona Canal, north of Dunlap Avenue between 15 th Avenue and 19 th Avenue. The 80-foot wide bridge would be ADA compliant.	(41.4%)	\$500,000	\$1,000,000	2
Scottsdale	Arizona Canal Shared-Use Path Project: 64th Street to Goldwater Boulevard - Construct a 14-foot multiuse path along the south bank of the Arizona Canal from 64 th Street to Goldwater Boulevard, an approximate distance of 0.9 miles. The project will include landscaping, site furnishings and locally funded artist involvement.	(70.3%)	\$500,000	\$1,500,000	3
El Mirage	Multi-Use Trail Project: Dysart Road to Cactus Road - Construction of one mile of 10-foot concrete multi-use pathway within an existing drainage way between Dysart Road and Cactus Road.	(20.3%)	\$500,000	\$2,000,000	4
Avondale	Avondale Agua Fria Undercrossing - The project will construct a 400 linear feet of 12 to 15-foot pathway along the Agua Fria River. The project will include hand railing, LED lighting, trash receptacles, artwork along walls, an information kiosk, and a resting node.	(21.2%)	\$500,000	\$2,500,000	5

**ROUND 16 ENHANCEMENT FUND APPLICATIONS
 ENHANCEMENT PEER REVIEW GROUP RECOMMENDATIONS
 RANKED BY FUNDING TYPE**

APPLICANT	PROJECT	MATCH (%)	FEDERAL FUNDS	CUMM. TOTAL	RANK
Glendale	New River Multi-Use Pathway Lighting Project - This project will install pedestrian level, pathway lighting to a planned multi-use pathway on the east embankment of New River in Glendale. The pathway will be approximately two miles in length with 100 light fixtures added.	(32.0%)	\$500,000	\$3,000,000	6
Buckeye	Pedestrian and Bicycle Enhancements of the 65-Acre Park - Construct 9,000 linear feet of trails in the Town of Buckeye's 65-Acre Park. The trail will be 10 feet wide with a three inch depth of compacted stabilized decomposed granite.	(9.7%)	\$500,000	\$3,500,000	7

**ROUND 16 ENHANCEMENT FUND APPLICATIONS
 ENHANCEMENT PEER REVIEW GROUP RECOMMENDATIONS
 RANKED BY FUNDING TYPE**

APPLICANT	PROJECT	MATCH (%)	FEDERAL FUNDS	CUMM. TOTAL	RANK
STATE PROJECTS					
Tempe	Alameda Drive at 1-10 Bike/Ped Bridge Enhancements - Construction of a 1,350 foot bicycle and pedestrian bridge over Interstate 10 at Alameda Drive in Tempe. The project would include a minimum 10-foot wide, ADA compliant path and ramps, with lighting, landscaping and public art.	(81.3%)	\$1,000,000	\$1,000,000	1
Avondale	107th Avenue Underpass Enhancements - The project will widen 430 feet of sidewalks from four to eight feet on both sides of the 107 th Avenue underpass. The project will be conducted concurrently with ADOT's upcoming freeway widening project, which will widen the 107 th Avenue overpass and install artistic walls.	(19.7%)	\$1,000,000	\$2,000,000	2
Surprise	Grand Avenue Multi-Use Trail: Dysart Road to Sunrise Boulevard - The project will fill in gaps in the sidewalk system along a 3.8 mile section of US-60/Grand Avenue. The project will be completed as part of ADOT's widening of the segment of the US-60 between SR 101L and SR 303L.	(5.7%)	\$999,957	\$2,999,957	3

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 15, 2008

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the Regional Council on July 25, 2007, and have been amended and modified in October 2007, and January, February, and April 2008. Rather than producing a new TIP for FY 2009, the FY 2008-2012 TIP is being amended and modified. The proposed amendment and administrative modification to the FY 2008-2012 TIP are divided into the Highway Section - Table A, and Transit Section - Table B. In addition, Table A includes a column annotating the Arizona Department of Transportation (ADOT) projects that are Material Cost, Scope, or Schedule Changes to the ADOT Program.

PUBLIC INPUT:

Opportunities for public input were provided at the MAG Transportation Review Committee meeting on June 26, 2008, and at the MAG Management Committee meeting on July 9, 2008. No public comments have been received.

PROS & CONS:

PROS: Approval of this TIP amendment 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 request is in accord with all MAG guidelines.

ACTION NEEDED:

Approval of an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and Schedule Changes to the ADOT Program as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

This item is on the July 16, 2008, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On July 9, 2008, the MAG Management Committee recommended approval of an amendment and administrative modification to the FY 2008-2012 MAG TIP, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and Schedule Changes to the ADOT Program as shown in the attached tables.

DESCRIPTION OF MAG TIP 2008-2012 AMENDMENT AND ADMINISTRATIVE MODIFICATION

The attached project change listing identifies TIP projects to be amended or modified in the FY 2008 - 2012 MAG Transportation Improvement Program (TIP) based on information from MAG member agencies. Project changes related to the Federal fiscal year 2008 MAG Closeout process will be affirmed by Regional Council in June or July 2008.

The listing includes only projects that meet all three of the following criteria:

- I. Projects that are currently programmed in the TIP in the FY 2008 to FY 2010 time frame or have been requested by MAG member agencies to be added or advanced into the FY 2008 to FY 2010 time frame,
- II. Projects that are regionally significant or are federally funded or regionally funded, and
- III. Projects that are new to the TIP or have changed values for the location, work description, year, funding, length and number of lanes.

The listing is divided into two sections – Highway and Transit, and each section is sorted by MAG member agency, year and location. The last column explains the type of project changes.

If you have any questions or need additional information, please contact Eileen Yazzie or Steve Tate at 602-452-5010.

PROJECT CHANGE SHEET - #5

Table A

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT08-747	ADOT	10: Sarival Ave to 101L (Agua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement) for repayment in 2014	2008	NHS	48,093,000	-	2,907,000	51,000,000	4.0	6	8	Project Changes: Fund Type, Federal Cost, Local Cost, Federal_Type	Not applicable
DOT08-750AC	ADOT	10: Sarival Ave to 101L (Agua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement phase 1 of 2) for reimbursement in 2011	2008	NHS	41,492,000	-	2,508,000	44,000,000	4.0	4	6	Project Changes: Fund Type, Federal Cost, Local Cost, Federal_Type	Not applicable
DOT08-748AD	ADOT	10: Sarival Ave to Dysart Rd	Advance design HOV and general purpose lanes (City advancement phase 2 of 2) for reimbursement in 2009	2008	State	-	-	1,900,000	1,900,000	4.0	4	8	Project Changes: Location	Not applicable
DOT08-818	ADOT	10: Sarival Ave to Dysart Rd	Right of Way purchase for Construction	2008	RARE	-	3,500,000	-	3,500,000	4.0	4	8	Project Changes: Location	Not applicable
DOT08-816	ADOT	101 (Pima Fwy): Raintree Dr to Cactus Road	Construct Auxiliary Lane	2008	RARE	-	1,200,000	-	1,200,000	0.8	-	-	Project Changes: Location	Not applicable
DOT11-727	ADOT	101 (Pima Fwy): Tatum Blvd to Princess Dr	Construct HOV lanes	2008	State	-	-	30,000,000	30,000,000	5.0	6	8	Project Changes: Lanes After	Not applicable
DOT10-6C33B	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Loop 202 (Santian Fwy)	Construct HOV lanes (State funds)	2008	State	-	-	52,600,000	52,600,000	5.5	6	6	Project Changes: Location, Length	Cost
DOT08-802	ADOT	17: Dixileta Dr to SR-74 (Carefree Hwy)	Acquire right of way	2008	RARE	-	24,500,000	-	24,500,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost	Not applicable
DOT08-804	ADOT	17: Happy Valley Rd to Dixileta Dr	Acquire right of way	2008	RARE	-	6,000,000	-	6,000,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost	Not applicable
DOT08-806	ADOT	17: Loop 101 (Pima Fwy) to Happy Valley Rd	Acquire right of way	2008	RARE	-	7,500,000	-	7,500,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost	Not applicable
DOT08-807	ADOT	17: Loop 101 (Pima Fwy) to Jomax Rd	Construct HOV and general purpose lanes	2008	RARE	-	97,000,000	-	97,000,000	5.0	6	8	Project Changes: Fund Type, Federal Cost, Regional Cost, Local Cost, Federal_Type	Not applicable
DOT08-677	ADOT	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Design FMS	2008	CMAQ	565,800	-	34,200	600,000	3.4	-	-	Project Changes: Federal Cost, Local Cost	Not applicable
DOT08-831	ADOT	202 (Red Mountain Fwy): Mill Ave & Washington St	Construct bridge widening	2008	RARE	-	7,700,000	-	7,700,000	0.1	-	-	Project Deleted from 2008	Not applicable
DOT07-650	ADOT	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Design roadway widening	2008	RARE	-	5,700,000	-	5,700,000	2.0	-	-	Project Deleted from 2008	Not applicable

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT999-9236(Create di: 1/4/2008 AM_Draft	ADOT	202 (Red Mountain): I-10/SR51 TI to SR101L	Design Build	2008	RARF	-	111,600,000	72,460,000	184,060,000	-	-	-	New Project in 2008	Not applicable
DOT08-925	ADOT	60 (Grand Ave): Loop 303 (Estrella Fwy) to 99th Ave	Design roadway widening	2008	State	-	-	600,000	600,000	10.0	-	-	Project Changes: Fund Type, Regional Cost, Total Cost	Not applicable
DOT10-6C30	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Construct general purpose lanes	2008	RARF	-	7,500,000	19,500,000	27,000,000	4.5	8	10	Project Changes: Fund Type, Regional Cost, Local Cost	Cost
DOT08-838	ADOT	85: Mile Post 139.01 to Mile Post 141.71	Relocate Utilities, Phase 2	2008	RARF	-	224,000	-	224,000	2.7	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT08-837	ADOT	I-17 at Dove Valley Road TI	Advance design new traffic interchange (city advancement) for repayment in RTP phase 3	2008	State	-	-	2,263,000	2,263,000	-	-	-	Project Changes: Fund Type	Not applicable
DOT09-964	ADOT	10: Loop 101 (Agua Fria Fwy) to I-17	Utilities Construction	2009	MAG-STP	14,145,000	-	855,000	15,000,000	-	-	-	New Project in 2009	Not applicable
DOT07-745ADX	ADOT	10: Sarival Ave to Dysart Rd	Reimbursement of advance design for HOV and general purpose lanes advance designed in 2007	2009	RARF	-	2,800,000	(2,800,000)	-	4.0	4	8	Project Changes: Location	Not applicable
DOT08-748ADX	ADOT	10: Sarival Ave to Dysart Rd	Reimbursement of advance design for HOV and general purpose lanes advance designed in 2008	2009	RARF	-	1,900,000	(1,900,000)	-	4.0	4	8	Project Changes: Location	Not applicable
DOT09-752AC	ADOT	10: Sarival Ave to Dysart Rd	Advance construct HOV and general purpose lanes (City advancement phase 2 of 2) for reimbursement in 2011	2009	NHS	49,979,000	6,000,000	3,021,000	59,000,000	4.0	4	6	Project Changes: Location, Fund Type, Federal Cost, Regional Cost, Local Cost, Total Cost, Federal_Type	Cost
DOT08-817	ADOT	10: TI at Desert Creek/323rd Avenue/Mp 105.5	Design traffic interchange	2009	Private	-	-	1,900,000	1,900,000	-	-	-	Project Changes: Year, Fund Type	Schedule
DOT09-815	ADOT	10: Verrado Way to Sarival Ave	Construct general purpose lanes (2009)	2009	State	-	-	43,200,000	43,200,000	1.0	4	6	Project Changes: Location	Not applicable
DOT11-724	ADOT	101 (Agua Fria Fwy) at Union Hills Dr	Design traffic interchange	2009	RARF	-	500,000	1,900,000	2,400,000	0.2	-	-	Project Changes: Location, Year, Regional Cost, Total Cost	Schedule
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange	2009	State	-	-	27,500,000	27,500,000	0.2	-	-	Project Changes: Location, Year, Local Cost, Total Cost	Cost, Schedule
DOT09-905	ADOT	101 (Agua Fria): I-10 to MC85	Utilities and Right-of-way	2009	RARF	-	1,000,000	-	1,000,000	-	-	-	New Project in 2009	Not applicable
DOT09-914	ADOT	101 (Pima Fwy): Hayden Rd - Princess Dr	Drainage Improvements	2009	RARF	-	2,500,000	-	2,500,000	-	-	-	New Project in 2009	Not applicable

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT08-833	ADOT	101 (Pima Fwy): I-17 to SR-51 (Piestewa Fwy)	Design and construct FMS	2009	CMAQ	4,900,000	-	600,000	5,500,000	6.0	-	-	Project Changes: Year, Fund Type, Lanes Before, Lanes After, Federal_Type	Schedule
DOT09-962	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to US 60 Superstition	FMS Design, Construction and Evaluation	2009	RARF	-	900,000	-	900,000	-	-	-	New Project in 2009	Not applicable
DOT09-699	ADOT	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	2009	RARF	-	5,000,000	-	5,000,000	14.0	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-907	ADOT	143 Hohokam: SR143/Sky Harbor Blvd TI	TI Improvements, Design ramps	2009	RARF	-	3,600,000	-	3,600,000	0.1	-	-	New Project in 2009	Not applicable
DOT07-329R	ADOT	17: Peoria Ave to Greenway Rd	Construct drainage improvements	2009	IM	16,031,000	-	969,000	17,000,000	-	-	-	Project Deleted from TIP and Planned for 2013	Not applicable
DOT10-826	ADOT	202 (Red Mountain Fwy): 48th St. - Rural Rd, EB	Design roadway widening	2009	RARF	-	3,700,000	-	3,700,000	3.2	4	5	Project Deleted from 2009	Not applicable
DOT09-606	ADOT	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Construct HOV lanes	2009	RARF	-	24,000,000	9,000,000	33,000,000	6.4	6	8	Project Changes: Regional Cost, Total Cost, Lanes After	Cost
DOT09-608	ADOT	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Widen roadway	2009	RARF	-	72,300,000	-	72,300,000	2.0	8	10	Project Deleted from 2009	Not applicable
DOT09-827	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	2009	RARF	-	20,000,000	-	20,000,000	6.0	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-908	ADOT	202 (South Mountain): I-10 East to I-10 West	Prepare EIS for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT09-910	ADOT	303 (Estrella Freeway): 801 (I-10 Reliever) to I-10 West	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT09-909	ADOT	303 (Estrella Freeway): I-10 West to I-17	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT08-812	ADOT	303 (Estrella Fwy) at Bell Rd	Construct traffic interchange	2009	State	-	-	11,000,000	11,000,000	-	-	-	Project Changes: Year	Schedule
DOT08-813	ADOT	303 (Estrella Fwy) at Cactus and Waddell Rds	Construct traffic interchange	2009	State	-	-	9,200,000	9,200,000	-	-	-	Project Changes: Year	Schedule
DOT08-810	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Construct new interim freeway (FY 2008)	2009	RARF	-	177,000,000	-	177,000,000	12.0	-	4	Project Changes: Year	Schedule
DOT09-963	ADOT	303 (Estrella Fwy): I-10 to Happy Valley Rd	Right-of-Way Acquisition Reimbursement	2009	RARF	-	4,200,000	-	4,200,000	-	-	-	New Project in 2009	Not applicable
DOT09-6C12RW	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2009)	2009	RARF	-	10,000,000	-	10,000,000	15.0	2	4	Project Changes: Regional Cost, Total Cost	Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT09-6C12D	ADOT	303 (Estrella Fwy): I-10/303L TI, Phase 1, I-10 Realignment	Design roadway improvements (FY 2009)	2009	RARF	-	13,800,000	-	13,800,000	15.0	2	4	Project Changes: Location, Regional Cost, Total Cost	Cost
DOT07-332	ADOT	60 (Grand Ave): 99th Ave to 83rd Ave	Widen roadway (including New River bridge), adding 1 through lane in each direction	2009	NHS	9,600,000	-	400,000	10,000,000	1.7	4	6	Project Changes: Year	Schedule
DOT08-673	ADOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	2009	State	-	-	3,600,000	3,600,000	2.0	2	4	Project Changes: Year, Lanes After	Schedule
DOT09-911	ADOT	801 (I-10 Reliever): 202 (South Mtn Fwy) to 303 (Estrella Fwy)	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT09-912	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Prepare Environmental document for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT09-961	ADOT	85: Hazen Rd to Broadway Rd	Design Widening	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	New Project in 2009	Not applicable
DOT06-425	ADOT	85: I-8 TI, Phase 1	Design	2009	State	-	-	1,440,000	1,440,000	2.4	2	4	Project Changes: Location, Work, Local Cost, Total Cost	Not applicable
DOT09-767	ADOT	85: I-8 to I-10	Design, acquire right of way and relocate utilities	2009	State	-	-	11,100,000	11,100,000	34.0	2	4	Project Deleted from 2009	Not applicable
DOT07-427	ADOT	85: MP 120.54 to MP 122.99	Widen roadway, adding 2 through lanes	2009	STP-AZ	8,581,300	-	518,700	9,100,000	2.4	2	4	Project Deleted from 2009	Not applicable
DOT06-613	ADOT	85: Southern Ave to I-10	Widen roadway, adding 2 through lanes	2009	RARF	-	4,400,000	29,600,000	34,000,000	2.5	2	4	Project Changes: Fund Type, Regional Cost, Total Cost	Cost
DOT06-254	ADOT	88: Fish Creek Hill	Construct retaining walls	2009	STP-AZ	1,414,500	-	85,500	1,500,000	-	-	-	Project Changes: Year	Schedule
DOT09-901	ADOT	I-10-395th Ave	Construct Traffic Interchange	2009	Private	-	-	18,200,000	18,200,000	-	-	-	New Project in 2009	Not applicable
DOT09-903	ADOT	I-10-395th Ave	Design Traffic Interchange	2009	Private	-	-	1,820,000	1,820,000	-	-	-	New Project in 2009	Not applicable
DOT09-6C19	ADOT	MAG regionwide	Design change orders	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT09-6C20	ADOT	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	2009	RARF	-	13,000,000	-	13,000,000	-	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-6C21	ADOT	MAG regionwide	Preliminary engineering (ADOT staff)	2009	RARF	-	1,700,000	-	1,700,000	-	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT09-6C22	ADOT	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	2009	RARF	-	22,200,000	-	22,200,000	-	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-913	ADOT	MAG regionwide	HOV Studies for the MAG Regional Freeway System	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	New Project in 2009	Not applicable

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT99-124	ADOT	PI101L10IRC -- 101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	2009	RARF	-	3,634,000	-	3,634,000	3.0	-	4	Project Changes: Year	Schedule
DOT98-111	ADOT	PI101L10IRD -- 101L Pima Fwy: Pima Rd Extension (JPA)	Design roadway extension	2009	RARF	-	297,000	-	297,000	3.0	-	-	Project Changes: Year	Schedule
DOT06-601	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	5,535,000	5,535,000	4.0	-	-	Project Changes: Year	Schedule
DOT07-636	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	4,125,000	4,125,000	4.0	-	-	Project Changes: Year	Schedule
DOT09-697	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	4,675,000	4,675,000	4.0	-	-	Project Changes: Work Description	Not applicable
DOT08-668	ADOT	10: Loop 101 (Agua Fria Fwy) to I-17	Construct roadway widening	2010	STP-AZ	28,000,000	25,000,000	-	53,000,000	9.2	8	10	Project Changes: Regional Cost, Total Cost	Cost
DOT10-755	ADOT	10: Sarival Ave to Dysart Rd	Design landscape	2010	State	-	-	320,000	320,000	4.0	4	8	Project Changes: Location	Not applicable
DOT09-826	ADOT	10: TI at Desert Creek/323rd Avenue/Mp 105.6	Construct Traffic Interchange	2010	Private	-	-	18,500,000	18,500,000	0.1	8	10	Project Changes: Year, Fund Type	Schedule
DOT07-323	ADOT	101 (Agua Fria Fwy): I-10 to MC-85 (99th Ave)	Widen roadway	2010	STP-AZ	2,357,500	-	142,500	2,500,000	1.7	-	4	Project Changes: Federal Cost, Local Cost, Total Cost	Cost
DOT10-6C28	ADOT	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	2010	RARF	-	5,000,000	-	5,000,000	14.0	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT08-839	ADOT	143 Hohokam: SR143/Sky Harbor Blvd TI	TI Improvements, Adding ramps	2010	RARF	-	35,100,000	-	35,100,000	0.1	-	-	Project Changes: Location, Year, Regional Cost, Total Cost	Cost, Schedule
DOT09-757	ADOT	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Construct landscape	2010	RARF	-	5,000,000	-	5,000,000	9.0	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-825	ADOT	202 (Red Mountain Fwy): SR51-48th St, EB	Design roadway widening	2010	RARF	-	4,160,000	-	4,160,000	3.2	4	5	Project Deleted from 2010	Not applicable
DOT08-679	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway	2010	State	-	-	10,000,000	10,000,000	8.0	-	-	Project Changes: Year	Schedule
DOT09-6C10	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway	2010	RARF	-	20,000,000	-	20,000,000	8.0	-	-	Project Changes: Work, Year	Schedule
DOT10-6C36	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Purchase right of way (FY 2010)	2010	RARF	-	50,000,000	-	50,000,000	8.0	-	-	Project Changes: Work, Regional Cost, Total Cost	Cost
DOT09-822	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design new 6 lane freeway	2010	RARF	-	15,000,000	-	15,000,000	6.0	-	-	Project Changes: Year	Schedule
DOT10-6C38D	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2010)	2010	RARF	-	11,300,000	-	11,300,000	15.0	2	4	Project Changes: Regional Cost, Total Cost	Cost
DOT10-6C38RW	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2010)	2010	RARF	-	10,000,000	-	10,000,000	15.0	2	4	Project Changes: Regional Cost, Total Cost	Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT10-6C29	ADOT	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd	Widen roadway	2010	RARF	-	29,700,000	-	29,700,000	12.5	6	10	Project Changes: Regional Cost, Total Cost	Cost
DOT05-168R	ADOT	85: Hazen Rd to Broadway Rd	Widen roadway, adding 2 through lanes	2010	State	-	-	40,000,000	40,000,000	3.5	2	4	Project Changes: Location, Length, Federal_Type	Not applicable
DOT09-6C03	ADOT	85: Hazen Rd to Broadway Rd	Widen roadway, adding 2 through lanes	2010	STP-AZ	15,228,000	-	972,000	16,200,000	2.6	2	4	Project Changes: Location, Year	Not applicable
DOT08-828	ADOT	87 MP 211.8 - MP 213.0	Erosion control construction project to protect roadway slopes.	2010	RARF	-	2,200,000	-	2,200,000	1.2	4	4	Project Changes: Year, Regional Cost, Total Cost	Schedule
DOT10-828	ADOT	87: New Four Peaks to Dos S Ranch Rd	Construct roadway improvements	2010	RARF	-	23,000,000	-	23,000,000	5.4	4	4	Project Changes: Work Description	Not applicable
DOT10-6C41	ADOT	MAG regionwide	Design change orders	2010	RARF	-	3,500,000	-	3,500,000	-	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT10-6C42	ADOT	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	2010	RARF	-	13,000,000	-	13,000,000	-	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT10-6C43	ADOT	MAG regionwide	Preliminary engineering (ADOT staff)	2010	RARF	-	1,700,000	-	1,700,000	-	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT10-6C44	ADOT	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	2010	RARF	-	22,200,000	-	22,200,000	-	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT07-635R	ADOT	10: 40th St to Baseline Rd	Construct CD roads	2011	NHS	47,150,000	2,850,000	-	50,000,000	4.0	8	12	Project Changes: Year	Schedule
DOT08-666	ADOT	10: 40th St to Baseline Rd	Construct CD roads (FY 2010)	2011	NHS	67,080,000	-	4,055,000	71,135,000	4.0	8	12	Project Changes: Year, Federal Cost, Local Cost	Schedule
DOT08-667	ADOT	10: 40th St to Baseline Rd	Design CD roads (FY 2008)	2011	State	-	-	4,675,000	4,675,000	4.0	-	-	Project Changes: Year	Schedule
DOT09-698	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	2011	NHS	61,295,000	3,705,000	-	65,000,000	6.3	4	6	Project Changes: Year	Schedule

*MATERIAL CHANGE - A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs, change Project scope, or change Project Schedule. The Material Change Policy for the MAG Regional Freeway Program is attached.

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
AVN08-803	Avondale	Avondale Blvd: 1/4 mile north of Broadway Rd to Miami Ave	Add 2 lanes	2008	Private	-	-	500,000	500,000	0.5	4	6	Project Deleted from 2008
AVN08-805	Avondale	Broadway Rd: 111th to 107th Aves	Add 1 eastbound lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
AVN08-812	Avondale	Citywide	Pedestrian Safety Education Program	2008	STP-TEA	11,316	-	684	12,000	-	-	-	Project Changes: Work Description
AVN08-802	Avondale	107th Ave: Broadway Rd to Alta Vista Rd alignment	Add 1 southbound lane	2009	Private	-	-	1,000,000	1,000,000	0.8	2	3	Project Changes: Year
AVN08-623	Avondale	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd	Add 1 southbound through lane	2009	Private	-	-	800,000	800,000	0.5	4	5	Project Changes: Year
AVN97-702	Avondale	Avondale Blvd: Thomas Rd to McDowell Rd	Add 2 through lanes and left turn lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	4	Project Deleted from 2009
AVN08-806	Avondale	Broadway Rd: Dysart Rd to Avondale Blvd	Construct new 4 lane roadway	2009	Private	-	-	2,500,000	2,500,000	2.0	-	4	Project Changes: Year
AVN07-621	Avondale	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 3 lane roadway	2009	Local	-	-	4,500,000	4,500,000	0.5	-	2	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
AVN08-808	Avondale	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 northbound lane	2009	Private	-	-	1,000,000	1,000,000	0.5	4	6	Project Changes: Work, Year
AVN09-903	Avondale	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 southbound lane	2009	Private	-	-	1,000,000	1,000,000	0.5	4	5	New Project in 2009
AVN08-807	Avondale	Dysart Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Add 1 northbound lane	2009	Private	-	-	500,000	500,000	1.0	2	3	Project Changes: Year
AVN08-809	Avondale	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Widen roadway from 2 to 4 lanes	2009	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Year
AVN09-902	Avondale	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 westbound lane	2009	Private	-	-	500,000	500,000	0.5	4	5	New Project in 2009
AVN09-812	Avondale	Van Buren St: 103rd to 99th Aves	Add 1 westbound lane	2009	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2009
AVN08-625	Avondale	Van Buren St: 107th Ave to 103rd	Add 1 westbound through lane	2009	Private	-	-	500,000	500,000	0.5	2	2	Project Changes: Year, Lanes After
AVN09-901	Avondale	Van Buren Street: El Mirage to the Aqua Fria Bridge	Add 2 lanes	2009	Local	-	-	1,740,000	1,740,000	0.5	2	4	New Project in 2009
AVN10-703	Avondale	Van Buren St: El Mirage to 122nd Ave (North half)	Add 1 westbound through lane, paving, curb and gutter.	2011	Local	-	-	600,000	600,000	0.5	2	3	Project Changes: Year
BKY07-701	Buckeye	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	2009	Local	-	-	3,224,000	3,224,000	2.0	2	4	Project Changes: Year
BKY04-401B	Buckeye	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	2009	Private	-	-	1,500,000	1,500,000	1.5	-	4	Project Changes: Year
BKY12-802	Buckeye	Downtown Buckeye	Construct sidewalks, curb and gutter	2010	CMAQ	221,550	-	94,950	316,500	9.5	4	4	Project Changes: Year
CVK08-901	Cave Creek	Townwide	Pave dirt roads program - Design	2008	Local	-	-	75,000	75,000	2.0	2	2	New Project in 2008
CVK08-902	Cave Creek	Townwide	Pave dirt roads program - Construction	2008	Local	-	-	480,000	480,000	6.0	2	2	New Project in 2008
CVK09-903	Cave Creek	Townwide	Pave dirt roads program - Construction	2009	Local	-	-	500,000	500,000	8.0	2	2	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
CHN120-06RW	Chandler	Chandler Blvd at Dobson Rd	Acquire right of way for intersection improvement	2008	RARF	-	1,354,000	1,031,000	2,385,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN130-06D	Chandler	Ray Rd at Alma School Rd	Design intersection improvement	2008	RARF	-	378,000	162,000	540,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN110-07D	Chandler	Chandler Blvd at Alma School Rd	Design intersection improvements	2009	RARF	-	353,000	476,000	829,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, and deferred from 08 to 09
CHN110-08RW	Chandler	Chandler Blvd at Alma School Rd	Acquire right of way for intersection improvement	2009	RARF	-	951,000	4,025,000	4,976,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN120-07C	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvements	2009	RARF	-	2,300,000	3,603,000	5,903,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN09-802	Chandler	Chandler Blvd: Delaware St to Gilbert Rd	Install fiber-optic cable traffic signal interconnection	2009	CMAQ	309,663	-	185,347	495,000	2.8	4	4	Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
CHN430-09AD	Chandler	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Advance design roadway widening for reimbursement in 2023	2009	Local	-	-	2,091,000	2,091,000	2.0	2	6	Project Changes: Local Cost, Total Cost, Lanes Before
CHN420-09AD	Chandler	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance design roadway widening	2009	Local	-	-	2,091,000	2,091,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before
CHN410-08AD	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced design of roadway widening	2009	Local	-	-	519,000	519,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN410-09ARW	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced acquisition of right of way	2009	Local	-	-	3,006,000	3,006,000	1.3	2	6	New Project in 2009
CHN410-09ARW	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced acquisition of right of way	2009	Local	-	-	3,006,000	3,006,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN410-10AC	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced construction of roadway widening	2009	Local	-	-	7,776,000	7,776,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN08-610C	Chandler	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	2009	CMAQ	1,164,992	-	1,315,808	2,480,800	0.25	0	0	New Project in 2009, original project was split into design (CHN08-610) and construction
CHN99-713	Chandler	McQueen Rd: Queen Creek Rd to Riggs Rd	Reconstruct roadway to add 2 through lanes in each direction	2009	Local	-	-	23,700,000	23,700,000	1.0	2	6	Project Changes: Local Cost, Total Cost
CHN09-703	Chandler	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 2 through lane in each direction	2009	Local	-	-	16,575,000	16,575,000	1.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
CHN230-08AC	Chandler	Queen Creek Rd: Arizona Ave to McQueen Rd	Advance construction of roadway widening	2009	Local	-	-	16,415,000	16,415,000	1.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost
CHN240-10AD	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance design roadway widening	2009	Local	-	-	2,863,000	2,863,000	3.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before
CHN130-07RW	Chandler	Ray Rd at Alma School Rd	Acquire right of way for intersection improvement	2009	RARF	-	1,839,000	855,000	2,694,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN270-08AD	Chandler	Ray Rd at McClintock Dr	Advance design intersection improvement	2009	Local	-	-	191,000	191,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
CHN110-09C	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,205,000	3,667,000	4,872,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN08-607	Chandler	Frye Rd: Consolidated Canal to Cooper Rd	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	2010	Local	-	-	2,962,000	2,962,000	0.1	-	2	Project Changes: Year, Local Cost, Total Cost
CHN430-10ARW	Chandler	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Advance acquire right of way for roadway widening for reimbursement in 2021	2010	Local	-	-	2,628,000	2,628,000	2.0	2	6	Project Changes: Local Cost, Total Cost, Lanes Before
CHN420-10ARW	Chandler	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	2,628,000	2,628,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before
CHN240-10ARW	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	5,576,000	5,576,000	3.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before
CHN08-950	Chandler	Ray Rd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,492,000	5,248,000	6,740,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN130-08C	Chandler	Ray Rd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,492,000	5,248,000	6,740,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN260-09AD	Chandler	Ray Rd at Dobson Rd	Advanced design intersection improvement	2010	Local	-	-	1,103,000	1,103,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
CHN270-09ARW	Chandler	Ray Rd at McClintock Dr	Advance acquisition of right of way for intersection improvement	2010	Local	-	-	1,141,000	1,141,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
CHN110-09C2	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvements	2011	RARF	-	1,206,000	3,667,000	4,873,000	1	4	6	New Project in 2011
CHN240-11AC	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance construct roadway widening	2011	Local	-	-	19,803,000	19,803,000	3.0	2	6	Project Changes: Year, Local Cost, Total Cost, Lanes Before
CHN12-905	Chandler	Kyrene Rd at Ray Rd	Advance Design Intersection Improvement	2012	Local	-	-	1,103,000	1,103,000	1	4	6	New Project in 2012
FTM08-902	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2008	Local	-	-	240,000	240,000	1.0	2	2	New Project in 2008

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
FTM09-903	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Pave dirt road	2009	CMAQ	475,000	-	30,000	505,000	2.5	2	2	New Project in 2009
FTM09-904	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2009	Local	-	-	240,000	240,000	2.0	2	2	New Project in 2009
FTM10-905	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2010	Local	-	-	240,000	240,000	2.0	2	2	New Project in 2010
FTH400-08D	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Design roadway widening	2008	RARF	-	809,000	347,000	1,156,000	-	-	-	Project Deleted from 2008
FTH400-09RW	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Acquire right of way for roadway widening	2009	RARF	-	1,445,000	619,000	2,064,000	-	-	-	Project Deleted from 2009
FTH09-906	Fountain Hills	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	Design of roadway improvement	2009	RARF	-	288,000	124,000	412,000	1.0	4	5	New Project in 2009
FTH09-907	Fountain Hills	Shea Blvd: Technology Dr. to Cereus Wash	Design of roadway improvement	2009	RARF	-	181,000	78,000	259,000	1.0	5	6	New Project in 2009
FTH09-908	Fountain Hills	Shea Blvd: Technology Dr. to Cereus Wash	Acquisition of right of way for roadway improvement	2009	RARF	-	4,614,000	1,978,000	6,592,000	1.0	5	6	New Project in 2009
FTH400-10C	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Construct roadway widening	2010	RARF	-	3,525,000	1,509,000	5,034,000	2.8	4	6	Project Deleted from 2010
GLB420-11AD	Gilbert	Guadalupe at Power Rd.	Design intersection improvement (exchanged)	2008	Local	-	-	1,045,000	1,045,000	0.8	4	6	Project Deleted from TIP and Planned for 2016
GLB02-806	Gilbert	Ocotillo Rd: Higley Rd to Recker Rd	Construct new 4 lane roadway	2008	Private	-	-	5,600,000	5,600,000	1.0	2	4	Project Changes: Location, Year, Local Cost, Total Cost
GLB08-733D	Gilbert	Power Rd at Pecos: Intersection Improvement	Design intersection improvement	2008	RARF	-	595,000	510,000	1,105,000	0.8	-	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length, Lanes After
GLB00-712	Gilbert	Recker Rd: Baseline Rd to Houston Ave	Reconstruct roadway to add 2 through lanes in each direction	2008	Local	-	-	2,000,000	2,000,000	0.5	2	4	Project Changes: Local Cost, Total Cost
GLB08-730	Gilbert	Val Vista Dr: Warner Rd to Pecos Rd	Reimbursement for construction	2008	RARF	-	3,582,000	(3,582,000)	-	3.0	4	6	Project Deleted from 2008
GLB140-06D	Gilbert	Warner Rd at Cooper Rd	Design intersection improvements	2008	RARF	-	495,000	212,000	707,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
GLB140-07RW	Gilbert	Warner Rd at Cooper Rd	Acquire right of way for intersection improvement	2008	RARF	-	1,208,000	518,000	1,726,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Length
GLB140-08C	Gilbert	Warner Rd at Cooper Rd	Construct intersection improvements	2008	RARF	-	2,011,000	862,000	2,873,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Length
GLB03-903	Gilbert	Baseline Rd: Higley Rd to Power Rd	Reconstruct roadway to add 1 through lane in each direction	2009	Private	-	-	3,500,000	3,500,000	2.0	4	6	Project Changes: Year
GLB420-11ARW	Gilbert	Guadalupe at Power Rd.	Acquire right of way for intersection improvement (exchanged)	2009	Local	-	-	2,351,000	2,351,000	0.8	4	6	Project Deleted from TIP and Planned for 2017

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB13-905	Gilbert	Guadalupe Rd, Higley Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	2009	CMAQ	122,234	-	63,000	185,234	6.5	2	2	New Project in 2009
GLB09-910	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Construct intersection improvement	2009	None	-	1,878,000	805,000	2,683,000	-	-	-	New Project in 2009 Project Changes: Location, Work, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
GLB120-08D	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Design Intersection Improvement	2009	RARF	-	260,000	112,000	372,000	-	-	-	Project Changes: Location, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
GLB120-08RW	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Acquire right of way for intersection improvement	2009	RARF	-	1,576,000	675,000	2,251,000	-	-	-	Project Changes: Location, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
GLB13-906	Gilbert	Higley Rd, Recker Rd, Guadalupe Rd, Elliot Rd, Warner Rd, Ray Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	2009	CMAQ	122,234	-	63,000	185,234	9.5	-	3	New Project in 2009
GLB08-710	Gilbert	Higley Rd: Pecos Rd to Queen Creek Rd	Add 2 lanes in each direction	2009	Private	-	-	3,500,000	3,500,000	2.0	2	6	Project Changes: Year
GLB08-711	Gilbert	Higley Rd: Ray Rd to Williams Field Rd	Add 2 lanes in each direction	2009	Private	-	-	2,500,000	2,500,000	1.0	2	6	Project Changes: Year
GLB09-719	Gilbert	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	2009	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Local Cost, Total Cost
GLB99-257	Gilbert	Neely St: SPRR to SRP Western Canal	Construct new grade railroad crossing	2009	Local	-	-	3,000,000	3,000,000	0.5	-	2	Project Changes: Local Cost, Total Cost
GLB08-734RW	Gilbert	Power Rd at Pecos: Intersection Improvement	Acquire right of way for intersection improvement	2009	RARF	-	911,000	391,000	1,302,000	0.8	-	6	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes After
GLB08-735C	Gilbert	Power Rd at Pecos: Intersection Improvement	Construct intersection improvement	2009	Local	-	-	12,123,000	12,123,000	0.8	-	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length, Lanes After
GLB09-725RW	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Acquire right of way for roadway widening	2009	RARF	-	2,627,000	1,126,000	3,753,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB09-726C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2009	RARF	-	415,000	178,000	593,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB400-11D	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Advance design of roadway widening	2009	RARF	-	1,018,000	436,000	1,454,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB09-721	Gilbert	Queen Creek Rd: Lindsay Rd to Val Vista Drive	Add 1 lane in each direction	2009	Private	-	-	1,500,000	1,500,000	1.0	2	4	Project Deleted from TIP and Planned for 2013
GLB08-715	Gilbert	Williams Field Rd: Gilbert Rd to SRP Canal	Add 2 lanes in each direction	2009	Private	-	-	3,000,000	3,000,000	1.5	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-716	Gilbert	Williams Field Rd: SRP Canal to Recker Rd	Add 2 lanes in each direction	2009	Private	-	-	4,500,000	4,500,000	3.5	2	6	Project Changes: Year, Local Cost, Total Cost
GLB03-904	Gilbert	Elliot Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost
GLB10-732	Gilbert	Germann Rd: Gilbert Rd to Val Vista Rd	Acquire right of way for roadway widening	2010	Local	-	-	1,655,000	1,655,000	2.0	2	6	Project Deleted from TIP and Planned for 2013
GLB10-733	Gilbert	Germann Rd: Val Vista Dr to Higley	Acquire right of way for roadway widening	2010	Local	-	-	2,353,000	2,353,000	1.0	2	6	Project Deleted from TIP and Planned for 2013
GLB09-718	Gilbert	Greenfield Rd: Germann Rd to Pecos Rd	Add 1 lane in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB10-730C	Gilbert	Guadalupe at Power Rd.	Construct intersection improvement (exchanged)	2010	RARF	-	3,582,000	7,501,000	11,083,000	0.8	4	6	Project Deleted from TIP and Planned for 2018
GLB310-10AD	Gilbert	Guadalupe Rd at Val Vista Dr	Advance design intersection improvement for reimbursement in 2016	2010	Local	-	-	326,000	326,000	0.8	4	6	Project Deleted from TIP and Planned for 2016
GLB05-108	Gilbert	Higley Rd: Warner Rd to Ray Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	2,500,000	2,500,000	1.0	2	6	Project Changes: Year
GLB04-105	Gilbert	Pecos Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB10-731C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2010	RARF	-	6,316,000	2,707,000	9,023,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB08-712	Gilbert	Ray Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	2.0	2	6	Project Changes: Location, Year
GLB01-719	Gilbert	Recker Rd: Queen Creek Rd to Ocotillo Rd	Construct new 2 lane roadway	2010	Private	-	-	1,300,000	1,300,000	1.0	-	2	Project Changes: Work, Year
GLB09-722	Gilbert	Recker Rd: Williams Field to Pecos Rd	Add 1 lane in each direction	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Location, Year
GLB09-723	Gilbert	Riggs Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	2010	Private	-	-	4,500,000	4,500,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-713	Gilbert	Val Vista Dr: Germann Rd to Queen Creek Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-724	Gilbert	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-714	Gilbert	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB03-910	Gilbert	Warner Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-720	Gilbert	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	2011	Private	-	-	2,500,000	2,500,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB11-812D	Gilbert	Queen Creek Rd: Greenfield to Higley	Advance design roadway widening	2011	RARF	-	587,000	477,000	1,064,000	1.0	2	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Lanes After
GLB09-729	Gilbert	Queen Creek Rd: Lindsay Rd to Val Vista Drive	Advance design roadway widening	2011	RARF	-	262,000	113,000	375,000	1.0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
GLB11-811D	Gilbert	Queen Creek Rd: Val Vista to Greenfield	Advance design roadway widening	2011	RARF	-	391,000	214,000	605,000	1.0	2	4	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost
GLB02-808	Gilbert	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	2011	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB05-113	Gilbert	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	2011	Private	-	-	1,500,000	1,500,000	0.4	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-727	Gilbert	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2012	Local	-	-	1,121,000	1,121,000	2.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-728	Gilbert	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2012	Local	-	-	1,609,000	1,609,000	2.0	2	6	Project Changes: Year, Local Cost, Total Cost, Length
GLB12-817AW	Gilbert	Queen Creek Rd: Greenfield to Higley	Advance acquire right of way for roadway widening	2012	RARF	-	4,297,000	4,193,000	8,490,000	1.0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
GLB10-734	Gilbert	Queen Creek Rd: Lindsay Rd to Val Vista Drive	Advance acquire right of way for roadway widening	2012	RARF	-	1,314,000	563,000	1,877,000	1.0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
GLB12-816AW	Gilbert	Queen Creek Rd: Val Vista to Greenfield	Advance acquire right of way for roadway widening	2012	RARF	-	2,794,000	1,698,000	4,492,000	1.0	2	4	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost
GLB12-818D	Gilbert	Warner Rd at Greenfield Rd	Design intersection improvement	2012	RARF	-	328,000	140,000	468,000	0.8	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
GLN08-602	Glendale	59th Ave: Bell Rd to Union Hills Dr	Widen roadway to provide additional lanes	2008	Local	-	-	1,000,000	1,000,000	1.0	4	5	Project Deleted from 2008
GLN08-603	Glendale	59th Ave: Olive Ave to Brown St	Widen roadway to add medians and stripe for 5 lanes	2008	Local	-	-	1,000,000	1,000,000	0.5	4	5	Project Changes: Year
GLN07-601	Glendale	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway when property develops.	2008	Local	-	-	2,000,000	2,000,000	1.0	-	4	Project Deleted from TIP and Planned for 2013

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLN08-611	Glendale	Old Roma Alley	Design and construct pedestrian enhancements and landscape	2008	STP-TEA	500,000	-	256,982	756,982	0.1	1	1	Project Changes: Lanes Before, Lanes After
GLN04-316	Glendale	43rd Ave at Peoria Ave	Design and construct gateway facility	2009	STP-TEA	336,826	-	283,500	620,326	0.2	5	5	Project Changes: Lanes Before, Lanes After
GLN13-903	Glendale	Olive Ave: 67th Ave to 59th ave	ITS Fiber and 1 CCTV Camera	2009	CMAQ	449,149	-	\$ 219,493	668,642	1.0	-	5	New Project in 2009
GLN07-311	Glendale	Alley 250 ft north of Glendale Ave: 58th Ave to 57th Dr	Design and construct alley improvements and pedestrian walkway	2010	CMAQ	75,000	-	75,000	150,000	0.1	1	1	Project Changes: Lanes Before, Lanes After
GLN11-704	Glendale	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	2011	STP-TEA	166,039	-	10,037	176,076				New Project in 2011
GDY08-917	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2008	Local	-	-	500,000	500,000	2.0	2	2	New Project in 2008
GDY07-705	Goodyear	Litchfield Rd at Yuma Rd	Improve intersection including right-turn lanes, dual left-turn lanes and bus bay	2009	Local	-	-	1,750,000	1,750,000	-	-	-	Project Changes: Year
GDY09-901	Goodyear	Van Buren - 161st Avenue to Sarival	Street Improvement - Add second west bound lane	2009	Local	-	-	480,000	480,000	-	-	-	New Project in 2009
GDY13-902	Goodyear	Various locations	Purchase Dynamic Message Signs	2009	CMAQ	166,304	-	200,000	366,304	4.8	6	6	New Project in 2009
GDY09-918	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2009	Local	-	-	500,000	500,000	2.0	2	2	New Project in 2009
GDY08-710	Goodyear	Yuma Rd: Litchfield Rd to Estrella Pkwy	Reconstruct road from 2 to 6 lanes with curb, gutter, landscaped median, and bridge at Bullard Wash	2009	Local	-	-	21,000,000	21,000,000	2.0	2	6	Project Changes: Year, Local Cost, Total Cost
GDL04-201	Guadalupe	8413 S Avenida Del Yaqui	Install emergency signal device at fire station	2009	STP-MAG	47,000	-	3,000	50,000	0.1	2	2	Project Changes: Year
MAG09-801	MAG	Regionwide	Traffic signal optimization program	2009	CMAQ	294,908	-	18,092	313,000	-	-	-	New Project in 2009
MMA320-08AC1	MAG/Multi-Agency	EI Mirage Rd: Beardsley Rd to Loop 303 (Estrella Fwy)	Advance construct roadway widening for reimbursement in 2017	2008	Local	-	-	85,000	85,000	6.0	-	6	Project Deleted from 2008
MMA310-07AD	MAG/Multi-Agency	EI Mirage Rd: Bell Rd to Beardsley Rd	Advance design for reimbursement in 2016	2008	Local	-	-	124,000	124,000	6.0	2	6	Project Deleted from 2008
MMA08-812	MAG/Multi-Agency	McKellips Road Bridge over the Salt River	Advance Pre Design Bridge, reimbursement in 2015	2008	Local	-	-	814,000	814,000	0.5	-	6	Project Deleted from 2008
MMA120-08RW1	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Acquire right-of-way for roadway widening	2008	STP-MAG	16,084,000	-	7,129,000	23,213,000	4.5	3	6	Project Deleted from 2008
MMA120-06D	MAG/Multi-Agency	Northern Pkwy: US-60 (Grand Ave) to SR-303	Pre-design and design of roadway widening	2008	STP-MAG	3,582,000	-	1,535,000	5,117,000	12.0	3	6	Project Deleted from 2008
MMA09-815	MAG/Multi-Agency	Dobson Road Bridge over the Salt River	Design Bridge	2009	Local	-	-	1,073,000	1,073,000	1.0	-	4	Project Deleted from TIP and Planned for 2013

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA310-09AC1	MAG/Multi-Agency	EI Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2017	2009	Local	-	-	134,000	134,000	6.0	2	6	Project Deleted from 2009
MMA09-816	MAG/Multi-Agency	Gilbert Road Bridge over the Salt River	Advance Design Bridge, reimbursement in 2015	2009	Local	-	-	1,073,000	1,073,000	1.0	-	6	Project Deleted from TIP and Planned for 2013
MMA09-818	MAG/Multi-Agency	McKellips Rd: SR-101L to SRP-MIC/Alma School	Design roadway widening, reimbursement in 2013	2009	Local	-	-	713,000	713,000	2.0	4	6	Project Deleted from TIP and Planned for 2013
MMA120-09C1	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	2009	STP-MAG	13,114,000	-	5,452,000	18,566,000	4.5	2	6	Project Deleted from 2009
MMA10-816	MAG/Multi-Agency	Dobson Road Bridge over the Salt River	Purchase necessary right of way for Bridge	2010	RARF	-	12,090,000	5,181,000	17,271,000	1.0	-	4	Project Deleted from TIP and Planned for 2013
MMA310-10AC2	MAG/Multi-Agency	EI Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2017	2010	Local	-	-	9,856,000	9,856,000	6.0	2	6	Project Deleted from 2010
MMA10-817	MAG/Multi-Agency	McKellips Rd: SR-101L to SRP-MIC/Alma School	Purchase necessary right of way for roadway widening, reimbursement in 2014	2010	Local	-	-	1,076,000	1,076,000	2.0	4	6	Project Deleted from TIP and Planned for 2014
MMA10-818	MAG/Multi-Agency	McKellips Road Bridge over the Salt River	Advance purchase necessary right of way for Bridge, reimbursement in 2015	2010	Local	-	-	3,723,000	3,723,000	0.5	-	6	Project Deleted from TIP and Planned for 2013
MMA120-09C2	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	2010	STP-MAG	6,216,000	-	2,672,000	8,888,000	4.5	2	6	Project Deleted from 2010
MMA120-09RW2	MAG/Multi-Agency	Northern Pkwy: US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	2010	STP-MAG	6,877,000	-	3,207,000	10,084,000	8.0	3	6	Project Deleted from 2010
MMA08-801	Maricopa County	16th St: 3400' S of Carefree Hwy to Carefree Hwy	Construct new 2 lane roadway	2008	Private	-	-	2,400,000	2,400,000	0.6	-	2	Project Deleted from 2008
MMA08-810	Maricopa County	Dobson Road Bridge over the Salt River	Pre Design Bridge	2008	Local	-	-	844,000	844,000	-	-	4	Project Changes: Agency, Local Cost, Total Cost, Length
MMA08-931	Maricopa County	EI Mirage Rd: Bell Rd to South of Beardsley Rd	Advance design of roadway widening	2008	Local	-	-	214,000	214,000	4.0	-	6	New Project in 2008
MMA08-936	Maricopa County	EI Mirage Rd: Thunderbird to Northern Ave.	Advanced Pre-design/Study	2008	Local	-	-	30,000	30,000	4.0	4	6	New Project in 2008
MMA08-939	Maricopa County	EI Mirage Rd: Deer Valley Drive to L303	Advance design of roadway widening	2008	Local	-	-	1,399,000	1,399,000	4.0	-	6	New Project in 2008
MMA08-811	Maricopa County	Gilbert Road Bridge over the Salt River	Advance Pre Design Bridge	2008	Local	-	-	844,000	844,000	1.6	6	6	Project Changes: Agency, Work, Local Cost, Total Cost, Length, Lanes Before
MMA08-813	Maricopa County	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Pre Design Roadway	2008	Local	-	-	622,000	622,000	2.0	4	6	Project Changes: Agency, Location, Local Cost, Total Cost
MMA09-817	Maricopa County	McKellips Road Bridge over the Salt River	Advance Design Bridge	2008	Local	-	-	1,112,000	1,112,000	0.7	4	6	Project Changes: Agency, Work, Year, Local Cost, Total Cost, Length, Lanes Before

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA08-919	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Advance Acquisition of right-of-way for roadway widening and intersection improvements	2008	Local	-	-	369,000	369,000	12.5	4	6	New Project in 2008
MMA05-214	Maricopa County	PM-10 Roads various locations	Pave dirt roads (FY 2005)	2008	CMAQ	1,000,000	-	1,995,000	2,995,000	4.4	2	2	Project Changes: Location, Local Cost, Total Cost
MMA06-208R	Maricopa County	PM-10 roads various locations	Pave dirt roads (FY 2006)	2008	CMAQ	1,000,000	-	1,000,000	2,000,000	5.0	2	2	Project Changes: Length
MMA210-07AC	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Construct roadway widening	2008	RARF	-	2,441,000	1,046,000	3,487,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MMA210-07D	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Design of roadway widening	2008	RARF	-	251,000	108,000	359,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MMA11-719	Maricopa County	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	2009	Local	-	-	676,000	676,000	1.8	-	4	Project Changes: Year, Local Cost, Total Cost
MMA09-902	Maricopa County	El Mirage Rd: Beardsley Rd to Loop 303 Phase A	Widen Roadway to four lanes	2009	Local	-	-	10,445,000	10,445,000	0.5	2	4	New Project in 2009
MMA09-932	Maricopa County	El Mirage Rd: Bell Rd to South of Beardsley Rd	Advance design of roadway widening	2009	Local	-	-	214,000	214,000	4.0	-	6	New Project in 2009
MMA08-815	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	RARF	-	429,000	184,000	613,000	2.0	4	6	Project Changes: Year, Work, Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA09-820	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	RARF	-	680,000	291,000	971,000	4.0	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
MMA09-935	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	2009	Local	-	-	1,819,000	1,819,000	2.0	4	6	New Project in 2009
MMA09-937	Maricopa County	El Mirage Rd: Thunderbird to Northern Ave.	Pre-design/Study	2009	Local	-	-	187,000	187,000	4.0	4	6	New Project in 2009
MMA09-940	Maricopa County	El Mirage Rd: Deer Valley Drive to L303	Advance construct roadway widening	2009	Local	-	-	12,490,000	12,490,000	4.0	-	6	New Project in 2009
MMA08-716	Maricopa County	Gavilan Peak Pkwy: North Valley Pkwy to Joy Ranch Rd	Construct new 2 lane roadway	2009	Local	-	-	11,300,000	11,300,000	2.0	-	2	Project Changes: Year, Local Cost, Total Cost
MMA09-901	Maricopa County	Low Volume Road Project Maricopa County CDBG projects: City and town streets, pilot program	Pave Dirt Roads	2009	Local	-	-	4,075,000	4,075,000	5.0	2	2	New Project in 2009
MMA09-609	Maricopa County	MC-85: Colton Ln to Estrella Pkwy	Projects to be selected each year	2009	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2009
MMA03-912	Maricopa County	MC-85: Colton Ln to Estrella Pkwy	Widen roadway from 2 to 4 lanes	2009	Local	-	-	10,460,000	10,460,000	2.0	2	4	Project Changes: Year, Local Cost, Total Cost
MMA06-604	Maricopa County	MC-85: Turner Rd to SR-85	Construct new 2 lane roadway (interim)	2009	Local	-	-	575,000	575,000	1.0	-	2	Project Changes: Year, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA09-913	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2009	STP-MAG	261,000	-	112,000	373,000	12.5	4	6	New Project in 2009
MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2009	STP-MAG	16,485,000	-	7,066,000	23,551,000	4.0	2	4	New Project in 2009
MMA210-07ACX	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Construct roadway widening	2009	RARF	-	2,441,000	1,046,000	3,487,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MMA06-215	Maricopa County	Queen Creek Rd: Arizona Ave to McQueen Rd	Widen roadway from 2 to 4 lanes	2009	Local	-	-	2,525,000	2,525,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
MMA10-814	Maricopa County	99th Ave: Olive Ave to Bell Rd	Install conduit and fiber-optic cable to connect existing and planned ITS field devices	2010	Local	-	-	657,038	657,038	5.0	4	4	Project Deleted from 2010
MMA10-615	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	2010	RARF	-	600,000	1,219,000	1,819,000	2.0	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA10-616	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2010	RARF	-	207,000	622,000	829,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA10-617	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2010	RARF	-	340,000	146,000	486,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA10-612	Maricopa County	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	2010	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2010
MMA08-605	Maricopa County	MC-85: 91st Ave to 75th Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2010	Local	-	-	29,848,000	29,848,000	2.0	4	6	Project Changes: Year, Local Cost, Total Cost
MMA11-933	Maricopa County	El Mirage Rd: South of Beardsley Rd to Deer Valley Rd	Advance Construct roadway widening	2011	Local	-	-	5,184,000	5,184,000	4	0	6	New Project in 2011
MMA11-915	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2011	STP-MAG	1,887,000	-	809,000	2,696,000	12.5	4	6	New Project in 2011
MMA11-922	Maricopa County	Northern Parkway: Dysart to 111th	Advanced Acquisition of right-of-way for roadway widening	2011	Local	-	-	11,509,000	11,509,000	2.5	2	4	New Project in 2011
MMA11-923	Maricopa County	Northern Parkway: Dysart to 111th	Advanced Design of roadway widening	2011	Local	-	-	1,140,000	1,140,000	2.5	2	4	New Project in 2011
MMA11-927	Maricopa County	Northern Parkway: Sarival Overpass	Advanced Design of roadway widening	2011	Local	-	-	1,037,000	1,037,000	0	0	4	New Project in 2011
MMA11-929	Maricopa County	Northern Parkway: Sarival to Dysart	Advanced Construction of roadway widening	2011	Local	-	-	41,367,000	41,367,000	4	2	4	New Project in 2011

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA10-813	Maricopa County	7th St: Carefree Hwy to Desert Hills Dr	Widen roadway from 2 to 4 lanes	2012	Local	-	-	12,445,000	12,445,000	3.0	2	4	Project Changes: Year, Local Cost, Total Cost
MMA12-934	Maricopa County	El Mirage Rd: South of Beardsley Rd to Deer Valley Rd	Advance Construct roadway widening	2012	Local	-	-	5,184,000	5,184,000	4	0	6	New Project in 2012
MMA12-920	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Advance Acquisition of right-of-way for roadway widening and intersection improvements	2012	Local	-	-	1,270,000	1,270,000	12.5	4	6	New Project in 2012
MMA12-925	Maricopa County	Northern Parkway: Reems Overpass	Advanced Design of intersection improvements	2012	Local	-	-	830,000	830,000	0	0	4	New Project in 2012
MMA12-928	Maricopa County	Northern Parkway: Sarival Overpass	Advanced Construction of roadway widening	2012	Local	-	-	12,753,000	12,753,000	0	0	4	New Project in 2012
MES100-06P	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Pre-Design Roadway	2008	RARF	-	285,495	122,355	407,851	2.0	-	-	Project Changes: Regional Cost, Local Cost, Total Cost
MES300-08AD	Mesa	Country Club at University	Advance design of intersection improvement	2008	Local	-	-	95,000	95,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES110-07D	Mesa	Dobson Rd at Guadalupe Rd	Pre-design intersection improvements	2008	RARF	-	75,000	32,000	107,000	1.0	4	5	Project Changes: Regional Cost, Local Cost, Total Cost
MES110-08D	Mesa	Dobson Rd at Guadalupe Rd	Design intersection improvements	2008	RARF	-	75,000	133,000	208,000	1.0	4	5	Project Changes: Regional Cost, Local Cost, Total Cost
MES08-802	Mesa	Elliot Rd: Signal Butte Rd to Mountain Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2008	Private	-	-	2,000,000	2,000,000	0.5	4	6	Project Changes: Lanes Before, Lanes After
MES120-06D	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Design Roadway	2008	RARF	470,570	-	201,673	672,243	1	0	0	Project Changes: Regional Cost, Local Cost, Total Cost
MES131-08D	Mesa	McKellips Rd at Lindsay Rd	Pre-design & Design intersection improvements	2008	RARF	-	418,000	179,000	597,000	0.5	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost
MES150-07P	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Pre-design roadway widening	2008	RARF	-	225,000	96,000	321,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES180-07D	Mesa	Southern Ave: Country Club Dr to Stapley Dr	Design roadway widening	2008	RARF	-	119,000	52,000	171,000	0.5	4	6	Project Deleted from 2008
MES100-06D	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2009	RARF	-	726,000	311,000	1,037,000	2.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES100-07RW	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right of way for roadway widening	2009	RARF	-	1,075,000	3,453,000	4,528,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES300-08ARW	Mesa	Country Club at University	Advance acquisition of right of way for intersection improvement	2009	Local	-	-	4,217,000	4,217,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES110-08RW	Mesa	Dobson Rd at Guadalupe Rd	Acquire right of way for intersection improvement	2009	RARF	-	514,000	309,000	823,000	1.0	4	5	Project Changes: Regional Cost, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES310-09AD	Mesa	Dobson Rd at University Dr	Advance design intersection improvement for reimbursement	2009	Local	-	-	642,000	642,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES08-801	Mesa	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	Widen roadway to add 2 through lanes in each direction and a center turn lane	2009	Private	-	-	2,800,000	2,800,000	0.5	2	6	Project Changes: Year
MES08-804	Mesa	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2009	Private	-	-	2,000,000	2,000,000	0.5	2	4	Project Changes: Year
MES450-07AC	Mesa	Gilbert Rd at University Dr	Advance construct intersection improvement for reimbursement in 2021	2009	Local	-	-	12,407,000	12,407,000	1.0	4	6	Project Changes: Local Cost, Total Cost
MES120-07RW	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Acquire right of way for roadway widening	2009	RARF	-	618,000	265,000	883,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES08-805	Mesa	Hawes Rd: Elliot Rd to Paloma Ave alignment	Widen roadway to add 2 through lanes in each direction and a center turn lane	2009	Private	-	-	2,800,000	2,800,000	0.5	2	6	Project Changes: Year
MES465-08AD	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance design roadway widening	2009	Local	-	-	400,000	400,000	0.8	-	2	Project Changes: Work, Local Cost, Total Cost
MES131-09RW	Mesa	McKellips Rd at Lindsay Rd	Acquire right of way for intersection improvement	2009	RARF	-	1,582,000	946,000	2,528,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES09-911	Mesa	Mesa Dr at Broadway Rd	Pre-design intersection improvement	2009	RARF	-	150,000	90,000	240,000	1.0	4	6	New Project in 2009
MES150-08D	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2009	RARF	-	1,126,000	483,000	1,609,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES150-09RW	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquire right of way for roadway widening	2009	RARF	-	2,144,000	2,657,000	4,801,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES240-06AD	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Pre-design and Design roadway widening	2009	RARF	-	1,468,000	629,000	2,097,000	3.5	4	6	Project Changes: Location, Work, Year, Regional Cost, Local Cost, Total Cost
MES240-07ARW	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Acquire right of way for roadway widening	2009	RARF	-	1,983,000	1,157,000	3,140,000	3.5	4	6	Project Changes: Location, Regional Cost, Local Cost, Total Cost
MES240-09AC	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Construct roadway widening	2009	RARF	-	6,641,000	4,273,000	10,914,000	3.5	4	6	Project Changes: Location, Regional Cost, Local Cost, Total Cost
MES485-06ARW	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance acquire right of way for roadway widening	2009	Local	-	-	600,000	600,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost
MES485-09AD	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance design roadway widening	2009	Local	-	-	600,000	600,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost
MES07-315	Mesa	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	2009	CMAQ	910,000	-	3,437,000	4,347,000	0.5	6	6	Project Changes: Work Description

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvements	2009	RARF	-	307,000	173,000	480,000	0.5	6	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES186-09D	Mesa	Southern Ave at Lindsay Rd	Design intersection improvements	2009	RARF	-	315,000	171,000	486,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES183-09D	Mesa	Southern Ave at Stapley Dr	Design intersection improvements	2009	RARF	-	1,221,000	731,000	1,952,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES190-07D	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2009	RARF	-	370,000	160,000	530,000	2.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
MES190-08RW	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway widening	2009	RARF	-	1,376,000	590,000	1,966,000	2.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
MES09-607	Mesa	Various locations	Upgrade TMC equipment and purchase central components, field cameras and VMS	2009	CMAQ	396,600	-	169,950	566,550	-	-	-	Project Changes: Lanes Before, Lanes After
MES100-08C	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2010	RARF	-	5,305,000	7,927,000	13,232,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES400-10AD	Mesa	Country Club at Brown Rd	Advance design intersection improvement	2010	Local	-	-	465,000	465,000	1.0	4	6	Project Changes: Location, Work, Local Cost, Total Cost
MES300-09AC	Mesa	Country Club at University	Advance construction of intersection improvement	2010	Local	-	-	4,388,000	4,388,000	1.0	4	6	Project Changes: Work, Year, Local Cost, Total Cost
MES110-09C	Mesa	Dobson Rd at Guadalupe Rd	Construct intersection improvements	2010	RARF	-	2,092,000	2,698,000	4,790,000	1.0	4	5	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES310-10ARW	Mesa	Dobson Rd at University Dr	Advance acquire right of way for intersection improvement	2010	Local	-	-	2,023,000	2,023,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES08-803	Mesa	Ellsworth Rd at Pecos Rd	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	2010	Private	-	-	3,200,000	3,200,000	0.3	2	6	Project Changes: Year
MES120-08C	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Construct roadway widening	2010	RARF	-	4,086,000	2,528,000	6,614,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES465-09ARW	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	2,520,000	2,520,000	0.8	-	2	Project Changes: Work, Year, Local Cost, Total Cost
MES465-10AC	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance construct roadway widening	2010	Local	-	-	1,546,000	1,546,000	0.8	-	2	Project Changes: Work, Local Cost, Total Cost
MES470-10AD	Mesa	Lindsay Rd at Brown Rd	Advance design intersection improvement	2010	Local	-	-	464,000	464,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost
MES131-10C	Mesa	McKellips Rd at Lindsay Rd	Construct intersection improvements	2010	RARF	-	4,278,000	2,936,000	7,214,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES08-806	Mesa	McKellips Rd: Hawes Rd to Ellsworth Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES151-09D	Mesa	Mesa Dr at Broadway Rd	Design intersection improvements	2010	RARF	-	701,000	559,000	1,260,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES150-10C	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2010	RARF	-	4,879,000	8,983,000	13,862,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES485-07AC	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance construct roadway widening	2010	Local	-	-	8,191,000	8,191,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost
MES07-314	Mesa	South Canal: Val Vista Dr to Greenfield Rd	Construct multi-use path. Development of multi-use path system (MUP). This project is part of the recommendations outlined by the Parks and Recreation Master Plan 2025, adopted by the City Council and Mesa Residents in 2002.	2010	CMAQ	541,800	-	232,200	774,000	1.3	2	2	Project Changes: Work Description
MES181-10RW	Mesa	Southern Ave at Country Club Dr	Acquire right of way for intersection improvement	2010	RARF	-	1,501,000	1,019,000	2,520,000	0.5	6	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES186-10RW	Mesa	Southern Ave at Lindsay Rd	Acquire right of way for intersection improvement	2010	RARF	-	1,168,000	795,000	1,963,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES183-10RW	Mesa	Southern Ave at Stapley Dr	Acquire right of way for intersection improvement	2010	RARF	-	3,003,000	2,038,000	5,041,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES490-09AD	Mesa	Stapley Dr at University Dr	Advance pre-design & design intersection improvement for reimbursement in 2025	2010	Local	-	-	673,000	673,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost
MES190-09C	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2010	RARF	-	3,766,000	1,691,000	5,457,000	2.0	-	2	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES310-10AD	Mesa	Val Vista Dr: Baseline Rd to Southern Ave	Advance design roadway widening	2010	Local	-	-	901,000	901,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost, Length, Lanes Before, Lanes After
MES10-810	Mesa	Baseline Rd, Southern Ave, Dobson and Alma School Rds	Establish fiber optic link with arterial streets near US-60 (Superstition Fwy)	2011	CMAQ	709,973	-	1,893,027	2,603,000	12.5	6	6	Project Changes: Year, Fund Type, Regional Cost, Local Cost, Total Cost
MES151-10RW	Mesa	Mesa Dr at Broadway Rd	Acquire right of way for intersection improvement	2011	Local	-	-	13,232,000	13,232,000	1.0	4	6	Project Changes: Year, Fund Type, Regional Cost, Local Cost, Total Cost
PEO06-202C	Peoria	91st Ave at Olive Ave	Construct intersection project	2008	CMAQ	800,000	-	2,100,000	2,900,000	0.2	4	6	Project Changes: Lanes Before, Lanes After

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PEO100-07AC1	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct Beardsley Road extension and bridge over New River	2008	Local	-	-	17,732,000	17,732,000	2.0	-	4	Project Changes: Location, Work, Local Cost, Total Cost
PEO08-906	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advanced Acquire right of way for roadway widening	2008	Local	-	-	6,304,000	6,304,000	-	-	6	New Project in 2008
PEO08-907	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance construct roadway from 83rd Avenue to 67th Avenue, including bridge over New River, for reimbursement in 2022.	2008	Local	-	-	9,700,000	9,700,000	-	-	6	New Project in 2008
PEO08-908	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance design roadway widening for the north half street	2008	Local	-	-	-	-	-	-	6	New Project in 2008
PEO200-06AC	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd	Advance construct roadway widening for reimbursement in 2024	2008	Local	-	-	15,463,000	15,463,000	3.0	-	2	Project Deleted from 2008
PEO07-312	Peoria	Skunk Creek Corridor: 75th Ave to New River confluence (follows Greenway Ave)	Develop multi-use path	2008	CMAQ	900,000	-	450,000	1,350,000	-	-	-	Project Changes: Work Length, Lanes Before, Lanes After
PEO08-603	Peoria	Traffic Management Center	Implement Traffic Management Center	2008	CMAQ	990,200	-	424,350	1,414,550	-	-	-	Project Changes: Work Description
PEO09-716	Peoria	83rd Ave at Deer Valley Rd	Widen intersection for right and left turn lanes	2009	Local	-	-	2,100,000	2,100,000	0.2	4	4	Project Changes: Work, Local Cost, Total Cost, Lanes After
PEO09-717	Peoria	83rd Ave: Hatfield to Happy Valley	Widen roadway to add 1 through lane in each direction	2009	Local	-	-	3,000,000	3,000,000	1.0	2	4	Project Changes: Location, Local Cost, Total Cost, Lanes Before, Lanes After
PEO08-707	Peoria	83rd Ave: William to Calle Lejos	Widen roadway to add 1 through lane in each direction	2009	Local	-	-	6,100,000	6,100,000	1.0	2	4	Project Changes: Location, Local Cost, Total Cost
PEO100-07AC2	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct new frontage road and Texas U-Turn structure over L101	2009	Local	-	-	24,928,000	24,928,000	2.0	-	4	Project Changes: Location, Work, Local Cost, Total Cost
PEO08-801	Peoria	Deer Valley Rd: 83rd Ave to 91st Ave	Construct drainage improvements and add 2 through lanes	2009	Local	-	-	3,500,000	3,500,000	1.0	3	4	Project Changes: Year, Lanes Before, Lanes After
PEO09-802	Peoria	El Mirage Rd: Vistancia Blvd to Westland Rd	Construct new 6 lane roadway	2009	Private	-	-	12,000,000	12,000,000	2.0	4	6	Project Changes: Lanes Before
PEO09-909	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advanced Acquire right of way for roadway widening	2009	Local	-	-	6,304,000	6,304,000	-	-	6	New Project in 2009
PEO09-910	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance construct roadway between Lake Pleasant Parkway and 83rd Avenue for reimbursement in 2023.	2009	Local	-	-	6,790,000	6,790,000	-	-	6	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PEO110-11D	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Final design of arterial improvements	2009	Local	-	-	9,427,000	9,427,000	2.4	2	4	Project Changes: Location, Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
PEO13-904	Peoria	Existing traffic signals within the city of Peoria will be connected to the fiber backbone, and back to central with either fiber or wireless. This connection will allow the city to manage the signals in a manner to reduce congestion, delay, and improve	Widen intersection	2009	CMAQ	296,548	-	225,000	521,548	17.0	-	5	New Project in 2009
PEO09-713	Peoria	67th Ave at Thunderbird Rd	Widen intersection	2010	Local	-	-	2,100,000	2,100,000	0.2	4	6	Project Deleted from 2010
PEO10-721	Peoria	83rd Ave at Lake Pleasant Pkwy	Widen intersection	2010	Local	-	-	1,300,000	1,300,000	0.2	4	6	Project Deleted from 2010
PEO110-12RW	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Acquire right of way for road widening	2010	Local	-	-	19,675,000	19,675,000	2.4	2	4	Project Changes: Location, Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
PEO11-905	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Construct roadway widening	2011	Local	-	-	28,942,000	28,942,000	2.4	2	4	New Project in 2011
PEO10-803	Peoria	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	Construct new 4 lane roadway with median (ultimate 6 lane)	2011	Private	-	-	12,000,000	12,000,000	2.0	-	4	Project Changes: Work, Year, Lanes After
PHX08-710	Phoenix	19th Ave at Grand Canal	Construct bridge replacement	2008	Bridge	1,000,000	-	500,000	1,500,000	-	-	-	Project Changes: Year
PHX07-310	Phoenix	24th St: Rio Salado to Roeser Rd	Improve pedestrian facilities	2008	CMAQ	500,000	-	1,889,577	2,389,577	1.0	4	4	Project Changes: Location, Length
PHX08-803	Phoenix	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Acquire right of way for reconstruction of roadway to 64ft section	2008	Local	-	-	150,000	150,000	1.0	4	4	Project Changes: Local Cost, Total Cost
PHX07-705	Phoenix	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Acquire right of way and construct new 4 lane roadway to 64ft section	2008	Local	-	-	7,414,475	7,414,475	0.5	-	4	Project Changes: Local Cost, Total Cost
PHX08-807	Phoenix	Black Mountain Pkwy: Deer Valley Rd to Pinnacle Peak Rd	Acquire right of way for new 2 lane roadway	2008	Local	-	-	36,000	36,000	1.3	-	3	Project Deleted from 2008
PHX400-07AD	Phoenix	Happy Valley Rd: 35th Ave to 43rd Ave	Advance design roadway widening	2008	Local	-	-	456,000	456,000	1.0	6	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before, Lanes After
PHX08-872	Phoenix	Indian School & 67th Avenue	Design and Construct of Streetslights & Busbay	2008	STP-HES	415,000	-	25,085	440,085	-	-	-	Project Changes: Work Description
PHX08-874	Phoenix	McDowell Road & 35th Avenue	Design and Install Streetslights	2008	STP-HES	120,000	-	4,518	124,518	-	-	-	Project Changes: Work Description
PHX08-873	Phoenix	McDowell Road & 43rd Avenue	Design and Construct of Busbay and Streetslights	2008	STP-HES	546,952	-	33,061	580,013	-	-	-	Project Changes: Work Description
PHX08-815	Phoenix	Various locations	Bridge systems maintenance	2008	Bridge	65,067	-	3,933	69,000	-	-	-	Project Changes: Fund Type, Federal_Type

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX09-832	Phoenix	Washington St: Land for Light Rail	Acquire right of way	2008	Local	-	-	1,300,000	1,300,000	-	-	-	Project Changes: Year
PHX08-801	Phoenix	16th St at Glendale Ave	Acquire right of way for intersection widening	2009	Local	-	-	320,000	320,000	0.3	5	5	Project Changes: Year, Local Cost, Total Cost
PHX08-711	Phoenix	19th Ave at Grand Canal	Construct roadway improvements leading to bridge replacement	2009	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2009
PHX09-819	Phoenix	19th Ave at Greenway Rd	Acquire right of way for a multi-use path and bridge (phase 1)	2009	Local	-	-	740,000	740,000	-	-	-	Project Changes: Local Cost, Total Cost
PHX09-909	Phoenix	20th St: Highland - Camelback (69KV)	Design	2009	Local	-	-	361,350	361,350	-	-	-	New Project in 2009
PHX09-903	Phoenix	59th Ave: Lower Buckeye - Buckeye	Right-of-Way	2009	Local	-	-	650,000	650,000	-	-	-	New Project in 2009
PHX09-905	Phoenix	59th Ave: Lower Buckeye Rd - Buckeye	Construction	2009	Local	-	-	1,000,000	1,000,000	-	-	-	New Project in 2009
PHX09-821	Phoenix	67th Ave: Pinnacle Peak Rd to Happy Valley Road	Acquire right of way for roadway widening from 4 lanes to 6	2009	Local	-	-	271,000	271,000	1.0	4	6	Project Changes: Local Cost, Total Cost
PHX09-911	Phoenix	Baseline Rd: 49th - 47th Ave	Design	2009	Local	-	-	10,000	10,000	-	2	4	New Project in 2009
PHX09-726	Phoenix	Cave Creek Rd: Beardsley Rd to Rose Garden Ln	Reconstruct roadway to 94ft section	2009	Local	-	-	3,375,000	3,375,000	0.8	4	6	Project Changes: Lanes After
PHX09-904	Phoenix	Deer Valley Dr: 40th St - Black Mountain Pkwy	Right-of-Way	2009	Local	-	-	35,714	35,714	-	-	-	New Project in 2009
PHX09-906	Phoenix	Dove Valley Rd & I-17 TI	Construction	2009	Local	-	-	30,000,000	30,000,000	-	-	-	New Project in 2009
PHX410-07AD	Phoenix	Happy Valley Rd: 43rd Ave to 55th Ave	Advance design roadway widening for reimbursement in 2024	2009	Local	-	-	1,072,000	1,072,000	1.5	4	6	Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
PHX07-738	Phoenix	Hatcher Rd: 19th Ave to Cave Creek Rd	Design and construct roadway safety improvements	2009	STP-HES	221,785	-	92,625	314,410	2.0	2	2	Project Changes: Year
PHX12-859	Phoenix	Hatcher St: 3rd St to 5th St	Construct 8-ft sidewalk, 3-ft shoulder and landscaping	2009	CMAQ	840,000	-	360,000	1,200,000	0.1	2	4	Project Changes: Year
PHX09-907	Phoenix	Historic Districts Streetscape Impr	Construction	2009	Local	-	-	706,860	706,860	-	-	-	New Project in 2009
PHX08-720	Phoenix	Lower Buckeye Rd: 51st Ave to 43rd Ave	Design reconstruction of roadway to 74ft section	2009	Local	-	-	437,500	437,500	1.0	4	4	Project Changes: Year
PHX04-024	Phoenix	McDowell Rd: 83rd Ave to 75th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	2009	Local	-	-	5,700,000	5,700,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost, Lanes After
PHX08-641	Phoenix	Papago Trail - Arcadia Portal	Design and construct multi-use trail enhancements	2009	STP-TEA	500,000	-	330,282	830,282	0.2	-	-	Project Changes: Year
PHX08-808	Phoenix	Pinnacle Peak Rd at Tatum Blvd	Construct intersection improvements	2009	Local	-	-	5,066,820	5,066,820	-	-	-	Project Changes: Year
PHX09-901	Phoenix	Rio Salado Beyond the Banks	Design	2009	Local	-	-	336,600	336,600	-	-	-	New Project in 2009

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX210-11AD	Phoenix	Sonoran Blvd: Central Ave to 32nd St	Advanced Design for new 6 lane roadway.	2009	Local	-	-	7,206,000	7,206,000	4.0	-	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
PHX09-902	Phoenix	South Mountain Community College Pedestrian Crossing	Design	2009	Local	-	-	-	-	-	-	-	New Project in 2009
PHX09-825	Phoenix	Southern Ave: 27th Ave to 19th Ave	Construct 64ft to 74ft section, adding 2 through lanes (variable cross-section)	2009	Local	-	-	7,771,000	7,771,000	1.0	2	4	Project Changes: Local Cost, Total Cost
PHX08-642	Phoenix	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights	2009	STP-TEA	328,133	-	49,837	377,970	-	-	-	Deferred from 2008 to 2009
PHX09-908	Phoenix	Thunderbird Rd: 10th Place	Construction	2009	Local	-	-	365,000	365,000	-	-	-	New Project in 2009
PHX08-615	Phoenix	Van Buren St: 75th Ave to 67th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	2009	Local	-	-	4,375,000	4,375,000	1.0	2	4	Project Changes: Year
PHX09-910	Phoenix	Various	Alley Dust Proofing	2009	Local	-	-	200,000	200,000	-	-	-	New Project in 2009
PHX09-624	Phoenix	Various locations	Construct regional ITS fiber optic backbone, phase B-1	2009	CMAQ	665,000	-	-	665,000	30.0	-	-	Project Changes: Local Cost, Total Cost
PHX09-625	Phoenix	Various locations	Construct railroad crossing improvements	2009	Local	-	-	50,000	50,000	-	-	-	Project Deleted from 2009
PHX09-626	Phoenix	Various locations	Rehabilitate bridge	2009	Local	-	-	350,000	350,000	-	-	-	Project Deleted from 2009
PHX09-826	Phoenix	Various locations	Design railroad crossing improvements	2009	Local	-	-	5,000	5,000	-	-	-	Project Deleted from 2009
PHX09-827	Phoenix	Various locations	Bridge rehabilitation	2009	Local	-	-	358,000	358,000	-	-	-	Project Changes: Local Cost, Total Cost
PHX09-873	Phoenix	Various locations	Bridge inspection rental equipment	2009	Local	-	-	56,000	56,000	-	-	-	Project Deleted from 2009
PHX08-875	Phoenix	Western Canal west of 24th Street	Design and Construct Pedestrian Bridge	2009	STP-TEA	491,151	-	118,335	609,486	-	-	-	Deferred from 2008 to 2009
PHX09-619	Phoenix	19th Ave at Greenway Rd	Construct multi-use path and bridge (phase 2)	2010	CMAQ	1,010,000	-	1,424,100	2,434,100	0.0	5	5	Project Changes: Year
PHX08-613	Phoenix	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	2010	Local	-	-	4,725,000	4,725,000	1.0	2	4	Project Changes: Year
PHX07-703	Phoenix	32nd St: Southern Ave to Broadway Rd	Design roadway to 64ft section, adding 2 through lanes	2010	Local	-	-	500,000	500,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost
PHX09-722	Phoenix	35th Ave: Baseline Rd to Southern Ave	Acquire right of way for reconstruction of roadway to 74ft section	2010	Local	-	-	728,000	728,000	-	-	-	Project Changes: Year, Local Cost, Total Cost
PHX100-06D	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design new roadway ramps	2010	STP-MAG	2,529,000	-	1,316,000	3,845,000	1.3	-	3	Project Changes: Federal Cost, Local Cost, Total Cost
PHX10-834	Phoenix	Dove Valley Bridge at Skunk Creek	Design new 6 lane roadway, including bridge at Skunk Creek	2010	Local	-	-	634,500	634,500	1.0	-	6	Project Changes: Location
PHX400-06ARW	Phoenix	Happy Valley Rd: 35th Ave to 43rd Ave	Advance acquire right of way for roadway widening	2010	Local	-	-	2,079,000	2,079,000	1.0	6	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before, Lanes After

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX410-08ARW	Phoenix	Happy Valley Rd: 43rd Ave to 55th Ave	Advance acquire right of way for roadway widening for reimbursement in FY 2024	2010	Local	-	-	500,000	500,000	1.5	4	6	Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
PHX09-727	Phoenix	Lower Buckeye Rd: 51st Ave to 43rd Ave	Acquire right of way for reconstruction of roadway to 74ft section	2010	Local	-	-	274,800	274,800	1.0	4	4	Project Changes: Year
PHX09-622	Phoenix	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Acquire right of way and reconstruct roadway to 74ft section, adding 2 through lanes	2010	Local	-	-	411,100	411,100	1.0	2	4	Project Changes: Location
PHX10-845	Phoenix	Salt River: 24th Street to I-10/Tempe Drain	Construct Multi-use path	2010	CMAQ	801,606	-	566,445	1,368,051	0.3	-	-	New Project in 2010, original project PHX10-632 divided into segments including TMP10-629
PHX10-633	Phoenix	Various locations	Construct regional ITS fiber optic backbone, phase B-2	2010	CMAQ	665,000	-	-	665,000	30.0	-	-	Project Changes: Local Cost, Total Cost
PHX10-634	Phoenix	Various locations	Construct railroad crossing improvements	2010	Local	-	-	50,000	50,000	-	-	-	Project Deleted from 2010
PHX10-635	Phoenix	Various locations	Rehabilitate bridge	2010	Local	-	-	350,000	350,000	-	-	-	Project Deleted from 2010
PHX10-835	Phoenix	Various locations	Design railroad crossing improvements	2010	Local	-	-	5,000	5,000	-	-	-	Project Deleted from 2010
PHX10-841	Phoenix	Various locations	Bridge inspection rental equipment	2010	Local	-	-	90,000	90,000	-	-	-	Project Deleted from 2010
PHX08-713	Phoenix	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 64ft section	2011	Local	-	-	4,750,000	4,750,000	1.0	4	4	Project Changes: Year
PHX10-729	Phoenix	7th Ave: Southern Ave to the Salt River	Reconstruct roadway to 64ft section	2011	Local	-	-	2,989,200	2,989,200	1.5	4	4	Project Changes: Year, Local Cost, Total Cost
PHX420-07AD	Phoenix	Happy Valley Rd: 55th Ave to 67th Ave	Advance design roadway widening	2011	Local	-	-	1,103,000	1,103,000	1.0	6	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before, Lanes After
PHX09-728	Phoenix	Lower Buckeye: 43rd Ave to 35th Ave	Reconstruct roadway to 64ft section	2011	Local	-	-	7,200,000	7,200,000	1.0	4	4	Project Changes: Year
PHX07-704	Phoenix	32nd St: Southern Ave to Broadway Rd	Acquire right of way for reconstruction of roadway to 64ft section	2012	Local	-	-	962,500	962,500	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
PHX12-939	Phoenix	Happy Valley Rd: 55th Ave to 67th Ave	Advance acquisition of right of-way for roadway widening	2012	HURF	-	-	456,000	456,000	1	4	6	New Project in 2012
QNC07-703	Queen Creek	Cloud Rd: Crismon Rd to 220th St	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Work, Lanes After
QNC07-704	Queen Creek	Cloud Rd: Ellsworth Rd to Crismon Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Lanes After
QNC08-745	Queen Creek	Crismon Rd: Comacho Rd to Queen Creek Rd	Widen roadway, adding NB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2008
QNC07-744	Queen Creek	Ellsworth Loop Rd: Ocotillo Rd to Queen Creek Rd	Construct new 6 lane roadway and Railroad Underpass	2008	Local	-	-	3,000,000	3,000,000	1.0	-	6	Project Changes: Location, Work, Local Cost, Total Cost, Length

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC06-201	Queen Creek	Ellisworth Rd at Ocotillo Rd	Reconstruct intersection to add left turn lanes, curb, gutter, sidewalk and traffic signals.	2008	CMAQ	300,000	-	100,000	400,000	0.1	4	4	Project Deleted from 2008
QNC07-710	Queen Creek	Ellisworth Rd: Chandler Heights Rd to Queen Creek Wash	Widen roadway	2008	Private	-	-	70,000	70,000	0.5	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes After
QNC07-711	Queen Creek	Ellisworth Rd: Queen Creek Rd to Germain	Widen roadway, adding NB lane	2008	Local	-	-	1,200,000	1,200,000	0.5	2	4	Project Changes: Location, Local Cost, Total Cost, Lanes After
QNC07-714	Queen Creek	Ellisworth Rd: Queen Creek Rd to Rittenhouse Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	0.5	3	4	Project Deleted from 2008
QNC09-767	Queen Creek	Ellisworth Rd: Riggs Rd to Hunt Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	3	4	Project Deleted from 2008
QNC07-709	Queen Creek	Ellisworth Rd: Rittenhouse Rd to Ocotillo Rd	Widen roadway, adding SB lane	2008	Local	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC08-746	Queen Creek	Ellisworth Rd: Cloud Rd to Chandler Heights Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	5	Project Changes: Location, Work, Local Cost, Total Cost, Lanes After
QNC07-715	Queen Creek	Empire Blvd: Crismon Rd to 220th Street	Widen roadway, adding EB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC07-716	Queen Creek	Empire Blvd: Ellisworth Rd to Crismon Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC07-720	Queen Creek	Hawes Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC08-748	Queen Creek	Meridian Rd: Chandler Heights Rd to Riggs Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from TIP and Planned for 2013
QNC08-749	Queen Creek	Ocotillo Rd: 220th St to Signal Butte Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2008
QNC07-734	Queen Creek	Queen Creek Rd: 188th St to Sossaman Rd	Widen roadway	2008	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work Description
QNC07-735	Queen Creek	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway, adding WB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
QNC08-801	Queen Creek	Queen Creek Rd: Crismon Rd to Signal Butte Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	1	2	Project Deleted from TIP and Planned for 2013
QNC08-752	Queen Creek	Queen Creek Rd: Ellisworth Rd to Crismon Rd	Widen roadway, adding EB lane	2008	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC08-802	Queen Creek	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	1	2	Project Deleted from TIP and Planned for 2013
QNC08-755	Queen Creek	Riggs Rd: Crismon Rd to Ellisworth Rd	Widen roadway, adding WB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008
QNC08-754	Queen Creek	Riggs Rd: Crismon Rd to Signal Butte Rd	Widen roadway, adding EB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008
QNC08-756	Queen Creek	Riggs Rd: Ellisworth Rd to Crismon Rd	Widen roadway, adding EB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC07-736	Queen Creek	Rittenhouse Rd (re-aligned): Power Rd to Rittenhouse Rd	Widen roadway	2008	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Work, Lanes Before
QNC09-774	Queen Creek	Rittenhouse Rd (re-aligned): Sossaman Rd to Hawes Rd	New 4 lane road	2008	Local	-	-	3,000,000	3,000,000	1.0	2	4	Project Changes: Work, Local Cost, Total Cost
QNC08-760	Queen Creek	Rittenhouse Rd: Hawes Rd to 196th St	Widen roadway, adding EB lane	2008	Local	-	-	1,000,000	1,000,000	0.7	2	4	Project Deleted from 2008
QNC08-761	Queen Creek	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Germann Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	0.8	2	4	Project Deleted from 2008
QNC08-762	Queen Creek	Signal Butte Rd: Barnes Pkwy to Ocotillo Rd	Widen roadway, adding SB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC07-739	Queen Creek	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC08-764	Queen Creek	Sossaman Rd: Appleby Rd to Queen Creek Rd	Widen roadway, adding NB lane	2008	Private	-	-	250,000	250,000	0.3	2	3	Project Deleted from 2008
QNC07-740	Queen Creek	Sossaman Rd: Ocotillo Rd to Appleby Rd	Widen roadway, adding NB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC07-741	Queen Creek	Sossaman Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Lanes After
QNC07-742	Queen Creek	Sossaman Rd: Ryan Rd to Queen Creek Rd	Widen roadway, adding SB lane	2008	Private	-	-	750,000	750,000	0.8	2	2	Project Changes: Lanes After
QNC09-766	Queen Creek	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from TIP and Planned for 2013
QNC09-901	Queen Creek	Ellisworth Loop Rd: Ocotillo Rd to South of Queen Creek Wash	Construct new 6 lane roadway and Railroad Underpass	2009	Local	-	-	7,500,000	7,500,000	0.8	-	6	New Project in 2009
QNC09-605	Queen Creek	Ellisworth Rd at 0.5 miles north of Ocotillo Rd (at railroad tracks)	Design and construct grade separation (phase 2)	2009	Local	-	-	25,000,000	25,000,000	0.5	2	6	Project Deleted from 2009
QNC07-712	Queen Creek	Ellisworth Rd: Hunt Rd to Riggs Rd	Widen roadway, adding NB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	3	Project Deleted from TIP and Planned for 2013
QNC07-719	Queen Creek	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	2009	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-721	Queen Creek	Hawes Rd: Rittenhouse Rd to Queen Creek Rd	Widen roadway	2009	Private	-	-	500,000	500,000	0.3	2	4	Project Changes: Work, Year
QNC07-726	Queen Creek	Ocotillo Rd: Ellisworth Rd Bypass to Hawes Rd	Widen roadway	2009	Private	-	-	1,000,000	1,000,000	0.8	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC09-770	Queen Creek	Ocotillo Rd: Meridian Rd to Signal Butte Rd	Widen roadway, adding WB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
QNC07-730	Queen Creek	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	2009	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work, Lanes After
QNC07-731	Queen Creek	Ocotillo Rd: Sossaman Rd to 188th St	Reconstruct roadway	2009	Private	-	-	1,000,000	1,000,000	0.5	2	2	Project Changes: Work, Year, Lanes After
QNC09-771	Queen Creek	Ocotillo Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
QNC09-772	Queen Creek	Ocotillo Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC08-753	Queen Creek	Riggs Rd: Signal Butte Rd to Crismon Rd	Widen roadway, adding WB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2009
QNC08-757	Queen Creek	Riggs Rd: Signal Butte Rd to Meridian Rd	Construct new 2 lane roadway	2009	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2009
QNC08-758	Queen Creek	Riggs Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	3	Project Deleted from 2009
QNC09-608	Queen Creek	Rittenhouse Rd at Sossaman Rd	Improve railroad crossing/intersection	2009	Local	-	-	150,000	150,000	0.3	2	2	Project Deleted from TIP and Planned for 2013
QNC09-775	Queen Creek	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	2009	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Deleted from TIP and Planned for 2013
QNC09-776	Queen Creek	Rittenhouse Rd: Crismon Rd to Signal Butte	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.4	2	3	Project Deleted from TIP and Planned for 2013
QNC09-777	Queen Creek	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Crismon Rd	Widen roadway, adding EB lane	2009	Local	-	-	250,000	250,000	0.3	2	3	Project Deleted from 2009
QNC09-780	Queen Creek	Signal Butte Rd: Barnes Pkwy to Queen Creek Rd	Widen roadway, adding NB lane	2009	Local	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2009
QNC08-763	Queen Creek	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding NB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
QNC09-779	Queen Creek	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from TIP and Planned for 2013
QNC09-781	Queen Creek	Sossaman Rd: Ocotillo Rd to Sonoqui Blvd	Widen roadway, adding SB lane	2009	Local	-	-	500,000	500,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
QNC09-782	Queen Creek	Sossaman Rd: Sonoqui Blvd to Ocotillo Rd	Widen roadway, adding NB lane	2009	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Deleted from 2009
QNC07-701	Queen Creek	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway, adding WB lane	2010	Private	-	-	500,000	500,000	0.5	2	3	Project Changes: Year
QNC09-765	Queen Creek	Chandler Heights Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	2010	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2010
QNC08-747	Queen Creek	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	New 6 lane road	2010	Private	-	-	3,000,000	3,000,000	1.0	-	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC09-768	Queen Creek	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	2010	Private	-	-	4,000,000	4,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost, Lanes After
QNC07-724	Queen Creek	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	2010	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-729	Queen Creek	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	2010	Private	-	-	500,000	500,000	0.3	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC08-750	Queen Creek	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	2010	Private	-	-	4,000,000	4,000,000	1.0	-	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC08-751	Queen Creek	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	2010	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Year, Lanes After
QNC09-773	Queen Creek	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	2010	Private	-	-	1,500,000	1,500,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
QNC08-759	Queen Creek	Ritterhouse Rd: 196th to 206rd St	Widen roadway	2010	Local	-	-	6,000,000	6,000,000	1.5	2	4	Project Changes: Location, Work, Year, Local Cost, Total Cost, Length
QNC07-707	Queen Creek	Ellisworth Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway, adding SB lane	2011	Local	-	-	500,000	500,000	0.5	2	2	Project Changes: Year, Lanes After
QNC07-708	Queen Creek	Ellisworth Rd: Ocotillo Rd to Ritterhouse Rd	Adding a bicycle lane	2011	Local	-	-	500,000	500,000	0.5	2	2	Project Changes: Work, Year, Lanes After
QNC07-713	Queen Creek	Ellisworth Rd: Ritterhouse Rd to Ellsworth Loop Rd	Widen roadway	2011	Private	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes After
QNC07-722	Queen Creek	Ocotillo Rd: 209th Way to Ellsworth Rd	Widen roadway	2011	Private	-	-	500,000	500,000	0.2	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-728	Queen Creek	Ocotillo Rd: Ritterhouse Rd to 209th Way	Widen roadway	2011	Local	-	-	3,000,000	3,000,000	0.5	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC09-769	Queen Creek	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	2012	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
SCT100-06C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Construct new frontage road	2008	RARF	-	3,699,000	1,581,000	5,280,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07D	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Design new frontage road	2008	RARF	-	713,000	306,000	1,019,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07RW	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Acquire right of way for new frontage road	2008	RARF	-	2,552,000	1,094,000	3,646,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07P	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Pre-design new frontage road	2008	RARF	-	50,000	71,000	121,000	1.0	-	2	Project Deleted from TIP and Planned for 2014
SCT110-06D	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design new frontage road	2008	RARF	-	599,000	257,000	856,000	1.0	-	2	Project Deleted from TIP and Planned for 2015
SCT110-07RW	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquire right-of-way for roadway	2008	RARF	-	583,000	250,000	833,000	1.0	-	2	Project Deleted from TIP and Planned for 2015

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT120-07D	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Design new frontage road	2008	RARF	-	578,000	248,000	826,000	2.0	-	2	Project Deleted from 2008
SCT120-07P	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Pre-design new frontage road	2008	RARF	-	127,000	55,000	182,000	2.0	-	2	Project Deleted from 2008
SCT310-08AC2	Scottsdale	Pima Rd at Happy Valley Rd	Advance construct intersection improvement	2008	Private	-	-	1,608,000	1,608,000	0.4	4	6	Project Changes: Local Cost, Total Cost, Lanes After
SCT100-08P	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Pre-design roadway widening	2008	Local	-	-	3,217,000	3,217,000	7.0	2	4	Project Changes: Local Cost, Total Cost, Length, Lanes Before, Lanes After
SCT08-928	Scottsdale	Pima Rd: SR101L to Thompson Peak Parkway	Advanced Construct roadway widening	2008	Local	-	-	10,283,000	10,283,000	2.5	4	6	New Project in 2008
SCT220-08AD	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2008	Local	-	-	193,000	193,000	1.3	4	6	Project Changes: Work, Local Cost, Total Cost, Length
SCT220-08ARW	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance purchase of right of way for roadway widening	2008	Local	-	-	1,340,000	1,340,000	1.3	4	6	Project Changes: Work, Local Cost, Total Cost, Length
SCT03-007	Scottsdale	Pinnacle Peak Rd: Miller Rd to Pima Rd	Reconstruct roadway to add 1 through lane in each direction	2008	Local	-	-	10,200,000	10,200,000	1.5	2	4	Project Deleted from 2008
SCT210-08AP	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance pre-design roadway widening for reimbursement in 2011	2008	Local	-	-	517,000	517,000	2.0	4	6	Project Deleted from 2008
SCT08-929	Scottsdale	Shea at 120/124th Streets	Advanced acquisition of right of way for intersection improvement	2008	Local	-	-	83,000	83,000	0.4	6	6	New Project in 2008
SCT08-929	Scottsdale	Shea at 120/124th Streets	Advanced acquisition of right of way for intersection improvement	2008	Bonds	-	-	83,000	83,000	0.4	6	6	New Project in 2008
SCT08-930	Scottsdale	Shea at 120/124th Streets	Advanced design of intersection improvement	2008	Local	-	-	933,000	933,000	0.4	6	6	New Project in 2008
SCT08-930	Scottsdale	Shea at 120/124th Streets	Advanced design of intersection improvement	2008	Sales Tax	-	-	933,000	933,000	0.4	6	6	New Project in 2008
SCT08-936	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced design of intersection improvement	2008	Local	-	-	622,000	622,000	6.2	6	6	New Project in 2008
SCT08-936	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced design of intersection improvement	2008	Sales Tax	-	-	622,000	622,000	6.2	6	6	New Project in 2008
SCT08-954	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced design of intersection improvement	2008	Local	-	-	207,000	207,000	0.2	6	6	New Project in 2008
SCT08-954	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced design of intersection improvement	2008	Sales Tax	-	-	207,000	207,000	0.2	6	6	New Project in 2008
SCT09-917	Scottsdale	Cactus Rd - Pima Freeway to 96th St	Reconstruct and widen Cactus Road to four lanes	2009	Local	-	-	11,000,000	11,000,000	1.0	2	4	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT09-918	Scottsdale	Center Drive - 74th to Hayden	Construct new four-lane roadway	2009	Local	-	-	8,800,000	8,800,000	-	-	4	New Project in 2009
SCT09-703	Scottsdale	Crosscut Canal: Thomas Rd to Indian School Rd	Design and construct multi-use path	2009	STP-TEA	500,000	-	1,231,000	1,731,000	0.8	4	4	Project Changes: Lanes Before, Lanes After
SCT08-802	Scottsdale	Indian Bend Rd: Scottsdale Rd to Hayden Rd	Design and construct landscaped median, turn lanes, bike lanes, curb and gutter, Indian Bend Wash crossing and sidewalk	2009	Local	-	-	16,200,000	16,200,000	1.0	2	4	Project Changes: Year, Length, Lanes Before, Lanes After
SCT09-919	Scottsdale	Indian School Rd - Drinkwater to Pima	Reconstruct pavement with new turn lanes and medians	2009	Local	-	-	6,500	6,500	1.8	4	4	New Project in 2009
SCT110-08C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct new frontage road	2009	RARF	-	4,489,000	1,924,000	6,413,000	1.0	-	2	Project Deleted from TIP and Planned for 2015
SCT110-08PS	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Project savings	2009	RARF	-	9,645,000	-	9,645,000	1.0	-	-	Project Deleted from TIP and Planned for 2015
SCT120-07RW	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Acquire right of way for new frontage road	2009	RARF	-	5,662,000	2,427,000	8,089,000	2.0	-	2	Project Deleted from 2009
SRP100-08D	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	2009	RARF	-	2,026,000	869,000	2,895,000	7.0	2	4	Project Changes: Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
SRP100-09RW	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Acquire right of way for roadway widening	2009	RARF	-	3,566,000	1,528,000	5,094,000	7.0	2	4	Project Changes: Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
SCT09-924	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2009	RARF	-	135,000	58,000	193,000	1.3	4	6	New Project in 2009
SCT09-925	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance purchase of right of way for roadway widening	2009	RARF	-	938,000	402,000	1,340,000	1.3	4	6	New Project in 2009
SCT09-804	Scottsdale	Scottsdale Rd: McKellips Rd. to Earl Dr	Construct bicycle lanes and pedestrian improvements (phase 1)	2009	Local	-	-	203,800	203,800	2.3	6	6	Project Deleted from 2009
SCT210-09AD	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2009	Local	-	-	1,063,000	1,063,000	2.0	4	6	Project Changes: Work, Local Cost, Total Cost
SCT09-931	Scottsdale	Shea at 120/124th Streets	Advanced construction of intersection improvement	2009	Local	-	-	363,000	363,000	0.4	6	6	New Project in 2009
SCT09-931	Scottsdale	Shea at 120/124th Streets	Advanced construction of intersection improvement	2009	Sales Tax	-	-	363,000	363,000	0.4	6	6	New Project in 2009
SCT09-933	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced design of intersection improvement	2009	Sales Tax	-	-	622,000	622,000	1	6	6	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT09-933	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced design of intersection improvement	2009	Local	-	-	622,000	622,000	1.0	6	6	New Project in 2009
SCT09-937	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	622,000	622,000	6.2	6	6	New Project in 2009
SCT09-937	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	622,000	622,000	6.2	6	6	New Project in 2009
SCT400-07AC	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Advanced construction of intersection improvement	2009	Local	-	-	436,000	436,000	1.0	6	6	Project Changes: Location, Work, Year, Local Cost, Total Cost
SCT09-939	Scottsdale	Shea Blvd at 114th Street	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	125,000	125,000	0.2	6	6	New Project in 2008
SCT09-939	Scottsdale	Shea Blvd at 114th Street	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	125,000	125,000	0.2	6	6	New Project in 2009
SCT09-940	Scottsdale	Shea Blvd at 114th Street	Advanced design of intersection improvement	2009	Local	-	-	63,000	63,000	0.2	6	6	New Project in 2009
SCT09-940	Scottsdale	Shea Blvd at 114th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	63,000	63,000	0.2	6	6	New Project in 2009
SCT09-942	Scottsdale	Shea Blvd at 115th Street	Advanced design of intersection improvement	2009	Local	-	-	23,000	23,000	0.2	4	6	New Project in 2009
SCT09-942	Scottsdale	Shea Blvd at 115th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	23,000	23,000	0.2	4	6	New Project in 2009
SCT09-951	Scottsdale	Shea Blvd at 136th Street	Advanced design of intersection improvement	2009	Local	-	-	31,000	31,000	0.2	6	6	New Project in 2009
SCT09-951	Scottsdale	Shea Blvd at 136th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	31,000	31,000	0.2	6	6	New Project in 2009
SCT09-955	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	207,000	207,000	0.2	6	6	New Project in 2009
SCT09-955	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	207,000	207,000	0.2	6	6	New Project in 2009
SCT13-903	Scottsdale	South Scottsdale	Controller and cabinet replacement	2009	CMAQ	232,190	-	225,000	457,190	-	-	-	New Project in 2009
SCT10-615	Scottsdale	Indian Bend Wash: McKellips to Chaparral Rd	Reconstruct and improve multi-use path and underpasses	2010	Local	-	-	3,577,700	3,577,700	-	-	-	Project Deleted from 2010
SCT120-10C	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Construct new frontage road	2010	RARF	-	4,045,000	1,734,000	5,779,000	2.0	-	2	Project Deleted from 2010

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT120-10PS	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Project savings	2010	RARF	-	2,762,000	-	2,762,000	1.0	-	2	Project Deleted from 2010
SRP100-10C1	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Construct roadway widening	2010	RARF	-	12,910,000	5,532,000	18,442,000	7.0	2	4	Project Changes: Work, Regional Cost, Local Cost, Total Cost
SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance construct roadway widening	2010	RARF	-	10,883,000	6,717,000	17,600,000	1.3	4	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
SCT09-612A	Scottsdale	Scottsdale Rd: Earl Dr to Chaparral Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase II)	2010	Local	-	-	814,000	814,000	1.5	4	4	Project Changes: Year
SCT210-10ARW	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	4,022,000	4,022,000	2.0	4	6	Project Changes: Work, Local Cost, Total Cost
SCT10-932	Scottsdale	Shea at Via Linda (Phase 2)	Advanced construction of intersection improvement	2010	Bonds	-	-	1,296,000	1,296,000	0.2	6	6	New Project in 2010
SCT10-934	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	622,000	622,000	1	6	6	New Project in 2010
SCT10-935	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced construction of intersection improvement	2010	Bonds	-	-	3,629,000	3,629,000	1	6	6	New Project in 2010
SCT10-938	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced construction of intersection improvement	2010	Sales Tax	-	-	2,074,000	2,074,000	6.2	6	6	New Project in 2010
SCT10-941	Scottsdale	Shea Blvd at 114th Street	Advanced construction of intersection improvement	2010	Bonds	-	-	187,000	187,000	0.2	6	6	New Project in 2010
SCT10-943	Scottsdale	Shea Blvd at 115th Street	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	44,000	44,000	0.2	4	6	New Project in 2010
SCT10-944	Scottsdale	Shea Blvd at 115th Street	Advanced construction of intersection improvement	2010	Bonds	-	-	89,000	89,000	0.2	4	6	New Project in 2010
SCT10-945	Scottsdale	Shea Blvd at 125th Street	Advanced design of intersection improvement	2010	Sales Tax	-	-	89,000	89,000	0.2	6	6	New Project in 2010
SCT10-948	Scottsdale	Shea Blvd at 135th Street	Advanced design of intersection improvement	2010	Sales Tax	-	-	23,000	23,000	0.2	6	6	New Project in 2010
SCT10-952	Scottsdale	Shea Blvd at 136th Street	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	10,000	10,000	0.2	6	6	New Project in 2010
SCT10-956	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced construction of intersection improvement	2010	Sales Tax	-	-	519,000	519,000	0.2	6	6	New Project in 2010

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT09-613	Scottsdale	Thomas Rd: 64th St to Granite Reef Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase I)	2010	Local	-	-	4,613,900	4,613,900	3.0	5	5	Project Changes: Year, Length
SCT210-10AC	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance construct roadway widening	2011	RARF	-	7,505,000	3,217,000	10,722,000	2.0	4	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
SCT11-946	Scottsdale	Shea Blvd at 125th Street	Advanced acquisition of right of way for intersection improvement	2011	Bonds	-	-	89,000	89,000	0.2	6	6	New Project in 2011
SCT11-949	Scottsdale	Shea Blvd at 135th Street	Advanced acquisition of right of way for intersection improvement	2011	Bonds	-	-	44,000	44,000	0.2	6	6	New Project in 2011
SCT11-953	Scottsdale	Shea Blvd at 136th Street	Advanced construction of intersection improvement	2011	Sales Tax	-	-	207,000	207,000	0.2	6	6	New Project in 2011
SCT12-947	Scottsdale	Shea Blvd at 125th Street	Advanced construction of intersection improvement	2012	Sales Tax	-	-	356,000	356,000	0.2	6	6	New Project in 2012
SCT12-950	Scottsdale	Shea Blvd at 135th Street	Advanced construction of intersection improvement	2012	Bonds	-	-	89,000	89,000	0.2	6	6	New Project in 2012
SUR08-807	Surprise	Bell Rd at Coyote Lakes, Dysart Rd and 134th Dr	Design and construct fiber optic cable interconnection of existing and future ITS facilities	2008	Local	-	-	10,000	10,000	5.0	6	6	Project Deleted from 2008
SUR08-813	Surprise	Peoria Rd: Dysart Rd to west 0.25 miles	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	2008	Private	-	-	300,000	300,000	0.3	2	3	Project Changes: Location
SUR08-819	Surprise	Saguaro View Area	Pave unpaved roads	2008	CMAQ	535,688	-	2,439,312	2,975,000	4.3	2	2	Project Changes: Lanes Before, Lanes After
SUR09-820	Surprise	Rural Area West of 219th Ave between Pinnacle Peak & Deer Valley	Pave unpaved roads	2009	CMAQ	1,602,302	-	686,700	2,289,002	3.3	2	2	Project Changes: Location, Lanes Before, Lanes After
SUR10-613	Surprise	Bell Rd: US-60 (Grand Ave) to Surprise Traffic Management Center	Construct fiber optic interconnection of traffic signals, cameras and VMS	2010	CMAQ	150,000	-	150,000	300,000	6.0	5	5	Project Changes: Lanes Before, Lanes After
SUR10-614	Surprise	Greenway Rd: US-60 (Grand Ave) to Cotton Ln	Construct fiber optic interconnection of traffic signals, cameras and VMS	2010	CMAQ	500,000	-	500,000	1,000,000	9.0	5	5	Project Changes: Lanes Before, Lanes After
TMP13-903	Tempe	Citywide	Develop ITS and Communications Strategic Plan	2009	CMAQ	96,041	-	49,500	145,541	-	-	-	New Project in 2009
TMP06-251	Tempe	Crosscut Canal: (phase 2) Marigold Rd to Moer Park	Construct multi-use path	2009	Local	-	-	1,600,000	1,600,000	0.8	4	4	Project Deleted from 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
TMP10-629	Tempe	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	2010	CMAQ	400,000		120,000	520,000	3.7			New Project in 2010, original project PHX10-632 divided into segments including PHX10-845

Table B Transit Projects - TIP FY2008-2012 Amendments & Administrative Modifications														
TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
DOT09-902T	ADOT	MAG regionwide	Operating Assistance	2009	5311	360,000	-	600,000	960,000	-	-	-	New Project in 2009	30.09.01
DOT09-904T	ADOT	MAG regionwide	Operating Assistance	2009	5316	185,000	-	185,000	370,000	-	-	-	New Project in 2009	30.09.01
DOT09-906T	ADOT	MAG regionwide	Operating Assistance	2009	5317	85,000	-	85,000	170,000	-	-	-	New Project in 2009	30.09.01
DOT09-602T	ADOT	MAG regionwide	Elderly and handicapped vehicles	2009	5310	1,000,000	-	250,000	1,250,000	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.12.04
DOT09-605T	ADOT	MAG regionwide	Support rural transit	2009	5311	65,000	-	50,000	115,000	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.12.04
DOT10-603T	ADOT	MAG regionwide	Elderly and handicapped vehicles	2010	5310	1,030,000	-	257,500	1,287,500	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.12.04
DOT10-606T	ADOT	MAG regionwide	Support rural transit	2010	5311	66,950	-	51,500	118,450	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.12.04
BKY08-807T	Buckeye	East Buckeye	Pre-design for Regional Park-and-Ride	2009	PTF	-	95,930	-	95,930	-	-	-	Project Changes: Year, Fund Type, Federal Cost, Regional Cost, Federal_Type	11.31.04
BKY09-802T	Buckeye	I-10/Miller Rd	Design regional park-and-ride (I-10/Miller Rd)	2010	PTF	-	278,689	-	278,689	-	-	-	Project Changes: Work, Year	11.31.04
BKY09-801T	Buckeye	I-10/Miller Rd	Acquire right of way regional park-and-ride (I-10/Miller Rd)	2010	PTF	-	1,583,463	-	1,583,463	-	-	-	Project Changes: Year	11.32.04
BKY09-803T	Buckeye	I-10/Miller Rd	Reimbursement of acquire land regional park-and-ride (I-10/Miller Rd)	2010	5309	1,266,770	(1,266,770)	-	-	-	-	-	Project Deleted from 2010	11.32.04
BKY10-804T	Buckeye	I-10/Miller Rd	Reimbursement of design regional park-and-ride (I-10/Miller Rd)	2010	5309	222,951	(222,951)	-	-	-	-	-	Project Deleted from 2010	11.31.04
BKY10-805T	Buckeye	I-10/Miller Rd	Construct regional park-and-ride (I-10/Miller Rd)	2011	PTF	-	2,898,201	-	2,898,201	-	-	-	Project Changes: Work, Year	11.33.04
CHN08-802T	Chandler	Arizona Ave/Germann Ave.)	Construct regional park-and-ride (Loop 202/Arizona Ave.)	2008	PTF	-	2,731,833	-	2,731,833	-	-	-	Project Changes: Funding Source	11.33.04
GLN08-816T	Glendale	Regionwide	Purchase Bus: <30 foot - 4 replace (dial-a-ride)	2008	5307	243,200	60,800	-	304,000	-	-	-	Project Changes: Fund Type	11.12.04
GLN09-607T	Glendale	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	2009	5307	136,373	34,093	-	170,466	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
GLN09-802T	Glendale	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	2009	5307	68,186	17,046	-	85,232	-	-	-	Project Changes: Work, Federal Cost, Regional Cost, Total Cost	11.12.04
GLN10-805T	Glendale	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	2010	5307	140,464	35,116	-	175,580	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
GDY05-202T	Goodyear	I-10 and Dysart Road	Park and Ride Land Acquisition	2008	STP-Flex	1,409,678	-	352,419	1,762,097	-	-	-	New Project in 2008	11.32.04

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
MMA08-805T	Maricopa County	Regionwide	Computer Hardware	2008	5316	55,140	-	13,785	68,925	-	-	-	Project Changes: Fund Type	11.42.07
MMA08-804T	Maricopa County	Regionwide	Purchase bus: <30 foot - 7 replace (STS)	2008	5316	308,000	-	77,000	385,000	-	-	-	Project Changes: Fund Type	30.09.01
MMA08-806T	Maricopa County	Regionwide	Computer Software	2008	5316	61,336	-	15,334	76,670	-	-	-	Project Changes: Fund Type	11.42.08
MMA08-808T	Maricopa County	Regionwide	Operating: Operating Assistance	2008	5317	130,865	-	130,865	261,730	-	-	-	Project Changes: Fund Type	30.90.01
MMA08-807T	Maricopa County	Regionwide	Operating: Operating Assistance	2008	5316	939,127	-	939,129	1,878,256	-	-	-	Project Changes: Fund Type, Local Cost, Total Cost	30.09.01
MMA09-608T	Maricopa County	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	2009	5307	886,423	221,606	-	1,108,029	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
MMA10-610T	Maricopa County	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	2010	5307	842,784	210,696	-	1,053,480	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
MES08-810T	Mesa	US-60 and Country Club	Pre-design for regional park-and-ride	2008	5309	76,744	19,186	-	95,930	-	-	-	Project Changes: Fund Type	11.31.04
MES09-806T	Mesa	US60/Country Club	Acquire right of way regional park-and-ride (US60/Country Club)	2008	5309	1,229,847	307,469	-	1,537,316	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost	11.32.04
MES09-807T	Mesa	US60/Country Club	Design regional park-and-ride (US60/Country Club)	2008	5309	216,458	54,114	-	270,572	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost	11.31.04
MES08-803T	Mesa	Main St/Mesa Dr	Pre-design regional transit center (6-bay) Main St/Mesa Dr	2009	PTF	-	61,494	-	61,494	-	-	-	Project Changes: Year, Regional Cost, Total Cost	11.31.01
MES10-809T	Mesa	US60/Country Club	Construct regional park-and-ride (US60/Country Club)	2009	5309	2,251,030	562,758	-	2,813,788	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost	11.33.04
MES09-804T	Mesa	Main St/Mesa Dr	Acquire right of way regional transit center (6-bay) Main St/Mesa Dr	2010	PTF	-	981,747	-	981,747	-	-	-	Project Changes: Year, Regional Cost, Total Cost	11.32.01
MES09-805T	Mesa	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr	2010	PTF	-	158,346	-	158,346	-	-	-	Project Changes: Year, Regional Cost, Total Cost	11.31.01
MES10-808T	Mesa	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main St/Mesa Dr)	2011	PTF	-	1,761,444	-	1,761,444	-	-	-	Project Changes: Year, Regional Cost, Total Cost	11.33.01
PEO09-801T	Peoria	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2009	5307	204,559	51,140	-	255,699	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
PHX08-847T	Phoenix	City of Phoenix	Repayment design Paratransit facility	2008	5309	200,640	-	(200,640)	-	-	-	-	Project Changes: Regional Cost, Local Cost	11.41.03
PHX08-844T	Phoenix	I-17 at Happy Valley	Repayment of Pre-design for regional park and ride	2008	5309	68,722	17,180	-	85,902	-	-	-	Project Changes: Fund Type, Regional Cost, Local Cost	11.31.04
PHX08-845T	Phoenix	Regionwide	Repayment design heavy maintenance facility	2008	5309	200,640	-	(200,640)	-	-	-	-	Project Changes: Work, Fund Type, Regional Cost, Local Cost	11.41.02

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
PHX08-808T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 42 replace	2008	5307	15,717,781	3,219,305	-	18,937,086	-	-	-	Project Deleted from 2008	11.12.01
PHX08-846T	Phoenix	West Valley	Repayment construct operating facility (West Valley)	2008	5309	1,003,200	-	(1,003,200)	-	-	-	-	Project Changes: Fund Type, Regional Cost, Local Cost	11.41.06
PHX09-613T	Phoenix	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	2009	5307	2,045,592	511,398	-	2,556,990	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
PHX09-614T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 13 replace	2009	5307	4,782,882	1,254,435	-	6,037,317	-	-	-	Project Changes: Work Description	11.12.01
PHX09-815T	Phoenix	Regionwide	Reimbursement of bus: standard - 5 expand	2009	5307	1,924,409	(1,924,409)	-	-	-	-	-	Project Changes: Work Description	11.13.01
PHX09-816T	Phoenix	Regionwide	Reimbursement of bus: articulated - 5 expand	2009	5307	2,526,645	(2,526,645)	-	-	-	-	-	Project Changes: Work Description	11.13.06
PHX10-617T	Phoenix	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	2010	5307	351,160	-	87,790	438,950	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.13.04
PHX10-619T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 27 replace	2010	5307	10,424,757	2,490,450	-	12,915,207	-	-	-	Project Changes: Work Description	11.12.01
SCT08-804T	Scottsdale	Scottsdale	Repayment construct intermodal facility	2008	5309	501,600	-	-	501,600	-	-	-	Project Changes: Regional Cost, Total Cost	11.33.03
VMT08-639T	Valley Metro	Regionwide	Advance purchase bus: standard - 8 expand (Gilbert, Power) for repayment in 2009	2008	PTF	-	3,709,704	-	3,709,704	-	-	-	Project Changes: Regional Cost, Local Cost, Total Cost	11.13.06
VMT09-648T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	2009	5307	886,423	221,606	-	1,108,029	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
VMT09-804T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	2009	5307	204,559	51,140	-	255,699	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
VMT09-649T	Valley Metro	Regionwide	Purchase bus: articulated - 14 expand (Arizona Ave BRT, East Mesa Express)	2009	5309	7,454,555	1,526,837	-	8,981,392	-	-	-	Project Changes: Work Description	11.13.07
VMT09-805T	Valley Metro	Regionwide	Purchase bus: standard - 3 expand (East Mesa Express)	2009	5307	1,189,271	243,586	-	1,432,857	-	-	-	Project Changes: Work Description	11.13.01
VMT08-716T	Valley Metro	Regionwide	Install bus stop passenger improvements - 110 sites	2009	PTF	-	1,168,276	-	1,168,276	-	-	-	Project Changes: Year	11.32.20
VMT08-717T	Valley Metro	Regionwide	Install bus stop pull-outs - 10 sites	2009	PTF	-	1,103,275	-	1,103,275	-	-	-	Project Changes: Year	11.33.20
VMT10-659T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	2010	5307	842,784	210,696	-	1,053,480	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
VMT10-661T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 6 replace (rural)	2010	5307	421,392	105,348	-	526,740	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
VM10-809T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	2010	5307	210,696	52,674	-	263,370	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
VMR07-701TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Final Design (1 of 2)	2008	Local	-	-	2,500,000	2,500,000	3.2	-	-	Project Deleted from 2008	13.71.02
VMR08-804T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Preliminary Engineering/FEIS	2008	Local	-	-	5,500,000	5,500,000	3.2	-	-	Project Deleted from 2008	13.71.01
VMR08-805T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2008	Local	-	-	32,036,000	32,036,000	3.2	-	-	Project Deleted from 2008	13.75.91
VMR08-806T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	2008	PTF	-	9,749,000	5,705,000	15,454,000	3.2	-	-	Project Deleted from 2008	13.23.01
VMR09-901T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2009	Local	-	-	21,822,369	21,822,369	-	-	-	New Project in 2009	13.23.01
VMR09-902T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Non-Prior Rights)	2009	PTF	-	10,918,000	-	10,918,000	-	-	-	New Project in 2009	13.75.95
VMR09-903T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Prior Rights)	2009	Local	-	-	3,598,573	3,598,573	-	-	-	New Project in 2009	13.75.95
VMR09-601TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2009	Local	-	-	18,491,695	18,491,695	-	-	-	Project Changes: Local Cost, Total Cost, Length	13.75.91
VMR09-805T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Design & Environmental	2009	Local	-	-	15,702,268	15,702,268	-	-	-	Project Changes: Work, Local Cost, Total Cost, Length	13.71.02
VMR09-804T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2009	PTF	-	928,559	-	928,559	-	-	-	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length	13.23.01
VMR09-806T	VM Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	2009	CMAQ-Flex	1,856,002	464,001	-	2,320,003	3.2	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost, Length	13.71.01
VMR10-628TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2010	Local	-	-	4,761,612	4,761,612	-	-	-	Project Changes: Local Cost, Total Cost, Length	13.75.91
VMR10-626T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2010	PTF	-	950,379	-	950,379	-	-	-	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length	13.23.01

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
VMR10-703T	VM Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	2010	CMAQ-Flex	6,000,000	6,000,000	-	12,000,000	-	-	-	Project Deleted from 2010	13.71.01
VMR10-704T	VM Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2010	CMAQ-Flex	5,000,000	3,381,403	-	8,381,403	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	13.71.01

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 15, 2008

SUBJECT:

Federal Fiscal Year 2008 MAG Final Closeout and Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:

The Interim Closeout was approved at the June 25, 2008 Regional Council meeting, and included the deferral and deletion of federal funds for 38 projects totaling \$40.05 million, 18 projects to be funded by Closeout Funds totaling \$14.7 million, and a contingency list of four rank ordered projects.

Recently, it was determined that the paving project for Litchfield Park, LPK08-801 and an Intelligent Transportation Systems (ITS) project in Guadalupe, GDL04-201, would not obligate in FY 2008. This increased the requests to defer or delete federal funds from \$40.1 million to approximately \$40.6 million. Table A reflects the approved Project Deferrals and Removal of Funds and the addition of this project. This leaves an unobligated balance for FFY 2008 of \$36.2 million. To balance the fiscally constrained Arterial Life Cycle Program (ALCP), \$21 million in MAG-STP funds will be carried forward to FFY 2009. This would leave a remaining balance of \$15.2 million of unobligated funds for closeout. Since the Interim Closeout, the funds for FFY 2008 Closeout have increased from \$14.7 million to \$15.2 million.

The identification of these additional funds for Closeout means that the first project in the rank ordered Contingency List, project VMR08-809T for reimbursement of the light rail construction in the amount of \$326,150, can be funded. For administrative purposes, the funds from VMR08-809T will be programmed into the VMR08-808T, which is shown in Table B.

The remaining balance of unobligated funds is subject to change dependent on member agency deferral notifications and the notification of redistributed obligation authority. An Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program will be necessary if the Final Closeout is approved.

In addition to the Final MAG Closeout projects that are being amended and modified in the 2008-2012 MAG TIP, Maricopa County has requested that an Intelligent Transportation Systems (ITS) project located in western Maricopa County be added to the FY 2008-2012 MAG TIP. This is reflected in Table C. This item would normally be included in the Project Change agenda item, 5C, but it is included this agenda item because the project list for 5C is connected to the new finding of conformity in agenda 5E. Rather than add an additional project to the new finding of conformity that is under public review, it was added to this agenda item since the action is to amend/modify the FY 2008-2012 TIP. This project is also under consultation in agenda 5F.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on June 26, 2008 and at the July 9, 2008 MAG Management Committee. No public comments were received. An opportunity for public input is also available at the July 16, 2008 Transportation Policy Committee.

PROS & CONS:

PROS: Approval of these recommendations will allow for additional and accelerated transportation projects to be funded in the MAG region.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Action to close out the FFY 2008 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions include any necessary amendments or administrative adjustments to the FY 2008-2012 MAG TIP and the FY 2008 MAG Unified Planning Work Program and Annual Budget to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

ACTION NEEDED:

Approval of the FFY 2008 MAG Final Closeout, and amending/modifying the FY 2008-2012 MAG TIP to allow the projects to proceed.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee: This item is on the July 16, 2008, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On July 9, 2008, the MAG Management Committee recommended approving the Final Closeout of Federal FY 2008, as shown in the attached Tables.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | * RoseMary Arellano, Guadalupe |
| Rich Dlugas for Mark Pentz, Chandler,
Vice Chair | Darryl Crossman, Litchfield Park |
| # George Hoffman, Apache Junction | Brent Stoddard for Chris Brady, Mesa |
| David Johnson for Jeanine Guy,
Buckeye | Jim Bacon, Paradise Valley |
| * Jon Pearson, Carefree | Carl Swenson, Peoria |
| Wayne Anderson for Usama | Frank Fairbanks, Phoenix |
| Abujbarah, Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall,
El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | # Michael Celaya for Randy Oliver, Surprise |
| * Gila Bend | Charlie Meyer, Tempe |
| * Joseph Manuel, Gila River Indian
Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | * Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| * John Fischbach, Goodyear | Arnold Burnham for Victor Mendez, ADOT |
| | Kenny Harris for David Smith,
Maricopa County |
| | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: On June 26, 2008, the TRC recommended approving the Final Closeout of Federal FY 2008, as shown in the attached Tables.

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow	Maricopa County: John Hauskins
ADOT: Kwi-Sung Kang for Floyd Roehrich	Mesa: Brent Stoddard for Scott Butler
* Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Buckeye: Scott Lowe	Peoria: David Moody
Chandler: Dan Cook for Patrice Kraus	Queen Creek: Mark Young
El Mirage: Lance Calvert	RPTA: Bob Antilla for Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
* Gila Bend:	Surprise: Randy Overmyer
* Gila River: David White	Tempe: Carlos de Leon
Gilbert: Stephanie Prybl for Tami Ryall	Valley Metro Rail: John Farry
Glendale: Terry Johnson	Wickenburg: Gary Edwards
Goodyear: Cato Esquivel	* Youngtown: Lloyce Robinson
Guadalupe: Jim Ricker	
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Maria Deeb for Jim Hash	Pedestrian Working Group: Brandon Forrey
* Street Committee: Darryl Crossman	* Transportation Safety Committee: Kerry Wilcoxon
* ITS Committee: Mike Mah	

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

CONTACT PERSON:

Eileen O. Yazzie, Transportation Programming Manager, 602.452.5058,
eyazzie@mag.maricopa.gov

MAG FFY08 Final Closeout - Project Deferrals and Deletion of Federal Funds

TABLE A

Regional Council July 23, 2008

Defer or Delete	City	ID#	Location	Type of Work	Mode	Fed Fund Amount	Funding Type	Deferral Year	Has this been deferred before?	Total, including this year
DEFER										
Defer	Buckeye	BKY07-703	Various Locations: Yuma Rd, Miller Rd Various Locations: MC-85/Monroe, Southern Ave, Apache Rd	Pave Dirt Roads	AQ or TDM	\$ 42,350	CMAQ	2009	No	1
Defer	Buckeye	BKY07-704		Pave Dirt Shoulders	AQ or TDM	\$ 113,000	CMAQ	2009	No	1
Defer	Cave Creek	CVK07-601	Townwide	Pave Dirt Road Program	AQ or TDM	\$ 250,000	CMAQ	2009	Yes	2
Defer	Chandler	CHN06-214	Citywide	Install Chandler Fire/Police Department signal system integration and variable message signs	ITS	\$ 300,000	CMAQ	2009	Yes	3
Defer	Chandler	CHN07-601	Commonwealth Ave: Hamilton St. to McQueen Rd	Pave dirt road	AQ or TDM	\$ 325,000	CMAQ	2009	Yes	2
Defer	Chandler	CHN11-710	Western Canal, Bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	Bike & Ped	\$ 271,000	CMAQ	2009	No	1
Defer	Fountain Hills	FTH07-301	Shea Boulevard: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	Street	\$ 1,076,000	STP-MAG	2009	Yes	2
Defer	Ft. McDowell	FTM07-601C	Communitywide	Pave dirt roads program - Construction	AQ or TDM	\$ 475,000	CMAQ	2009	Yes	2
Defer	Gilbert	GLB04-205	Gilbert Rd: US-60 to Guadalupe Rd; and US-60: Dobson Rd to Gilbert Rd	Install fiber & conduit along Gilbert Rd, fiber only along US-60 (joint with Mesa to link ATMS)	ITS	\$ 400,660	CMAQ	2009	Yes	4
Defer	Gilbert	GLB07-302	Eastern Canal: Elliot Rd to Warner Rd (Santian Vista Trail phase II)	Design and construct multi-use path	Bicycle	\$ 500,000	CMAQ	2009	Yes	2
Defer	Gilbert	GLB06-201R	Eastern Canal: Guadalupe Rd to Elliot Rd (Santian Vista Trail phase II)	Design and construct multi-use path	Bicycle	\$ 636,000	CMAQ	2009	Yes	3
Defer	Gilbert	GLB05-107R	Eastern Canal: Baseline Rd to Guadalupe Rd (Santian Vista Trail phase I)	Design and construct multi-use path	Bicycle	\$ 549,769	CMAQ	2009	Yes	4
Defer	Glendale	GLN06-201	Bell Road at Skunk Creek (between 67th and 75th Avenues) Litchfield Road, Olive Avenue, Greenway Road, 83rd Avenue, 75th Avenue	Widen existing bridge to provide pedestrian and bicycle access across bridge.	Bike & Ped	\$ 424,350	CMAQ	2010	Yes	2
Defer	Glendale	GLN07-779		Pave Dirt Shoulders	AQ or TDM	\$ 133,035	CMAQ	2010	No	1
Defer	Glendale	GLN08-605	Glendale Ave: Loop 101 to Luke AFB	Pave Access points	AQ or TDM	\$ 63,000	CMAQ	2010	No	1
Defer	Goodyear	GDY07-302	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt road	AQ or TDM	\$ 489,600	CMAQ	2009	Yes	2
Defer	Guadalupe	GDL05-202	Guadalupe Rd: Highline Canal to Calle Bella Vista	Add left and right turn lanes, curb, gutter, sidewalks, frontage road, bus stops and cross walks	Street	\$ 500,000	CMAQ	2009	Yes	4
Defer	Litchfield Park	LPK05-101C	Litchfield Road Bypass at Wigwam Boulevard	Construct Bicycle Underpass	Bicycle	\$ 886,420	CMAQ	2009	yes	4

Defer or Delete	City	ID#	Location	Type of Work	Mode	Fed Fund Amount	Funding Type	Deferral Year	Has this been deferred before?	Total, including this year
Defer	Maricopa County	MMA120-06D	Northern Pkwy: US-60 (Grand Ave) to SR-303	Pre-design and design of roadway widening	Street	\$ 3,582,000	STP-MAG	2009	Yes	3
Defer	Maricopa County	MMA120-08RW1	Northern Pkwy: Dysart Rd to SR-303	Acquire right-of-way for roadway widening	Street	\$ 16,084,000	STP-MAG	2009	Yes	2
Defer	Mesa	MES08-603	Longmore: Broadway Rd to Main Street (EVIT)	Design and construct bicycle path to connect Broadway Rd. with the Light Rail Station at Main Street and Sycamore	Bicycle	\$ 1,157,739	CMAQ	2010	No	1
Defer	Mesa	MES08-604	Loop 202 (Red Mtn Fwy)	Design and instal fiber optic and devices and complete connections at network hubs	ITS	\$ 838,700	CMAQ	2010	No	1
Defer	Mesa	MES08-807	ITS Signal Conversions-Phase 3 (Mesa Dr. and Main Street)	Expand fiber-optic network and link 11 traffic signals to the Mesa TMC	ITS	\$ 646,773	CMAQ	2009	No	1
Defer	Peoria	PEO08-602	84th Ave: Peoria Ave to Monroe St	Design & Construct at grade pedestrian improvements	Ped	\$ 1,164,057	CMAQ	2009	Yes	2
Defer	Peoria	PEO06-202C	91st and Olive Avenue	Intersection Widening	Street	\$ 800,000.00	CMAQ	2009	Yes	2
Defer	Phoenix	PHX07-317	Downtown Phoenix Parking Management System	Design Parking Management System (Phase 3)	ITS	\$ 400,000	CMAQ	2009	Yes	2
Defer	Phoenix	PHX07-740	Various Locations	Pave Dirt Roads	AQ or TDM	\$ 1,408,135	CMAQ	2009	No	2
Defer	Phoenix	PHX07-741	Various Locations	Pave Dirt Shoulders	AQ or TDM	\$ 1,204,684	CMAQ	2009	No	1
Defer	Queen Creek	QNC07-746	Hunt Highway: Power Rd to Ellsworth	Pave Dirt Shoulders	AQ or TDM	\$ 204,893	CMAQ	2009	No	1
Defer	Queen Creek	QNC08-803	Queen Creek Town Center	Construct ITS Infrastructure and Traffic Management System	ITS	\$ 550,221	CMAQ	2009	No	1
Defer	Queen Creek	QNC07-745	Chandler Heights Road: Power Road to Hawes Road	Pave Dirt Shoulders	AQ or TDM	\$ 111,691	CMAQ	2009	No	1
Defer	Scottsdale	SCT07-606	Dynamite Blvd: Pima Rd to Alma School	Install vertical curb and gutter	AQ or TDM	\$ 500,000	CMAQ	2009	No	1
Defer	Surprise	SUR08-819	Saguaro View Area	Pave unpaved roads	AQ or TDM	\$ 535,688	CMAQ	2009	No	1
Defer	Surprise	SUR07-325	Various locations	Pave dirt roads	AQ or TDM	\$ 305,520	CMAQ	2009	No	1
Defer	Tempe	TMP08-602	College Avenue Pedestrian Improvements	Construct pedestrian improvements	Ped	\$ 1,550,000	CMAQ	2009	No	1
Defer	Litchfield Park	LPK08-801	Various locations	Pave unpaved alleys	AQ or TDM	\$ 530,979	CMAQ	2009	No	1
Defer	Guadalupe	GDL04-201	8413 S Avenida Del Yaqui	Install emergency signal device at fire station	ITS	\$ 47,000	STP-MAG	2009	Yes	4
DELETE FEDERAL FUNDS										
Delete	Fountain Hills	FTH08-601	Saguaro Blvd: Colony Dr. to Desert Vista	Pave existing dirt alleys (east side)	AQ or TDM	\$ 133,210	CMAQ	Delete	Project will be completed with local	
Delete	Goodyear	GDY07-304	Yuma Rd at Bullard Wash	Construct bridge and approaches	Street	\$ 746,000	STP-MAG	Delete	Project will be	
Delete	Goodyear	GDY07-301	Bullard Ave: Yuma Rd to Van Buren St	Pave dirt road	AQ or TDM	\$ 438,000	CMAQ	Delete	Project will be completed with local	
Delete	Queen Creek	QNC06-201	Ellsworth at Ocotillo Rd.	Reconstruct intersection to add left turn lanes, curb, gutter, sidewalk and traffic signals	Street	\$ 300,000	CMAQ	Delete	This project is included in an Improvement District Project.	
						Total FFY08 Project Deferrals and Deletion of Federal Funds				
						\$ 40,674,474				

**PROJECTS SUBMITTED FOR CLOSEOUT - FFY08
FINAL CLOSEOUT TABLE - B
Regional Council July 23, 2008**

Projects Funded for FFY08 Closeout										Closeout Priority & Fiscal Impact		
Submitted on time	TIP #	Name of Agency	Project & Location	Project Description	Current Year	Type of funds	Amount Requested	Close out Priority	Advanced Funds	Additional OR New Fed. Funds		
Yes	PHX11-737	Phoenix	24 th St: Chipman Rd to Roeser Rd	Acquire right of way and construct multi-use path	2011	CMAQ	\$ 1,700,000	1 - Advance	\$ 1,700,000			
Yes	TMP09-802	Tempe	Citywide	Purchase and install malfunction management units in all traffic control cabinets.	2009	CMAQ	\$ 135,950	1 - Advance	\$ 135,950			
Yes	TMP11-703	Tempe	Various Locations	Install wireless communications and CCTV monitoring at 26 intersections.	2011	CMAQ	\$ 218,400	1 - Advance	\$ 218,400			
Yes	CHN08-610	Chandler	Loop 101 (Price Freeway) at Galveston Street	Final Design of a multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	2009	CMAQ	\$ 618,608	1 - Advance - Partial Project	\$ 618,608			
Yes	PHX10-632	Phoenix	Salt River: 24th Street to I-10/Tempe Drain	Design & acquire right of way for multi-use path	2010	CMAQ	\$ 400,000	1 - Advance - Partial Project	\$ 400,000			
Yes	AVN11-706FIN	Avondale	Buckeye Road: Avondale Blvd. to 117th Ave. alignment	To design and construct sidewalks and landscaping	2011	CMAQ	\$ 305,900	Advance & Additional Funds	\$ 150,000	\$ 155,900		
Yes	AVN08-624	Avondale	McDowell Rd.: Aqua Fria Bridge to 119th Ave (north side)	Construct pedestrian improvements to the sidewalk on the north side of the roadway.	2008	CMAQ	\$ 302,820	2 - Additional funds		\$ 302,820		
Yes	CHN06-216C1	Chandler	Western Canal: Price Road to Hamilton Street (1 of 2)	Construct a paved pathway along the south bank of the Western Canal	2008	CMAQ	\$ 379,086	2 - Additional funds		\$ 379,086		
Yes	GLN05-501	Glendale	51st Avenue at Northern Avenue	Safety improvements to the 51 st /Northern intersection	2008	CMAQ OR STP	\$ 400,000	2 - Additional funds		\$ 400,000		
Yes	GLN07-777	Glendale	51st Avenue at Camelback Rd	Safety improvements to the 51 st /Camelback intersection	2008	CMAQ OR STP	\$ 400,000	2 - Additional funds		\$ 400,000		
Yes	MAG08-606	MAG	Regionwide	Purchase PM-10 Street Sweepers	2008	CMAQ	\$ 1,959,471	2 - Additional funds		\$1,959,471		
Yes	SCT08-608	Scottsdale	Indian Bend Wash: Jackrabbit Rd to Chaparral Rd	Add multi-use path and grade-separated crossing	2008	CMAQ	\$ 412,560	2 - Additional funds		\$ 412,560		
Yes	SUR08-806	Surprise	Bell Road and Coyote Lakes, Dysart and 134th Ave.	Provide and install CCTV cameras on existing traffic signals	2008	CMAQ	\$ 8,745	2 - Additional funds		\$ 8,745		

Projects Funded for FFY08 Closeout							Closeout Priority & Fiscal Impact				
Submitted on time	TIP #	Name of Agency	Project & Location	Project Description	Current Year	Type of funds	Amount Requested	Close out Priority	Advanced Funds	Additional OR New Fed. Funds	
Yes	TMP04-102	Tempe	Curry Road: Scottsdale Road to McClintock Drive	Design and construct pedestrian facilities	2008	CMAQ	\$ 463,960	2 - Additional funds		\$ 463,960	
Yes	CHN08-802	Chandler	Various Locations	Purchase of Autoscope video detection cameras to be placed in various signalized intersections around the City.	NEW	CMAQ	\$ 518,650	3 - NEW		\$ 518,650	
Yes	GDY08-800T	Goodyear	I-10 at Litchfield Rd	Acquire land - regional park-and-ride	NEW	CMAQ OR STP-FLEX	\$ 746,000	3 - NEW		\$ 746,000	
Yes	GDY08-801T	Goodyear	Citywide	Purchase bus <30 feet - 5 expand	NEW	CMAQ	\$ 438,000	3 - NEW		\$ 438,000	
Yes	VMR08-808T*	Valley Metro Rail	Regionwide	Reimbursement for construction activities for the Central Phoenix/East Valley (METRO) light rail transit project	NEW	CMAQ	\$ 5,618,000	3 - NEW		\$5,618,000	
Total Projects Recommended for FFY08 Closeout											\$ 15,026,150

*VMR08-808T was approved in the Interim Closeout to be funded at \$5,291,850. Final Closeout identified additional Closeout funds. The first project in the contingency list was VMR08-809T for reimbursement of the light rail construction in the amount of \$326,150. For administrative purposes, the funds from VMR08-809T are now included in VMR08-808T. The new federal fund amount for VMR08-808T is \$5,618,000.

Contingency List - Rank Ordered, Recommended and approved by Regional Council to be funded with additional Closeout funds							Closeout Priority & Fiscal Impact				
Submitted on time	TIP #	Name of Agency	Project & Location	Project Description	Current Year	Type of funds	Amount Requested	Close out Priority	Advanced Funds	Additional OR New Fed. Funds	
No	GLB11-731	Gilbert	Town of Gilbert Heritage District	Design and construction of sidewalks, landscaping and other pedestrian improvements	2011	CMAQ	\$ 420,000	1 - Advance	\$ 420,000		
No	MES13-905	Mesa	Consolidated Canal Multi-Use Path, 8 th Street to Lindsay Road	Complete the design and construction of a 10-foot wide concrete pathway.	2013	CMAQ	\$ 1,099,000	1 - Advance	\$ 1,099,000		
No	MES08-807	Mesa	TS Signal Conversions - Phase 3 (Mesa Dr. and Main Street)	Expand fiber-optic network and link 11 traffic signals to the Mesa TMC	2008	CMAQ	\$ 1,908,227	2 - Additional funds		\$1,908,227	
Total Projects on Contingency List											\$ 3,427,227

TABLE C

Request for Project Change/Amend FY2008-2012 MAG Transportation Improvement Program

Regional Council July 23, 2008

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MMA08-940	Maricopa County	Salome Highway, western county line to Interstate-10	ITS Animal Detection System - Pilot Project	2008	12	HURF	\$ 336,500			\$ 336,500	New Project in FY2008 - potential project for FHWA Rural Safety Innovation Program Funding

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

DATE:

July 15, 2008

SUBJECT:

New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as Amended

SUMMARY:

On July 25, 2007, the MAG Regional Council approved the Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that includes changes to Arizona Department of Transportation projects, changes to Arterial Life Cycle Program projects in Gilbert, Maricopa County, Mesa, Peoria, and Scottsdale, and changes to Queen Creek projects. The conformity assessment on the proposed amendment, which includes a regional emissions analysis, concludes that the TIP and Regional Transportation Plan 2007 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. A description of the projects and results of the regional emissions analysis are provided in the attached conformity assessment. 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 2007 Update.

Also, on June 20, 2008, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2007 Update. Any comments on the conformity assessment and amendment are requested by July 22, 2008.

PUBLIC INPUT:

An opportunity for public comment was provided at the July 9, 2008, MAG Management Committee meeting and no public comments were received.

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 2007 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 2007 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:

Approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and the Regional Transportation Plan 2007 Update, as amended.

PRIOR COMMITTEE ACTIONS:

Management Committee: On July 9, 2008, the MAG Management Committee recommended approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and the Regional Transportation Plan 2007 Update, as amended.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | Darryl Crossman, Litchfield Park |
| Rich Dlugas for Mark Pentz, Chandler,
Vice Chair | Brent Stoddard for Chris Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Johnson for Jeanine Guy, Buckeye | Carl Swenson, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | # Michael Celaya for Randy Oliver, Surprise |
| * Gila Bend | Charlie Meyer, Tempe |
| * Joseph Manuel, Gila River Indian
Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | * Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| * John Fischbach, Goodyear | Arnold Burnham for Victor Mendez, ADOT |
| * RoseMary Arellano, Guadalupe | Kenny Harris for David Smith,
Maricopa County |
| | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 15, 2008

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed administrative modification includes the deferral of a Litchfield Park alley paving project from FY 2008 to FY 2009, as part of the Final Closeout of the Federal FY 2008 MAG Federally Funded Program.

In addition, MAG is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program that includes a Maricopa County Intelligent Transportation Systems (ITS) project located in western Maricopa County. Comments on the conformity assessments are requested by July 18, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the administrative modification and amendment require consultation on the conformity assessments. The administrative modification includes a minor project revision that does not require a conformity determination and the amendment includes a new project that may be categorized as exempt from a conformity determination.

PUBLIC INPUT:

An opportunity for public comment was provided at the July 9, 2008 MAG Management Committee meeting and no public comments were received.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The administrative modification and amendment 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 assessments 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:

Management Committee: This item was on the agenda of the July 9, 2008 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | Darryl Crossman, Litchfield Park |
| Rich Dlugas for Mark Pentz, Chandler,
Vice Chair | Brent Stoddard for Chris Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Johnson for Jeanine Guy, Buckeye | Carl Swenson, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | # Michael Celaya for Randy Oliver, Surprise |
| * Gila Bend | Charlie Meyer, Tempe |
| * Joseph Manuel, Gila River Indian
Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | * Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| * John Fischbach, Goodyear | Arnold Burnham for Victor Mendez, ADOT |
| * RoseMary Arellano, Guadalupe | Kenny Harris for David Smith,
Maricopa County |
| | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 15, 2008

SUBJECT:

Building Bridges Report on Housing and Transportation Conference

SUMMARY:

On April 8, 2008, nearly 300 people attended the MAG 2008 Conference on Housing and Transportation Human Services Coordination. This event featured best practices and strategies to improve coordination in order to create more sustainable communities. The *Building Bridges* report highlights the strategies chosen by conference participants, local leaders and national experts as having the most potential for success in this region. These strategies are offered as models for those wanting to improve the sustainability and quality of life in their communities through such coordination. Some of the strategies focus on housing and transportation coordination separately, while others explore opportunities for coordination between housing and transportation. The MAG Human Services Technical Committee voted to recommend approval of the report on May 8, 2008. The MAG Building Codes Committee received the report and offered favorable feedback at their meeting on May 21, 2008.

The conference was included as one of the strategies in the MAG 2007 Human Services Coordination Transportation Plan. This plan was developed in order to comply with the federal requirement contained in SAFETEA-LU. This legislation stipulated that any agency applying for Section 5310, 5316 or 5317 funds had to be derived from a local coordination plan. The intent of the conference was to build the expertise, collaboration and communication among human services transportation providers. The concept for the event was broadened as a result of the 2007 MAG Regional Human Services Summit. Participants of this event identified the coordination of housing with transportation as a critical priority for the region. While the conference specifically addressed the needs of older adults, people with disabilities and people with low incomes, the solutions identified for these populations have universal benefit for all people.

PUBLIC INPUT: Opportunities for public input were provided at the MAG Human Services Technical Committee meeting on May 8, 2008, at the MAG Building Codes Committee meeting on May 21, 2008, and at the Management Committee meeting on July 9, 2008. No public comment was received.

PROS & CONS:

PROS: Research and practice demonstrate the efficiency and effectiveness accrued by coordinating resources and services. This reduces duplication, leverages available funding for maximum effect, and addresses people's needs in a holistic manner. This report offers practical strategies that can be taken to better coordinate housing and transportation. There are opportunities for action at all levels, including the region, municipality, agency and personal.

CONS: There are no anticipated negative effects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: A coordinated community is a place where one can live, work, play and shop in one area. It means that children can safely walk to school and young couples can increase the size of their house as their family grows. Adults and teens can get to work quickly and affordably. People with disabilities can fully participate in their community because they have full access to an array of housing and transportation options. People can age independently in their homes because their houses suit their level of physical

ability and support is close by. Coordination can increase the length and quality of time people have in their community.

POLICY: The conference was designed to stimulate dialogue about best practices that would result in action at the local level. This event specifically targeted the impact of housing and transportation coordination on older adults, people with disabilities and people with low incomes. While these subpopulations represent some distinct needs and resources, the solutions developed for them will benefit all people. For example, a coordinated transit system will assist people with low incomes to take advantage of employment opportunities. The same bus will also transport people with higher incomes who want a more environmentally friendly way to commute.

ACTION NEEDED:

Approval of the Building Bridges report.

PRIOR COMMITTEE ACTIONS:

On July 9, 2008, the Management Committee recommended approval of the Building Bridges report.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | Darryl Crossman, Litchfield Park |
| Rich Dlugas for Mark Pentz, Chandler,
Vice Chair | Brent Stoddard for Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Johnson for Jeanine Guy, Buckeye | Carl Swenson, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
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| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | # Michael Celaya for Randy Oliver, Surprise |
| * Gila Bend | Charlie Meyer, Tempe |
| * Joseph Manuel, Gila River Indian
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| George Pettit, Gilbert | * Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| * John Fischbach, Goodyear | Arnold Burnham for Victor Mendez, ADOT |
| * RoseMary Arellano, Guadalupe | Kenny Harris for David Smith, Maricopa Co. |
| | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

The MAG Building Codes Committee received the report and offered favorable feedback which was incorporated into the report at their meeting on May 21, 2008.

MEMBERS ATTENDING

- | | |
|--|--|
| Michael Clack, Scottsdale, Chairperson | Ed Kulik, Goodyear |
| Ken Sowers, Avondale | * Chuck Ransom, Litchfield Park |
| Phil Marcotte, Buckeye | Tom Ewers, Maricopa County |
| * Mike Tibbett, Carefree | * Steven Hether, Mesa |
| Mike Baxley, Cave Creek | Russ Louman for Bob Lee, Paradise Valley |
| # Alex Banachowski, Chandler | Dennis Marks, Peoria |
| Mary Dickson, El Mirage | Shari Hill for Tom Wandrie, Phoenix |
| * Peter Johnson, Fountain Hills | # Dean Wise, Queen Creek |
| * John Smith, Gila Bend | Forrest Fielder, Surprise |
| * Jo Rene DeVeau, Gila River Indian
Community | * Michael Williams, Tempe |
| # Ray Patten, Gilbert | Mario Rochin, Tolleson |
| Bryan Woodcox for Deborah Mazoyer,
Glendale | * Rus Brock, Home Builders Association |

*Those members neither present nor represented by proxy.

-Those members participating via audioconference + -Those members participating via videoconference

The MAG Human Services Technical Committee recommended approval of the report with additional minor revisions as indicated by MAG staff or other MAG committees at their meeting on May 8, 2008.

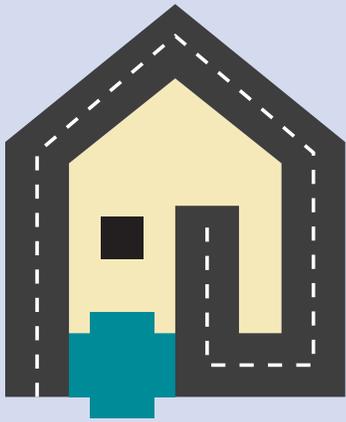
MEMBERS ATTENDING

- | | |
|--|--|
| Carl Harris-Morgan, Gilbert, Chairman | * Margarita Leyvas, Maricopa County |
| + Bob Baratko, Surprise | Joyce Lopez-Powell, Valley of the Sun |
| Kathy Berzins, Tempe | United Way |
| Kyle Bogdon, DES/ACYF | Steven MacFarlane, Phoenix |
| + Paige Garrett, Quality of Life Community | Doris Marshall, Phoenix |
| Services, Inc. | Jayson Matthews, Tempe Community |
| Joyce Gross, Buckeye | Council |
| Laura Guild, DES | Joy McClain, Tolleson |
| Tim Cole for Jeffery Jamison, Phoenix | Sylvia Sheffield, Avondale, Vice Chair |
| Deanna Jonovich, Phoenix | Carol Sherer, DES/DDD |
| Jim Knaut, Area Agency on Aging | * Connie Stepnitz, Goodyear |

+Those members present by audioconferencing.

*Those members neither present nor represented by proxy.

CONTACT PERSON: Amy St. Peter, MAG, (602) 254-6300



Building - Bridges

A report on the MAG 2008 Regional Conference on Housing & Transportation Human Services Coordination

Summer 2008



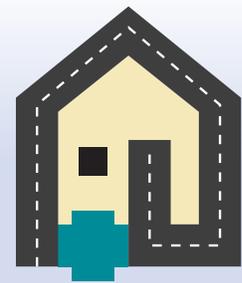
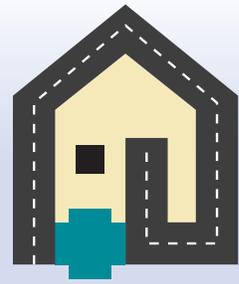


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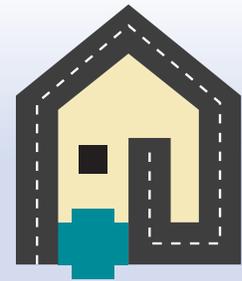
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Notes

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Executive Summary

Residents in the MAG region demonstrated a strong interest in housing and transportation when nearly 300 people attended the *2008 MAG Conference on Housing and Transportation Human Services Coordination* on April 8, 2008. This attendance illustrates the importance of these two issues, as well as the opportunities for coordination in the future. Often discussed separately, housing and transportation are inextricably linked. The coordination of housing and transportation results in stronger communities.



Nearly 300 people attended the conference.

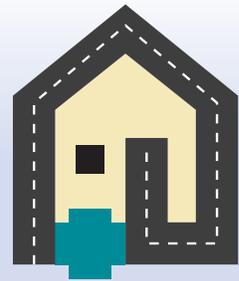
A coordinated community is a place where one can live, work, play and shop in one area. It means that children can safely walk to school and young couples can increase the size of their house as their family grows. Adults and teens can get to work quickly and affordably. People with disabilities can fully participate in their community because they have full access to an array of housing and transportation options. People can age independently in their homes because their houses suit their level of physical ability and support is close by. Coordination can increase the length and quality of time people have in their community.



The conference was designed to stimulate dialogue about best practices that would result in action at the local level. This event specifically targeted the impact of housing and transportation coordination on older adults, people with disabilities and people with low incomes. While these subpopulations represent some distinct needs and resources, the solutions developed for them will benefit all people. For example, a coordinated transit system will assist people with low incomes to take advantage of employment opportunities. The same bus will also transport people with higher incomes who want a more environmentally friendly way to commute.

The purpose of this document is to highlight best practices identified at the conference for action by anyone working at the regional level, within a municipality or





agency, or as a private individual. There are positive steps everyone can take to ensure the potential of the region is fulfilled through coordination. People can advocate through their votes, purchasing power and informal networks. Municipalities can encourage, support and mandate actions. Agencies can tailor their programs to meet people's needs in innovative ways. The region can develop plans that are diverse enough to be responsive to local concerns and compatible enough to be coordinated.

The best practices identified at the conference are as follows. Some strategies illustrate how transportation and housing may each be better coordinated, while others address the coordination of the two issues together.

Transportation Practices

- Fully utilize the current transit system
- Expand travel training programs for low-income people
- Promote multimodal streets to increase accessibility and mobility
- Develop standards of care
- Expand mileage reimbursement programs
- Expand mobility management programs
- Develop strategies to transport institutionalized children and youth
- Make streets more accessible for special need populations



Housing Practices

- Implement inclusive home design elements
- Support and advocate for housing stability programs
- Support higher density housing
- Cross train staff to respond more quickly to eviction notices
- Increase housing options for youth aging out of foster care
- Consider tax increment financing as a tool for blighted neighborhoods
- Diversify the range of housing available within neighborhoods

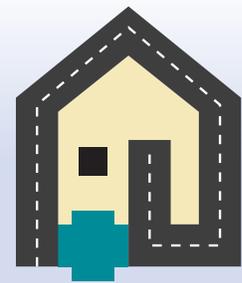


Coordination Practices

- Implement transit-oriented design concepts
- Measure the livability of communities
- Focus on service diversity, not service delivery
- Develop more assertive community treatment (ACT) teams
- Advocate for housing and transportation coordination



For more information, please contact MAG at (602) 254-6300 or at humanservices@mag.maricopa.gov or visit www.mag.maricopa.gov.



Introduction

Residents in the MAG region demonstrated a strong interest in housing and transportation when nearly 300 people attended the *2008 MAG Conference on Housing and Transportation Human Services Coordination* on April 8, 2008. This attendance illustrates the importance of these two issues, as well as the opportunities for coordination in the future. Often discussed separately, housing and transportation are inextricably linked. The coordination of housing and transportation results in stronger communities.

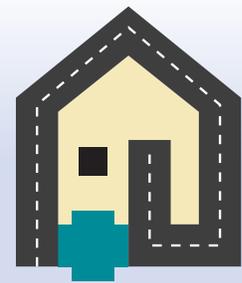
The best practices presented in this document build on local strengths to address current issues. They represent final solu-



tions for some and a starting point for others. It is vital to remember in moving forward that local needs matter. One solution cannot meet the diverse issues that exist throughout the region. This document may be considered a menu of options. While one solution may not work for everyone, everyone may find a strategy that will work for them.

This event was a catalyst for many lessons learned. High-level housing officials attended the Transportation 101 workshop. Transportation providers had suggestions for how to house low-income people more effectively while they learned about new strategies. The significant presence of people with disabilities challenged one to consider what can be done to make other events more accessible. The unprecedented attendance of all people clearly showed that these lessons have broad applications and importance for the region.

The most exciting outcome of the event will be all that follows. Will people be better able to age in place? Will more adults and teenagers travel to work in less time and at a lower cost? Will more children walk to school? These questions and more will be answered in the years to come. Implementation of the best practices in this report will bring the region closer to the goal of having a coordinated housing and transportation system. This will positively impact people's lives and strengthen our communities.



Regional Profile

Housing and transportation are important, interdependent issues. According to the Center for Housing Policy, a family spends an additional 77 cents on transportation for every dollar they save on housing. For families who “drive until they qualify,” this can be an unexpected but very real cost. The Brookings Institution offers the following formula to determine affordability, taking both housing and transportation into account: $\text{Affordability Index} = \frac{\text{Housing Costs} + \text{Transportation Costs}}{\text{Income}}$.

Knowing the true cost of housing and transportation will help people make informed choices that fit within their means. Not all costs are measured with dollars. The average commute time for this region is consistently longer than the national average, increasing from 23 minutes in 1990 to 26.1 minutes in 2000. As the region continues to grow, it is essential that housing decisions are made that reduce the time tax and result in a better quality of life for residents. The actions taken now will have a dramatic effect on reducing traffic congestion and building stronger communities in the future.

Just since the year 2000, more than 800,000 people have come to call this region home. They are attracted by our comparably low cost of living and mild climate. They bring new ideas and energy, as well as opportunities for coordination. This growth affects communities in the region differently. Some cities like Tempe, Glendale and Scottsdale are at or near build-out. They may address such growth by focusing on in-fill and redevelopment projects. Others communities, especially those in the West Valley, have room to grow and are planning their expanded infrastructure. More than 600,000 people, or nearly half of the expected 1.3 million new residents, will live west of Phoenix in the future.

This expected growth will support the region’s historically strong real estate market. The region has one of the strongest markets for new residential units despite the recent foreclosure crisis. In 2005, the region added nearly 48,000 new units.

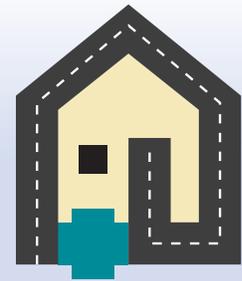


**Affordability Index =
Housing Costs +
Transportation Costs
divided by Income.**



**More than 800,000
people have moved to
the region since 2000.**





An average of 40,000 new housing units are expected to be added each year.

Looking into the future, it is estimated that an average of at least 40,000 new housing units will be added each year. While foreclosure certainly represents a significant issue now, the projected outcome for the region is strong.

This growth will have an indelible impact on employment. Until the 1990's, the five C's drove the region's economy- cattle, citrus, climate, cotton and copper. Today, the richness of the region is attracting new industries like computer and chip manufacturers, and aeronautics firms. Professional and business firms are playing an increased role in our economy as well. This area has already added 350,000 jobs, and another 1.5 million is expected by the year 2030.

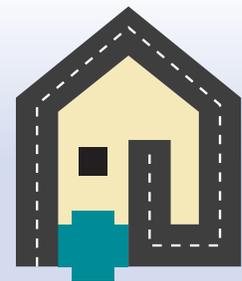


Phoenix currently has 38 percent of all jobs in the region.

Currently, many of the employment centers are located in the East Valley and Phoenix. This trend is estimated to continue. For the next 13 years, the cities east of Phoenix are expected to generate 37 percent of all new jobs. Employment growth is expected to jump in the West Valley between 2020 and 2030 with 53 percent of all new jobs locating west of Phoenix. Phoenix currently has 38 percent of all jobs in the region. An estimated 400,000 new jobs will locate in the City of Phoenix in the next 23 years.

A robust transportation system is needed to accommodate such an influx of jobs, housing and people. In a recent survey, respondents indicated that transportation is one of the most important issues facing this region. MAG is responsible for planning \$16 billion through its Regional Transportation Plan. Through the next 20 years, this money will support the development of the transportation infrastructure that will be the lifeblood for this region.

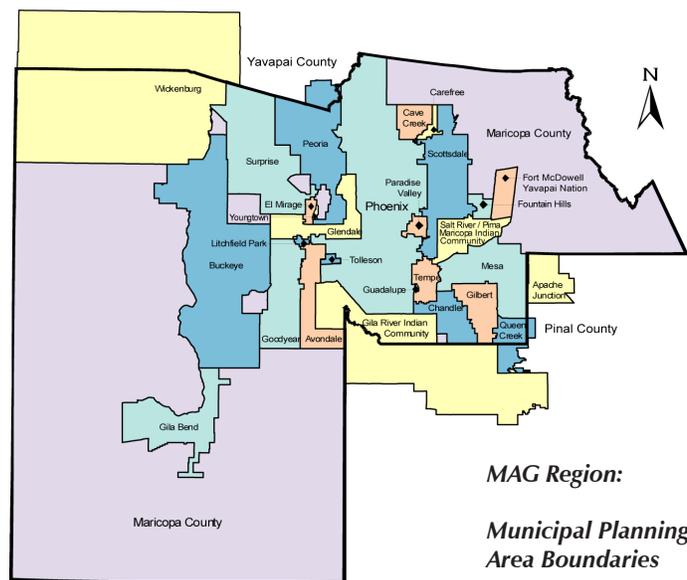
The continuation of the half-cent sales tax will help fund these critical developments. Of these funds, 57 percent will create 344 lane miles of new freeways and highways. It will also add lanes on existing roads in need of expansion. Regional transit will receive 32 percent of the funds with 15 percent supporting new and enhanced bus service. The remaining transit funds will create 28 miles of additional light rail transit / high capacity transit and para-transit services. Additional projects like pedestrian facilities and bicycle projects will use the remaining sales tax funds to make our communities more livable.

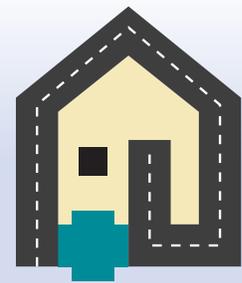


Some populations will need special accommodations so they can participate fully in the community. Older adults, people with disabilities and people with low incomes are important stakeholders in our communities. By 2020, it is estimated that 25 percent of the population will be over the age of 60. Arizona has the highest rate of people with disabilities in the entire country at 25.9 percent. As such, the state has also developed some of the most innovative solutions for this target population. For example, the state leads the entire country with in-home placements for people with disabilities as opposed to placing them in institutions. This is a great example of the commitment people in this region have to empowering individuals with the most effective programs possible.



The presence of older adults, people with disabilities and people with low incomes impact our region. For example, the combined retail spending of low and moderate households in the region is equal to the retail spending of all residents in the entire West Valley. The retail spending power of older adults is equal to all residents in both Scottsdale and Surprise combined. If the retail spending of three target populations is combined, it would be equal to all retail dollars spent in the Tucson metro area. People in these target populations are not just clients of human services programs. They are paying consumers who support the region's economy.





Background

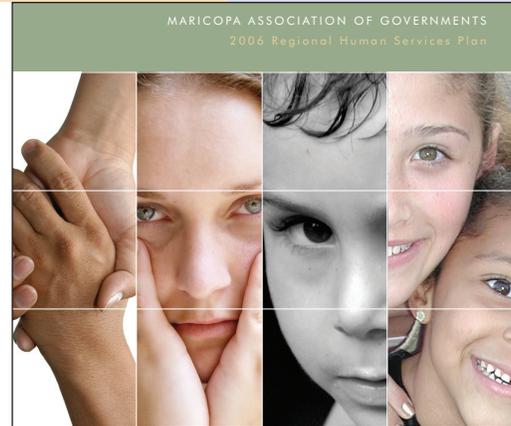
Regional human services planning at MAG has cited housing and transportation as key issues for years. In 2002, MAG unveiled the *Regional Action Plan on Aging and Mobility* with a national conference right here in Phoenix. Six years later, this plan is still seen as a national model.

Housing and transportation, far above any other, were most frequently cited during the community outreach activities for the development of the *2006 MAG Regional Human Services Plan*. Nearly 300 people in 22 focus groups and three community hearings espoused the critical nature of housing and transportation of being vital to stability and personal success. In total, more than 500 people confirmed this fact through a number of surveys and committee meetings provided as channels for community feedback.

This dialogue continued at the *2007 MAG Regional Human Services Summit* where participants in the Housing and Transportation Workshop called for an entire day dedicated to this topic. Between these two activities, more than 700 people from throughout the region, regardless of income, employment status or age, reported that housing and transportation were critical elements to maintaining a good quality of life.

An additional impetus for this event was found in the *2007 MAG Human Services Coordination Transportation Plan* as well. Discussions with dozens of human services transportation stakeholders revealed little communication and coordination among agencies. Respondents to a 2005 MAG survey indicated an alarmingly high level of resistance to coordination, citing the specialized needs of their clients and a competitive funding environment as factors.

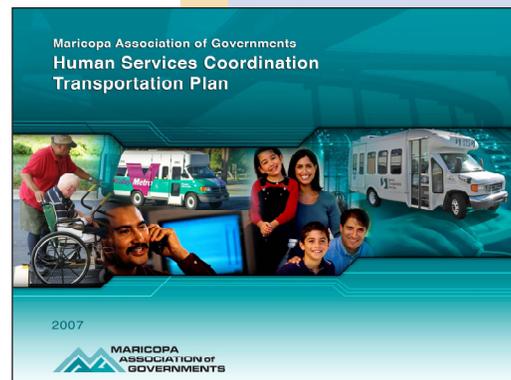
The 2007 coordination plan represented the region's first response to a federal requirement to coordinate. Participants in a series of sub-regional meetings led to the successful implementation of the 2007 plan. The *Housing and Transportation Conference* fulfilled the strategy for a regional meeting included in this plan. This plan was hailed as a national model and has been presented across the country as a result.

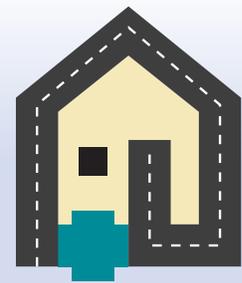


Above: 2006
Regional Human
Services Plan



Below: 2007
Human Services
Coordination
Transportation Plan





Housing and Transportation Coordination Best Practices

The Brookings Institution reports that households should spend 47 percent of their income on housing (19 percent) and transportation (28 percent) combined. According to the Center for Housing Policy, the average household in the Phoenix metro area spends 57 percent of their income on housing (27 percent) and transportation (30 percent). Coordination can lower this cost and improve the quality of life by reducing other factors such as the time tax accrued with long commutes.

One of the main policy recommendations indicated in the Center for Housing Policy's report, *A Heavy Load*, is to consider housing and transportation policies together. The MAG Housing and Transportation Conference was an important step in achieving this goal. They also recommend other steps such as encouraging infill development near job centers and targeting employment in low to moderate income neighborhoods. Strategies like this can reduce congestion and the costs associated with long commutes.



Michael O'Neal

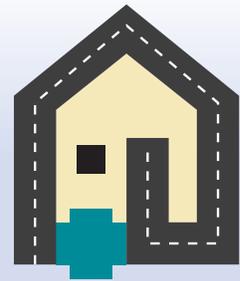
AARP also makes policy recommendations in the area of housing and transportation coordination. They define a livable community as one that has affordable and appropriate housing, supportive services and community features, and adequate mobility options. AARP representative, Michael O'Neal, spoke more about this initiative at the conference. The goal of making communities more accessible for all people resonated through every workshop and discussion at the event. This dialogue sparked energy to make communities more livable through coordination.



Chris Zeilinger

Chris Zeilinger, Director of the National Resource Center for Human Services Transportation Coordination, offered praise by saying this region is ahead of the curve in coordination. This focus will increase in importance in the future as the number of older drivers increases and longer commutes will require more alternatives and innovative solutions.

The following best practices represent the combined expertise and influence of the event participants to address the issue of housing and transportation coordination. Some best practices are more focused on either transportation or housing while a number specifically address the two together. While there are national studies and initiatives, these best practices have local support and perhaps the best potential for success in this region.



Transportation Practices

- **Fully utilize the current transit system**

Recent focus groups indicated a strong desire to expand the current transit system. Currently, there are 109 different routes throughout the region. In 2007, there were more than 58 million riders, representing an increase of 22 percent just over the last five years. Valley Metro reports that alternative modes of transportation like taking the bus saves the region 292,000 pounds of pollution on a daily basis and 430,000 gallons of gas. With the escalating price of gas, more people may consider riding the bus as an alternative to driving themselves. Conference participants challenged themselves and each other to take public transit whenever possible to reduce the impact on congestion, the environment, and their own budgets.



- **Expand travel training programs for low-income people**

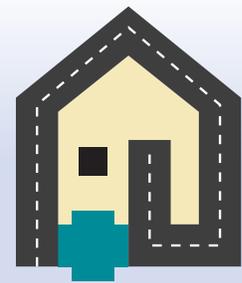
Historically, travel training programs have been focused on helping older adults access the transit system. Agencies serving people with disabilities offer training to their clients. Recently, Valley Metro received a New Freedom grant to implement a regional travel training program for people with disabilities. There is an opportunity to expand this model by developing travel programs to include people with low incomes. Save the Family, a nonprofit agency serving homeless families, has a travel training program to assist their clients. Use of public transit can make employment and education opportunities more accessible. This model can be expanded and implemented on a regional basis.



- **Promote multimodal streets to increase accessibility and mobility**

Streets that are multimodal address current and future transit needs, provide safe sidewalks and integrate all appropriate modes of transportation. Multimodal streets are designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Streets that provide travel choices can reduce traffic congestion, increase the overall capacity of the transportation network and improve air quality.





Let's Keep Moving!

Regional Transportation Plan

November 25, 2003

MARICOPA ASSOCIATION of GOVERNMENTS

MAG's *Regional Transportation Plan* currently promotes access and mobility in order to help people carry out their essential activities of daily living and to support equitable access to the region's opportunities. The plan specifically mentions the needs of older adults and people with disabilities. MAG member agencies identify and implement the opportunities that make the most sense for their particular community.

• **Develop standards of care**

One of the foundations to great coordination is great communication. The 2007 MAG transportation coordination plan strove to create good lines of communication between providers through sub-regional meetings and this conference. More work is needed to identify the standards of care and a common language that all transportation providers will use to improve coordination.

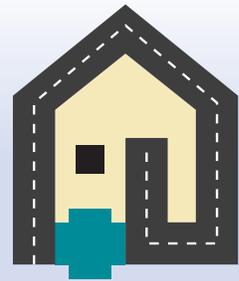
The 2008 coordination plan begins this process with the standardized driver training and coordination policy templates. Conference participants reported a need to develop very explicit language identifying standards of care to be included in state agency contracts with providers. People will receive better quality service when these standards are clearly identified and funding holds providers accountable to them.



• **Expand mileage reimbursement programs**

The City of Mesa presented their very successful model at the conference. This program offers mileage reimbursement as an alternative to paratransit services when people cannot drive or ride the bus. Currently the program is intended for older adults and people with disabilities living in Mesa. The drivers are volunteers who are friends or family not living in the same neighborhood as the passenger. The passenger receives the reimbursement and pays the driver. This empowers people to arrange for their own human services transportation. Conference participants recommended expanding this program regionally and making it available to low income and homeless people.





- **Expand mobility management programs**

Terros and Triple R Behavioral Health received a Section 5310 grant to support a mobility manager to serve the two agencies. Coordination between the two agencies creates a combined fleet providing nearly 2.2 million trips a year. The mobility manager will analyze the fleet data and implement changes that will increase safety for the seriously mentally ill clients served, improve the efficiency of the trips and increase the number of trips. The two agencies are seeking to recruit more partners, increase the number of vehicles with Global Positioning Software and navigational devices, and to identify additional measures to increase safety and efficiency in the future.



- **Develop strategies to transport institutionalized children and youth**

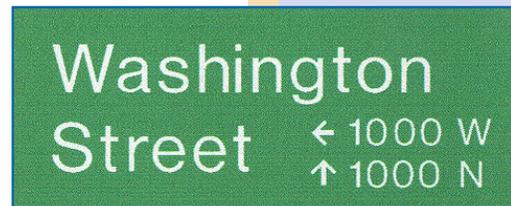
Federal regulation mandates coordination plans to specifically address older adults, people with disabilities and people with low incomes. Children and youth, especially those who are institutionalized, may also have disabilities or come from economically disadvantaged homes. While the strategies in the coordination plans may not exclude these children and youth, the strategies may not be appropriate for them. The options to transport children who are not accompanied by an adult are particularly limited. Lack of appropriate transportation can be a significant barrier in accessing treatment, appointments and educational opportunities. Future coordination plans need to consider the very specialized needs of such children.



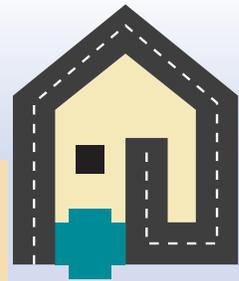
Terros and Triple R Behavioral Health Buildings.

- **Make streets more accessible for special need populations**

There are a variety of best practices that will make the streets safer for older adults and people with disabilities to drive or walk on them. MAG has implemented a sign project that provides communities with funding to put up street signs featuring the Clearview font. Research has found that this font is easier to read for everyone and reduces the number of accidents. Communities can also consider other best practices such as increasing the size of sidewalks and placing crossings every quarter mile to make the streets safer for those with disabilities. Providing more time for people to walk across an intersection also increases the safety and accessibility of a street. Countdown signals are proven to be an effective alternative and cost about \$500 more than the traditional signal.



Example of a street sign designed with the easy-to-read Clearview font.



Housing Practices

• **Implement inclusive home design elements**

What do Goodyear, San Antonio and Japan all have in common? They are implementing inclusive home design elements on a large scale. Buyers and builders alike can make housing more accessible by implementing a number of best practices that have universal benefits. These features include widening doorways to 32 inches; mounting switches, outlets and thermostats between 15 to 48 inches; blocking for grab bars; installing lever door handles and digital climate controls at reachable heights; and creating zero level entryways for doors. These features are already code compliant and may be implemented immediately.

While these features do not necessarily cost a lot, they can significantly lengthen the time an individual can remain in their home living independently. In January 2008, Tucson echoed an earlier Pima County visitability ordinance that will require these elements in all new housing construction of single family homes, duplexes and triplexes. A link to the Arizona Bridge to Independent Living Home Assessment Survey at the end of the report will assist people in determining the accessibility of their home and compliance with inclusive home design.



Including blocking for grab bars in new construction allows for easier installation at a later date.

• **Support and advocate for housing stability programs**

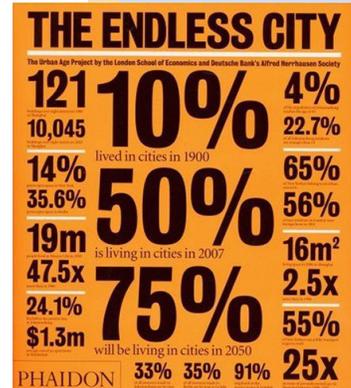
The Arizona Foreclosure Prevention Task Force is working to keep families from losing their homes through foreclosure by offering community educational events. Local Initiatives Support Corporation (LISC) local office is convening two groups to increase the supply of affordable housing for low-income qualified home buyers. One program is in collaboration with local governments, nonprofit community development corporations and housing counseling agencies.

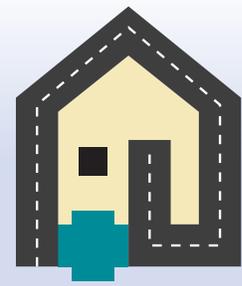
They are establishing a program to connect qualified home buyers with financial assistance to purchase foreclosed homes. Another approach is to have the nonprofit agencies purchase the homes, rehabilitate them, and then sell them to the low-income home buyer. The second group at LISC will strategize about how to increase the supply of affordable housing throughout the region.



• **Support higher density housing and development**

The Endless City, a book about urban growth, cites compact development defined by mixed-use and transit-oriented development as the best answer to the urban growth that is changing the way people live all over the globe. Benefits include reduction in pollution, less energy use and easing the impact on the transportation system. Greater economies of





scale can also be realized when housing units are located in closer proximity to each other and to employment centers, schools, amenities and shopping.

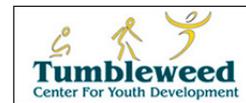
Individuals can make their priorities heard through their vote and their buying power in support of higher density housing.

- **Cross train staff to respond more quickly to eviction notices**

St. Luke's Health Initiative's report, *Gray Land*, cited this as a way to more effectively house people with serious mental illness, but it can be applied to any population. For example, if behavioral health staff is more knowledgeable about eviction prevention assistance, they will be in a better position to help their clients remain stably housed.

- **Increase housing options for youth aging out of foster care**

Every year, about 20,000 youth in foster care age out of the system nationwide. Nearly 30 percent of the homeless youth on their own in this region report having been in the foster care system. Agencies serving this population cite incredible difficulties in securing housing for their clients. Some agencies, like Tumbleweed, have created housing for the youth in their programs so they can transition more gradually into the community. Other agencies like Rehoboth Saints Center, a faith-based agency, develop housing to serve troubled youth from the community. Casey Family Programs has created the PASSAGE Coalition to coordinate all available services for foster care youth, including housing.



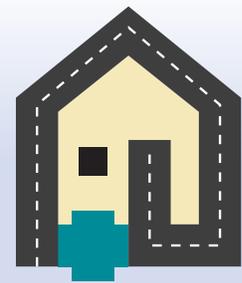
- **Consider tax increment financing as a tool in blighted areas**

Tax increment financing is a tool to redevelop blighted areas, especially during times of economic strain. The money is made available from the increase in the value of surrounding properties as a result of the redevelopment of blighted areas. The redevelopment increases property taxes. It is these additional monies that can be used to pay down the debt that was incurred for the redevelopment project.

Arizona is presently the only state in the country that does not have legislation enabling tax increment financing. It has been tried in Arizona, but the courts ruled that it violated the gift clause in the state constitution. With increasing economic pressures, there may come a time when citizens would want to reconsider this tool. Using tax increment financing would require a change in legislation and in the state constitution. Some have shown support for making these changes. For example, the 2006 Arizona Town Hall recommended that tax increment financing should be allowed in this state. An increased ability to redevelop blighted areas could help to better coordinate housing, transportation and employment centers by building them in closer proximity to each other.

- **Diversify the range of housing available within neighborhoods**

As young families move up, they very often need to move out of their neighborhoods. A diverse range of housing within neighborhoods will offer options for people needing to increase or decrease the size of their house or mortgage. This provides a range of support systems so families and different generations can live within the same community. This will also make it more possible for older adults to remain in their homes if they have family close by who can lend assistance.



Coordination Practices

- **Implement transit-oriented design concepts**

Transit-oriented design (TOD) directly connects transportation with housing, economic development and employment centers. Conference participants repeatedly pointed to the opening of the region's light rail system as a prime opportunity to make communities more livable. Mixed-use development is already springing up around the light rail route. The light rail's low clearing provides people with disabilities with a very accessible new transportation option. People can advocate for TOD in their communities and make this a priority for future development.



The Metro light rail system has been designed to be accessible to people with disabilities.

- **Measure the livability of communities**

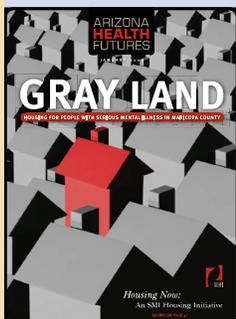
AARP has a guide that helps communities determine how livable their areas are through an extensive outreach effort. This guide surveys topics such as transportation, housing, walkability, safety, shopping, health, recreation/cultural activities, and health. Residents and planners can score how well their community has integrated these concepts. Once areas of strength and improvement are identified, action can be taken accordingly. This coordinated approach helps people to view their communities more holistically and to measure attainment of goals through concrete objectives. A link to the report and survey is available in the resource section.

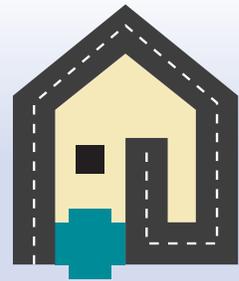
- **Focus on service diversity, not service delivery**

A fundamental paradigm shift from focusing on the program to focusing on the people served can be attained through coordination. When a community focuses on service diversity, they are developing proactive solutions to meet people's needs through a variety of options. When a community focuses on service delivery, they concentrate on developing programs and then consider how to make people eligible for them. This shift to service diversity empowers people to be their own solution in a supportive environment. Outreach and community engagement become pillars of program development.

- **Develop more assertive community treatment (ACT) teams**

This model has proven very successful in this region and others to engage homeless people, as well as people with serious mental illness. It provides an interdisciplinary approach by staffing outreach teams with people from different sectors. When they engage a potential client, they are able to offer a number of services immediately. This can be a vital tool to bring people into safe housing. St. Luke's Health Initiative has produced the report, *Gray Land*. The 19,000





people in the region's behavioral health system struggle to find and maintain housing. The same people also face difficulty when trying to access transportation. Adding more ACT teams could provide a solution to keep them stabilized by helping them to coordinate their housing and transportation.

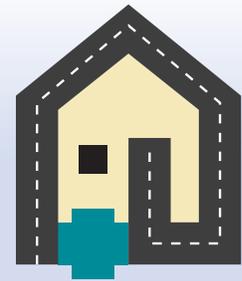
- **Advocate for housing and transportation coordination**

One conference participant said they would “talk with anyone who was willing to listen” about the best practices presented at the conference. The value of informing friends, coworkers, employers, and family about coordination can not be overstated. As more people embrace coordination, constructive best practices will proliferate throughout the region. We need to establish a tipping point where one cannot have a conversation about housing that does not include transportation, and vice versa. As Mahatma Gandhi said, “We need to become the change we want to see in the world.” Through our voice, vote and dollar, every person in the region can have an impact in housing and transportation coordination. Choose a strategy, become informed, and promote it at every opportunity.



Conclusion

This region has much to be thankful for in the area of human services coordination. Current plans have achieved national acclaim and demonstrated strong results. The region is well poised to achieve incredible successes in the future. Given community support, political will and the commitment to coordinate housing and transportation, the region can create a seamless system for the benefit of all. Please take a moment and visit the resources section for the latest research and information about coordination. There is an important role for everyone in this effort.



Resources

2008 MAG Conference on Housing and Transportation Human Services Coordination workshop presentations
<http://www.mag.maricopa.gov/detail.cms?item=8700>

2006 MAG Regional Human Services Plan
<http://www.mag.maricopa.gov/detail.cms?item=6037>

2007 MAG Regional Human Services Summit Report
<http://www.mag.maricopa.gov/detail.cms?item=7935>

2007 MAG Human Services Coordination Transportation Plan
<http://www.mag.maricopa.gov/detail.cms?item=7467>

2008 MAG Human Services Coordination Transportation Plan
<http://www.mag.maricopa.gov/detail.cms?item=8268>

Heavy Load report by the Center for Housing Policy
<http://www.mag.maricopa.gov/detail.cms?item=8782>

Brookings Institution's Affordability Index report
<http://www.mag.maricopa.gov/detail.cms?item=8781>

AARP's Livable Community Survey and Report
<http://www.mag.maricopa.gov/detail.cms?item=8783>

Arizona Bridge to Independent Living Home Mobility Assessment
<http://www.mag.maricopa.gov/detail.cms?item=8784>

For more information, please contact MAG at (602) 254-6300 or at humanservices@mag.maricopa.gov or visit the Web site: www.mag.maricopa.gov.

Maricopa Association of Governments 2008 Regional Conference:
Housing & Transportation Human Services Coordination

2008 Coordination Plan Update Strategies

Maricopa Association of Governments
Human Services Coordination
Transportation Plan
2008 Update

April 8, 2008

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Maricopa Association of Governments
Human Services Coordination Transportation Plan

2008 Update

MARICOPA ASSOCIATION OF GOVERNMENTS

**Livable Communities:
An Evaluation Guide**

Maricopa Association of Governments (MAG) - Windows Internet Explorer

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Maricopa Association of Governments (MAG)

HUMAN SERVICES

Since 1976, the MAG Human Services Committees have collaborated with a number of key stakeholders such as state and county agencies, municipal planners, community based organizations and funders of human services within the MAG region. The committees identify strategies to address human services priorities at the regional level and recommend allocations for human services funding in three areas: federal Social Services Block Grant (SSBG) funds for a variety of human services needs; State of Maricopa funds to support homeless assistance programs and Section 5310 funds for agencies that transport older adults and people with disabilities.

On April 8, 2008, nearly 300 people attended the 2008 MAG Conference on Housing and Transportation Human Services Coordination. The event featured local and national experts with the purpose of providing strategies and best practices to stimulate more coordination between housing and transportation. Mayor Michael L'Vault of Youngtown, Vice Mayor Peggy Healy of Phoenix, Vice Mayor Claudia Walters of Mesa and Councilmember Greg Stanton of Phoenix all shared their commitment to and expertise through presentations at the event. More local elected officials joined the conference as participants as well.

April 8, 2008

National experts Chris Zellinger of the National Resource Center for Human Services Transportation Coordination, Michael O'Neil with AARP, and Michael Freedberg with

SEARCH

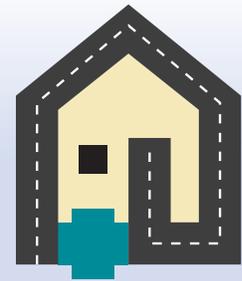
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CALENDAR

June 2008

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Conference Speakers List



**Mayor Michael
LeVault**



**Vice Mayor Peggy
Neely**



**Vice Mayor Claudia
Walters**



**Councilmember
Greg Stanton**



Michael Freedberg

Plenary Speakers

- Mayor Michael LeVault, *Youngtown*
- Vice Mayor Peggy Neely, *City of Phoenix*
- Vice Mayor Claudia Walters, *City of Mesa*
- Councilmember Greg Stanton, *City of Phoenix*
- Michael Freedberg, *U.S. Department of Housing and Urban Development*
- Fred Karnas, *Arizona Department of Housing*
- Michael O'Neal, *AARP, O&S, Livable Communities*
- Chris Zeilinger, *National Resource Center for Human Services Transportation*

Workshop Speakers

2008 Coordination Plan Update Strategies

- Steve Rost, *Arizona Department of Transportation*
- Amy St. Peter, *Maricopa Association of Governments*

Housing and Transit Mobility Workshop

- Councilmember Shana Ellis, *City of Tempe*
- Maureen DeCindis, *Maricopa Association of Governments*

Transit Oriented and Mixed-Use Development

- Mark McLaren, *HDR, S.R. Beard and Associates*
- Michael Freedberg, *U.S. Department of Housing and Urban Development*
- Jim Mathien, *Valley Metro Rail*
- Mike James, *Mesa Transportation Department*

Transportation 101

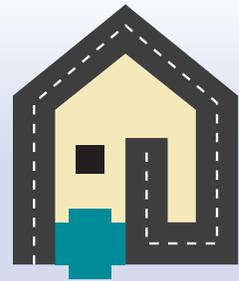
- Gary Bretz, *Valley Metro*
- Terri Collins, *Valley Metro*
- Eddie Caine, *Maricopa County*

Universal Housing Design

- Dr. Patricia Moore, *MooreDesign Associates*

Affordable, Accessible Housing

- Steve Hastings, *Foundation for Senior Living*
- Fred Karnas, *Arizona Department of Housing*
- Lee McIlroy, *Arizona Community Foundation*



Transportation Mobility Manager

- Chris Zeilinger, *National Resource Center for Human Services Transportation*
- Peggy Chase, *Terros*
- Gregg Kiely, *Arizona Department of Transportation*

Federal Priorities for Future Coordination Strategies

- Chris Zeilinger, *National Resource Center for Human Services Transportation*
- Mark Tompert, *Marc Center*
- Neal Thomas, *Comtrans*

Travel Training for the End User

- Delores Nolan, *Valley Metro*
- Sandy Adams, *City of Glendale*
- Donna Powers, *Arizona Statewide Independent Living Council*

Housing People with Mental Illness

- Roger Hughes, *St. Luke's Health Initiative*
- Ted Williams, *Arizona Behavioral Health Corporation, Inc.*

Sustainable Housing Designs for Communities

- Teresa Brice, *Local Support Initiatives Support Corporation*
- Sherry Ahrentzen, *Arizona State University*

AARP's Approach to Liveable Communities

- Michael O'Neal, *AARP, O&S, Livable Communities*

Taxi Subsidy and Mileage Reimbursement Programs

- Gary Bretz, *Valley Metro*
- Rose Smith, *East Valley Ride Choice*
- Pat Venisnik, *Scottsdale Cab Connection*

Home Repair and Adaptations

- Darrel Christiansen, *Arizona Bridge to Independent Living*



Fred Karnas

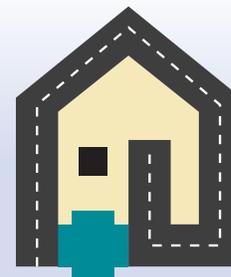


Michael O'Neal



Chris Zeilinger





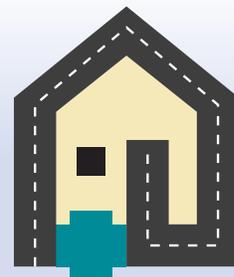
Conference Participant List

Sandy	Adams	City of Glendale
Sherry	Ahrentzen	Arizona State University
Wahid	Alam	City of Mesa
Benjamin	Alcazar	Valley Metro/RPTA
Pam	Allan	Arizona Bridge to Independent Living
Tia	Allen	Care Direction/Area Agency on Aging
Maxine	Anderson	City of Phoenix
Sharon	Antes	City of El Mirage
Josephine	Arbuckle	Four Sisters Meals 2-U
Melanie	Arbuckle	Four Sisters Meals 2-U
Yuri	Artibise	Morrison Institute for Public Policy
Pat	Arviso	Phoenix Revitalization Corp
Marsha	Ashcroft	Horizon Human Services
Jennifer	Baier	Goodwill of Central Arizona
Bob	Baratko	City of Surprise
Dianne	Barker	D Team Education Fund
Nancy	Barkley	Maricopa Association of Governments
Ben	Baxter	Terros
Maria	Beltran	Chicanos Por La Causa
Robert	Berger	Nina Mason Pulliam Charitable Trust
Jim	Bielli	Lodestar Day Resource Center
Kathy	Blodgett	Arizona Department of Housing
Roberta	Blyth	Department of Economic Security
Sheree	Bouchee	City of Flagstaff
Mary	Brannoch	Valley of the Sun School and Habilitation Center
Linda	Brantner	De Colores-Chicanos Por La Causa
Gary	Bretz	Valley Metro RPTA
Teresa	Brice	Local Initiatives Support Corporation (LISC)
Donna	Brower	City of Scottsdale
Martha	Brown	Chandler Unified School District
Colleen	Byron	Arizona State University
Eddie	Caine	Maricopa County
David W.	Carey	Arizona Bridge to Independent Living
John	Carnero	City of Glendale
Jim	Carron	C.H.E.E.E.R.S. Inc
Mike	Cartsonis	AARP
Rebecca	Castro	City of Phoenix
Justin	Chase	Department of Behavioral Health Services
Peggy	Chase	Terros
John	Chavez	City of Phoenix
Spencer	Christenson	Recovery Innovations of Arizona
Darrel	Christianson	Arizona Bridge to Independent Living
Amy	Chriswell	Department of Economic Security
Kristie	Chung	Terros
Madeline	Clemann	City of Scottsdale
Ryan	Clemons	Universal Tracking Solutions, Inc
David	Clitheroe	The Salvation Army
Teri	Collins	Valley Metro RPTA
Monica	Cooper	Self Advocacy Coalition of Arizona
Dorothy	Corey	A & A Cottages
Rafael	Cortez	Netcor Transports L.L.C
Justyna	Costa	City of Flagstaff



Building Bridges

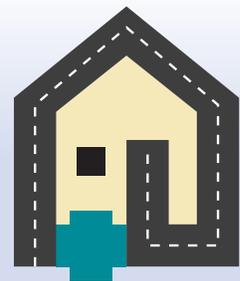
A report on the MAG 2008 Regional Conference on Housing & Transportation Human Services Coordination



Gwyneth	Cowger	Advocates for the Disabled
Elizabeth	Cranmer	Area Agency on Aging
Rex	Critchfield	Department of Economic Security
Michael	Crusa	City of Tempe
Jay	Dashefsky	Governors Council on Developmental Disabilities
Deanne	Davis	
A. Diane	Daychild	Gila River Urban Assistance Center
Maureen	DeCindis	Maricopa Association of Governments
Bahney	Dedolph	Catholic Charities
Derek	Deegan	Tumbleweed
Frances	Delgado	Maricopa County
Linda	Dillard	City of Goodyear
Tony	DiRienzi	AZ Statewide Independent Living Council
Marta C.	Duron	US Dept of Housing & Urban Development
Megan	Duwyenie	Citizen
Audrey L.	Eager	City of Phoenix-Human Services Commission
Ken	Einbinder	US Dept of Housing & Urban Development
Carolyn	Ellington	City of Surprise
Shana	Ellis	City of Tempe (Councilmember)
Eric	Fahrner	EMPACT-SPC
Richard	Fernandez	PSA Behavioral Health Agency
Kevin	Ferris	C.H.E.E.E.R.S. Inc
Jacqueline	Field	Recovery Empowerment Network
Jessica	Fierro	City of Chandler
Rebecca	Flanagan	US Dept of Housing & Urban Development
Robert	Frederiksen	AARP
Marcia	Fredman	US Dept of Housing & Urban Development
Michael	Freedberg	US Dept of Housing & Urban Development
DeDe	Gaisthea	Maricopa Association of Governments
Ray	Gano	Lodestar Day Resource Center
George	Garcia	SWI
Martha	Garcia	personal attendant
Steve	Gervais	Pinnacle West
David	Golder	City of Surprise
Kim	Gomez	City of Phoenix
Belen	Gonzalez	Nina Mason Pulliam Charitable Trust
Consuelo	Gonzalez	Chandler Unified School District
Sara	Gordon	Colonia Bank
Ann Marie	Grande	Area Agency on Aging
Charlotte	Grant-Cobb	Arizona Department of Housing
Paula	Gray	Self Advocacy Coalition of Arizona
Randy	Gray	Marc Center
Walt	Gray	Society of St. Vincent de Paul
Malia	Griffin	
Katie	Griffith	Self Advocacy Coalition of Arizona
Joyce	Gross	Town of Buckeye
Laura	Guild	Department of Economic Security
Jeff	Hale	Community Services of Arizona
Monti	Halstengard	C.H.E.E.E.R.S. Inc
Linda	Hammond	DES
Kate	Hanley	Tempe Community Council
Alfie	Hanna	Oasis Northwest Chapter
Susan	Hannah	Evangelical Lutheran Church of America
Pam	Harris	Florence Crittenton
Edward	Harrison	Foundation for Senior Living
Mary	Hartle-Smith	MAG Associate
Eileen	Hartnett	Maricopa County
James	Hash	City of Mesa



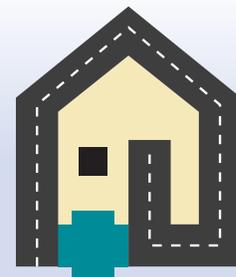
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Steve	Hasting	Foundation for Senior Living
Dalixa	Hernandez	Phoenix Revitalization Corp
Tyrone	Hibbs	City of Phoenix
Bob	Hickman	Co-Chair AZDAC
Katie	Hobbs	Sojourner Center
Wayne	Hochstrasser	Triple R Behavioral Health
Mark	Holleran	Central Arizona Shelter Services
Keosha	Hooks	Maricopa Association of Governments
Julie	Howard	City of Mesa
Adrienne	Howell	Southwest Gas Corp.
Jayne	Hubbard	Foothills Caring Corps.
Jane	Huff	AZ Department of Economic Security
Roger	Hughes	St. Luke's Health Initiative
Mike	Hutchison	Horizon Human Services
Val	Iverson	Iverson Ideas
James	Ivie	Arizona Kidney Foundation
Dyanne	Jackson	Community Economic Development Alliance
Mike	James	City of Mesa
Theresa	James	City of Tempe
Becky	Johnson	Valley Metro/RPTA
Eloisa	Johnson	Phoenix Revitalization Corp
Jacalyn	Johnson	PPEP, Inc
Joy	Johnson	Arizona Department of Housing
Kyle	Jones	City of Mesa (Councilmember)
Patricia	Jones	Self Advocacy Coalition of Arizona
Carlos	Jurado	Maricopa Association of Governments
Kaj-Willow	Kaemmerer	Southwest Behavioral Health Services
Katie	Kahle	Community Action
Fred	Karnas	Arizona Department of Housing
Joe	Keeper	Native American Connections
Teri	Kennedy	AZ Department of Transportation
Carol	Ketcherside	Valley Metro RPTA
Zakhary	Khazanovich	
Gregg	Kiely	AZ Department of Transportation
Kristi	Kincaid	City of Surprise
Mitchell	Klein	C.H.E.E.E.R.S. Inc
Gary	Kleopfer	PPEP, Inc
Yvonne	Knaack	City of Glendale (Councilmember)
Stephanie	Knox	Magellan Health Services
Inna	Korenzvit	
Carol	Kratz	Virginia G. Piper Charitable Trust
Sal	La Puma	Maricopa County
Denise	Labrecque	City of Scottsdale
Michael	Lafitte	Homebase Youth Services
Carla	Landwerth	United Cerebral Palsy of Central Arizona
Naomi	Lane	Intertribal Council of Arizona
Surya Patricia	Lane Hood	Arizona Bridge to Independent Living
Diane	Langlois	Arizona Department of Housing
Cassie	Leavitt	PSA Behavioral Health Agency
Erinn	Leon	Southwest Behavioral Health Services
Katherine M.	Levandowsky	Arizona Rehabilitation Services Administration
Michael	LeVault	Town of Youngtown (Mayor)
Margarita	Leyvas	Maricopa County
Matthew	Libby	Community Services of Arizona
Nina	Lindsey	St. Joseph the Worker
Kevin	Link	City of Glendale
Deborah	Long	Arizona Women's Education & Employment
Gabriel	Lopez	City of Phoenix



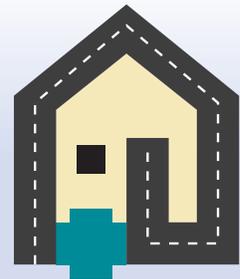
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Georgia	Lord	City of Goodyear (Councilmember)
Anthony	Lucio	Maricopa County
Paul	Ludwick	Maricopa County Community Development
Mark	Ludwig	Arizona Department of Housing
Jennifer	Lugo	City of Phoenix
Daniel	Lundberg	City of Surprise
Jessa	Mack	City of Flagstaff
Christopher	Magee	Recovery Innovations of Arizona
Norma	Mancini	City of Surprise
Nancy	Marion	House of Refuge East
Teresa	Marshall	AZ Department of Economic Security
Dana	Martinez	A New Leaf
Jose	Martinez	
Vera	Martinez	Arizona Recreation Center for the Handicapped
Ken	Maruyama	Town of Gilbert
Jim	Mathien	Valley Metro Rail
Jayson	Matthews	Tempe Community Council
Joy	McClain	City of Tolleson
Mark	McLaren	HDR, S.R. Bears & Associates
Lee	McIlroy	Arizona Community Foundation
David	McIntire	City of Flagstaff
Christine	McMurdy	City of Goodyear
Brande	Mead	Maricopa Association of Governments
C. Raphael	Mechem	US Dept of Housing & Urban Development
Amy	Meyertholen	Catholic Charities
Stacy	Miller	Recovery Innovations of Arizona
Wendy	Miller	City of Phoenix
Gina	Montes	City of Avondale
Janey	Montoya	City of Tolleson
Kay S.	Moore	Marc Center
Patricia	Moore	Moore Design
Teresa	Moore	Governors Council on Developmental Disabilities
Elizabeth	Morales	Arizona Behavioral Health Corp
Alex	Moreno	Arizona Department of Housing
Jean	Moriki	
Peggy	Neely	City of Phoenix (Vice Mayor)
Marsha	Ngiruchelbad	Valley of the Sun School and Habilitation Center
Delores	Nolan	Valley Metro
CJ	O'Connor	Area Agency on Aging
Michael	O'Neal	AARP
Shirley	Osborn	A & A Cottages
Joanne	Osborne	City of Goodyear (Councilmember)
Heidi	Pahl	Maricopa Association of Governments
Maggie	Palmer	Foothills Caring Corps.
Billy	Parker	Chandler Gilbert ARC
Jeff	Pearson	Keller Williams High Desert Realty
Cary	Pfeffer	ClearComm Consulting
Philip	Popovich	Phoenix Job Corps
Donna	Powers	AZ Statewide Independent Living Council
Christina	Ramirez	City of Surprise
Lucia	Ramirez	The Salvation Army-Elim House
Yolanda	Ramos	City of Tolleson
Jeanne	Redondo	National Farm Workers Service Center
Dave	Rioux	Town of Buckeye (Councilmember)
Karen	Rippy	EMPACT-SPC
Leonard	Rivera	City of El Mirage
Brenda	Robbins	Department of Health Services
Randy	Roberts	City of Peoria



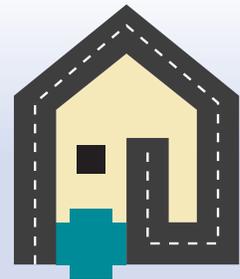
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Housing & Transportation Human Services Coordination



Sandy	Robertson	A New Leaf
Marvin	Rochelle	
Steve	Rost	AZ Department of Transportation
Max	Rowland	New Arizona Family Inc.
Mario	Saldamando	City of Goodyear
Sasha	Sallego	Gila River Indian Community
Chris	Salomone	City of Tempe
Karen	Scates	Arizona Department of Housing
Kristen	Scharlau	City of Tempe
Daryl	Scherrer	Lodestar Day Resource Center
Marcus	Schmidt	Mayor's Commission on Disability Issues
Mary	Schraven	Jewish Family Children Services
Alice	Scott	Mercy Housing
Jess	Segovia	Parsons Brinckerhoff
John	Shahan	Terros
Sandra R.	Simmons	Maricopa County Community Development
Margaret	Skiffer	US Dept of Housing & Urban Development
Laura	Skotnicki	Save the Family
Dennis	Smith	Maricopa Association of Governments
Laura	Smith	Community Economic Development Alliance
Rose	Smith	East Valley Ride Choice
Jose	Solarez	Gila River Indian Community
Marie	Soliz	Catholic Charities
Ellen	Solowey	Virginia Piper Trust
Andrea	Soule	Child Protective Services
Amy	St. Peter	Maricopa Association of Governments
Greg	Stanton	City of Phoenix (Councilmember)
Elaine	Starks	Gompers Habilitation Center
Jason	Stephens	Maricopa Association of Governments
Connie	Stepnitz	City of Goodyear
Nicky	Stevens	Arizona Behavioral Health Corp
Jill	Storey	MC
Janet	Strauss	Valley Metro RPTA
Erik	Strunk	City of Glendale
Char	Summerfield	Improbable Theater
Carol	Swait	A New Leaf
Brian	Swanton	Community Services of Arizona
Shawna	Tarboro	Southwest Fair Housing Council
Kristen	Taylor	City of Avondale
Keith	Tench	Universal Tracking Solutions, Inc
Rena	Tenney	Maricopa Association of Governments
Derrick	Terry	City of Flagstaff
Brenda	Thomas	AZ Department of Health
Michelle	Thomas	YWCA
Neal	Thomas	Comtrans
Heather	Tolbert	EMPACT-SPC
Mark	Tompert	Marc Center
Manuel	Torres	AZ Department of Economic Security
Patricia	Tracey	Mesa Prosecutor's Office
Dawn	Trapp	Civitan Foundation Inc.
Dolores	Tropiano	Arizona Republic
Ashleigh	Turner	Arizona Spinal Cord Injury Assoc.
Darlene	Turner	Interfaith Community Care
Frank	Vance	Arizona Center for the Blind and Visually Impaired
Pat	Venisnik	City of Scottsdale
Mark	Venti	City of Mesa
Roy	Villanueva	City of Surprise (Vice Mayor)
Bertha	Villegas-Kinney	Arizona Rehabilitation Services Administration

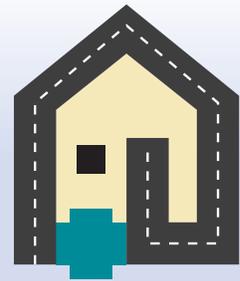


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John	Wall	CASS
Cathy	Walsh	City of Phoenix
Claudia	Walters	City of Mesa (Vice Mayor)
Jana	Webb	Florence Crittenton
Michael	Weddle	ASSK
Hilder	Williams	Family Advocacy Center
Ted	Williams	Arizona Behavioral Health Corp
Gerald	Wilson	Recovery Empowerment Network
Laura	Wilson	Governors Council on Developmental Disabilities
Steve	Wise	Tempe Community Council
T. Dan	Wollam	Mesa United Way
Virginia	Workman	Foothills Caring Corps
Diane	Yazzie Devine	Native American Connections
George	Young	South Mountain Village Planning Committee
Richard	Young	Beatitudes Campus
Gary	Zeck	UMOM New Day Centers
Chris	Zeilinger	Community Transportation Association of America





Conference Sponsors

The 2008 MAG Conference on Housing and Transportation Human Services Coordination would not have been possible without the support of our sponsors. MAG extends thanks to the following agencies for their generosity and commitment to making this endeavor successful.



Arizona Community Foundation for scholarships



Arizona Department of Transportation's AZ Rides Program for general support



Southwest Gas for conference breaks



Valley Metro and Veolia Transportation for co-sponsoring breakfast



AARP for general support



Department of Economic Security for printing



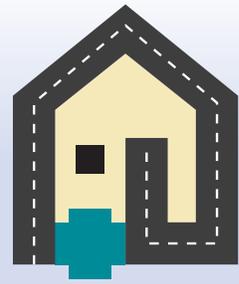
Arizona Council of Human Services Providers for CEU certification



Building Bridges A report on the MAG 2008 Regional Conference on
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Phoenix, Arizona 85003



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 15, 2008

SUBJECT:

MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility

SUMMARY:

The Town of Cave Creek has requested that MAG amend the 208 Water Quality Management Plan to include the Cave Creek Water Reclamation Facility with an ultimate capacity of 2.25 million gallons per day. The facility would be located in the southwest quarter of Section 6 of Township 5 North, Range 4 East. Reclaimed water from the facility would be disposed of through reuse and Arizona Pollutant Discharge Elimination System Permit discharge points to the Galloway Wash and Cave Creek Wash. The existing Cave Creek Wastewater Treatment Plant would be decommissioned once the new facility is operational. The project is located within three miles of the Town of Carefree, City of Phoenix, City of Scottsdale, and unincorporated Maricopa County, and all have indicated no objections.

PUBLIC INPUT:

On June 23, 2008, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendment. No public comments were received on the Draft 208 Amendment. An opportunity for public comment was also provided at the July 9, 2008 MAG Management Committee meeting and no public comments were received.

PROS & CONS:

PROS: Approval of the 208 Plan Amendment for the Town of Cave Creek Water Reclamation Facility would make the facility consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there do not appear to be any negative impacts associated with the approval of the 208 Plan Amendment.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Cave Creek Water Reclamation Facility is needed to accommodate growth in the Town of Cave Creek.

POLICY: The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Approval of the 208 Plan Amendment would enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

ACTION NEEDED:

Approval of the MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility.

PRIOR COMMITTEE ACTIONS:

Management Committee: On July 9, 2008, the MAG Management Committee unanimously recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | Darryl Crossman, Litchfield Park |
| Rich Dlugas for Mark Pentz, Chandler,
Vice Chair | Brent Stoddard for Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Johnson for Jeanine Guy, Buckeye | Carl Swenson, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | # Michael Celaya for Randy Oliver, Surprise |
| * Gila Bend | Charlie Meyer, Tempe |
| * Joseph Manuel, Gila River Indian
Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | * Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| * John Fischbach, Goodyear | Arnold Burnham for Victor Mendez, ADOT |
| * RoseMary Arellano, Guadalupe | Kenny Harris for David Smith, Maricopa County |
| | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Water Quality Advisory Committee: On June 23, 2008, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the Town of Cave Creek Water Reclamation Facility. Following the hearing, the Committee unanimously recommended approval of the Draft 208 Plan Amendment to the MAG Management Committee.

MEMBERS ATTENDING

- | | |
|---|--|
| Roger Klingler, Scottsdale, Chair | Rich Williams Sr., Surprise |
| * Marilyn DeRosa, Avondale | David McNeil, Tempe |
| # Lori Brown for Lucky Roberts, Buckeye | Kevin Chadwick, Maricopa County |
| # Jacqueline Strong, Chandler | * John Boyer, Pinnacle West Capital |
| # Dave Emon, El Mirage | * Ray Hedrick, Salt River Project |
| # Lonnie Frost, Gilbert | Erin Taylor, U of A Cooperative Extension |
| # Chris Ochs, Glendale | * Michael Byrd, Salt River Pima-Maricopa
Indian Community |
| # David Iwanski, Goodyear | Diandra Benally for Carole Klopatek, Fort
McDowell Yavapai Nation |
| # Greg Brown for Bill Haney, Mesa | Glenn Stark, Gila River Indian Community |
| # Stephen Bontrager, Peoria | |
| Robert Hollander, Phoenix | |

*Those members neither present nor represented by proxy.

#Attended by telephone conference call.

CONTACT PERSON:

Julie Hoffman, MAG, 602-254-6300

July 15, 2008

TO: Members of the MAG Regional Council

FROM: Amy St. Peter, Human Services Manager

SUBJECT: U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT STUART
B. MCKINNEY CONTINUUM OF CARE CONSOLIDATED APPLICATION PROCESS
FOR THE MAG REGION

The MAG Continuum of Care Regional Committee on Homelessness is the responsible entity for year round homeless planning. This includes the submittal of the U.S. Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The 2008 HUD Stuart B. McKinney Continuum of Care Notice of Funding Availability for homeless assistance funding was released on July 10, 2008. However, the electronic application has not been released. HUD has set an estimated due date of September 15, 2008, for the consolidated application. With the application process underway and due in at least 60 days, please let MAG staff know if you would like more information about the application, the process, or are in need of technical assistance.

Since 1999, over \$147 million has been awarded to the MAG region. In 2007, the region received more than \$21 million to provide housing and supportive services, and it is anticipated that our region will be awarded comparably in 2008. This information is being presented to inform MAG member agencies of the application process and the opportunity to apply for this funding. The Notice of Funding Availability for the Continuum of Care Homeless assistance Program Federal Register is available at the HUD website at the following link: <http://www.hud.gov/offices/adm/grants/nofa08/cocgrp.cfm>, or by contacting MAG staff.

If you have any questions please contact me at the MAG office.

c: MAG Management Committee
Intergovernmental Representatives

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 15, 2008

SUBJECT:

Proposition 400 Noise Mitigation Funding

SUMMARY:

Funding for freeway noise mitigation was set aside as part of Proposition 400. A portion of these funds is targeted for additional noise wall construction along freeways in the MAG area. In May 2007, MAG issued a request for jurisdictions to submit projects for these funds. Based on the preliminary analysis of the 11 projects submitted, the Transportation Policy Committee in October 2007, authorized ADOT to move forward on the more detailed analysis including noise modeling for future conditions. The analysis has now been completed and the final report has been delivered to MAG.

The study found that all of the sites studied were within one dBA for the 64 dBA noise threshold with most of the sites projected to exceed the threshold. ADOT has determined the size of the noise barrier needed to reduce the noise levels to an acceptable level. The cost to construct all 11 noise barriers is estimated to be \$15.6 million, which is within the available funding. The Executive Summary and Findings from the ADOT report are attached.

PUBLIC INPUT:

A number of citizens have provided public input concerning the need for additional noise mitigation measures for neighborhoods adjacent to freeways. This input has included representatives from the F.Q. Story neighborhood, which is near I-10 and 7th Avenue in Phoenix, the Sun City West neighborhood that is near the Loop 303, and from the Astoria and Greenstone neighborhoods near Cactus Road and Loop 101.

PROS & CONS:

PROS: The provision of additional noise mitigation at the 11 sites will reduce noise levels and improve the quality of life of the adjacent neighborhoods. Proposition 400 funding was allocated for this purpose.

CONS: Construction of the noise mitigation projects may cause other requests for additional noise mitigation measures.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: ADOT has determined that additional noise walls in the 11 locations will reduce the noise levels experienced in the adjacent neighborhoods.

POLICY: Proposition 400 established funding for neighborhood mitigation related to freeways.

ACTION NEEDED:

Approval that noise barriers be constructed at the 11 sites identified using the Proposition 400 noise mitigation funding.

PRIOR COMMITTEE ACTIONS:

This item is on the July 16, 2008 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On July 9, 2008, the Management Committee that the noise barriers be constructed at the 11 sites identified using the Proposition 400 noise mitigation funding.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | Darryl Crossman, Litchfield Park |
| Rich Dlugas for Mark Pentz, Chandler,
Vice Chair | Brent Stoddard for Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Johnson for Jeanine Guy, Buckeye | Carl Swenson, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | # Michael Celaya for Randy Oliver, Surprise |
| * Gila Bend | Charlie Meyer, Tempe |
| * Joseph Manuel, Gila River Indian
Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | * Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| * John Fischbach, Goodyear | Arnold Burnham for Victor Mendez, ADOT |
| * RoseMary Arellano, Guadalupe | Kenny Harris for David Smith,
Maricopa County |
| | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |
- * Those members neither present nor represented by proxy.
Participated by telephone conference call. +Participated by videoconference call.

On June 26, 2008, the Transportation Review Committee recommended that the noise barriers be constructed at the 11 sites identified using the Proposition 400 noise mitigation funding.

MEMBERS ATTENDING

- | | |
|---|--|
| Phoenix: Don Herp for Tom Callow | Maricopa County: John Hauskins |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Mesa: Brent Stoddard for Scott Butler |
| * Avondale: David Fitzhugh | Paradise Valley: Robert M. Cicarelli |
| Buckeye: Scott Lowe | Peoria: David Moody |
| Chandler: Dan Cook for Patrice Kraus | Queen Creek: Mark Young |
| El Mirage: Lance Calvert | RPTA: Bob Antilla for Bryan Jungwirth |
| Fountain Hills: Randy Harrel | Scottsdale: Dave Meinhart for
Mary O'Connor |
| * Gila Bend: | Surprise: Randy Overmyer |
| * Gila River: David White | Tempe: Carlos de Leon |
| Gilbert: Stephanie Prybl for Tami Ryall | Valley Metro Rail: John Farry |
| Glendale: Terry Johnson | Wickenburg: Gary Edwards |
| Goodyear: Cato Esquivel | * Youngtown: Lloyce Robinson |
| Guadalupe: Jim Ricker | |
| Litchfield Park: Mike Cartsonis | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| Regional Bicycle Task Force: Maria Deeb
for Jim Hash | Pedestrian Working Group: Brandon Forrey |
| * Street Committee: Darryl Crossman | * Transportation Safety Committee:
Kerry Wilcoxon |
| * ITS Committee: Mike Mah | |
- * Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Eric Anderson, Transportation Director, (602) 254-6300

NOISE REDUCTION STUDY WITHIN MARICOPA COUNTY

FINAL NOISE STUDY TECHNICAL REPORT

JUNE 2008

Prepared for:



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

302 N. 1st Avenue
Suite 300
Phoenix, AZ 85003

PROJECT NO.: 888 MA 000 H7525 01L

Prepared by:

AZTEC

www.aztec.us TYP SA group



AZTEC Engineering 4561 E. McDowell Road Phoenix, AZ 85008 Ph: 602.454.0402 Fax: 602.454.0403

Maricopa Association of Governments

NOISE REDUCTION STUDY WITHIN MARICOPA COUNTY

FINAL NOISE STUDY TECHNICAL REPORT

Prepared for



Maricopa Association of Governments
302 N. 1st Avenue
Phoenix, AZ 85003

Prepared by



AZTEC Engineering
4561 East McDowell Road
Phoenix, AZ 85008

June 2008

EXECUTIVE SUMMARY

The Maricopa Association of Governments (MAG) has identified several locations where traffic noise could be mitigated using Proposition 400 funds. These funds are intended to mitigate traffic noise in residential areas where the noise levels have increased due to higher traffic volumes on the MAG Regional Freeway System. This would allow for the reduction of traffic noise levels in areas that are not eligible (**lower noise levels than the Arizona Department of Transportation’s [ADOT] Noise Abatement Policy Action Level**) for noise mitigation through the normal ADOT process.

Noise level monitoring was conducted to determine the existing noise level conditions. Monitoring was conducted during the morning peak travel time from 5:30 AM to 9:00 AM and afternoon peak travel time from 3:30 PM to 7:00 PM. A peaceful subdivision in Maricopa County is considered quiet at 40 to 50 “A”-weighted decibels (human hearing range). An urban freeway shoulder in Maricopa County is considered noisy at 70 to 80 “A”-weighted decibels (human hearing range). The average monitored noise levels ranged from 50 to 66 “A”-weighted decibels.

Reduction was considered for customers (homes) in the form of noise barriers. The following table summarizes the recommended barrier cost.

BARRIER SUMMARY					
Barrier Description	Jurisdiction	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost*
Barrier 01	Phoenix	1,353	10-14	15,078	\$603,120
Barrier 02	Phoenix	2,738	14-18	41,638	\$1,775,040
Barrier 03	Phoenix	1,521	12-16	23,563	\$1,003,360
Barrier 04	Phoenix	1,452	16-18	24,519	\$867,207
Barrier 05	Peoria	2,693	14-20	44,546	\$1,842,320
Barrier 06	Peoria	5,115	14-20	86,596	\$3,668,440
Barrier 07	Peoria	2,110	12-16	30,553	\$1,222,120
Barrier 08	Scottsdale	1,757	10-18	27,251	\$1,160,320
Barrier 09	Scottsdale	2,125	12-14	29,100	\$1,249,000
Barrier 10	Phoenix	1,899	12-16	24,301	\$992,040
Barrier 11	Maricopa County	2,283	8-16	28,935	\$1,248,720
Total for Barriers:		25,046	8-20	376,080	\$15,631,687

* The unit cost of barriers was assumed at \$40.00 per square foot.

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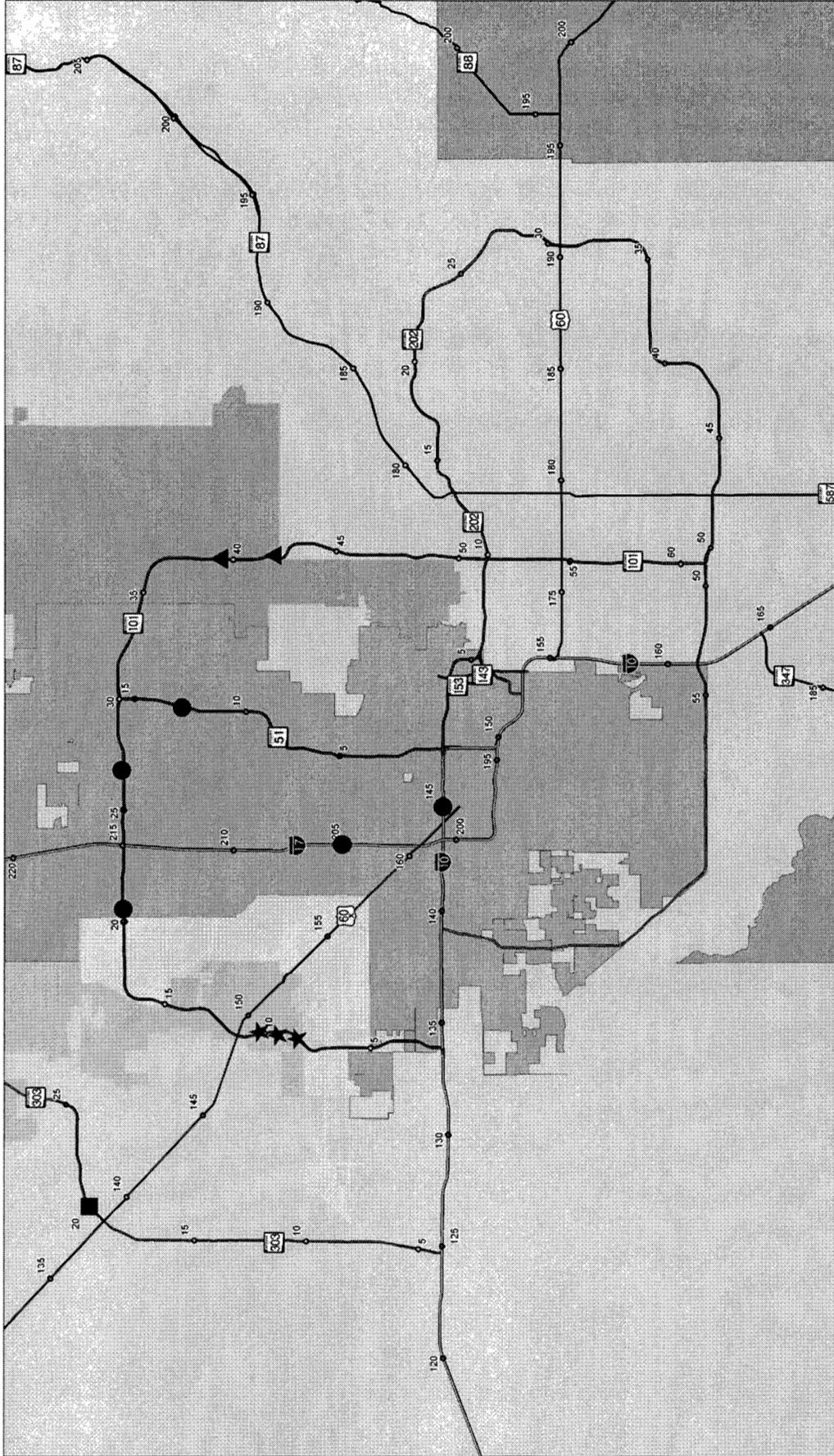
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1.0 INTRODUCTION

This noise reduction study was developed to focus on the areas that were chosen as possible noise reduction sites and prioritized accordingly. There were originally 15 proposed noise-sensitive locations submitted by member governments. Upon initial screening, 11 potential noise reduction locations were identified for further noise analysis. The Federal Highway Administration's (FHWA) approved Traffic Noise Model (TNM) 2.5 was used to predict traffic noise levels and to conduct the noise reduction analysis for these 11 locations. The locations for these 11 potential noise reduction areas are shown in Figure 1.

The unit cost of the barriers was assumed at \$40 per square foot and the unit cost for removal of existing privacy wall and noise wall was assumed at \$40 per linear foot.



POTENTIAL NOISE REDUCTION LOCATIONS

- City of Phoenix
- ▲ City of Peoria
- City of Scottsdale



Figure 1. Potential Noise Reduction Locations

2.0 POTENTIAL NOISE BARRIER LOCATIONS

Eleven locations (refer to Appendix A) were selected for further noise reduction analysis. These locations were located within the jurisdiction of the City of Phoenix, City of Scottsdale, City of Peoria, and unincorporated portions of Maricopa County.

Noise reduction locations in the **City of Phoenix**:

- I-17 and Camelback Road, southeast corner (SEC)
- Interstate 10 (I-10) 7th Avenue to 15th Avenue, north side
- State Route (SR) 101 (Agua Fria Freeway) and 51st Avenue (SEC)
- SR 101 and 7th Street, northeast corner (NEC)
- SR 51 and Greenway Parkway, northwest corner (NWC)

Noise reduction locations in the **City of Peoria**:

- SR 101, Peoria Avenue to Grand Avenue, east side
- SR 101, Olive Avenue to Peoria Avenue, west side
- SR 101, Northern Avenue to Olive Avenue, west side

Noise reduction locations in the **City of Scottsdale**:

- SR 101 and 90th Street, NWC
- SR 101 and Cactus Road, NWC

Noise reduction location in unincorporated portions of **Maricopa County**:

- SR 303, Deer Valley Road to north of Robertson Drive

3.0 GENERAL DESCRIPTION OF NOISE MODELING

3.1 Existing Noise Levels

Existing noise sensitive land uses in the vicinity of the project limits were identified using land use maps, aerial photography, and site inspection.

Noise level monitoring was conducted to determine the existing noise level conditions (monitor location numbers are labeled "MON" on figures). Monitoring was conducted during the morning peak travel time from 5:30 AM to 9:00 AM and afternoon peak travel time from 3:30 PM to 7:00 PM. The average monitored noise levels ranged from 50 to 66 dBA. Table 1 shows monitoring noise levels for the 26 locations.

The monitoring noise levels represent the general noise environment of the neighborhoods adjacent to the freeways. Detailed noise level monitoring log results are located in Appendix B of this report.

TABLE 1
Noise Level Monitoring Results

Jurisdiction	Monitor Number	Address/Description	Freeway	First Monitoring Results		Second Monitoring Results ¹			
				Leq, dBA	Time	AM Peak Noise		PM Peak Noise ³	
						Leq, dBA	Time	Leq, dBA	Time
Phoenix	MON-01	NE of West Highland Avenue and Black Canyon Highway frontage road	I-17	66 ²	2:00-2:20 PM	64	7:00-7:20 AM	63	3:10-3:30 PM
	MON-02	NWC, 9th Avenue and Moreland Street	I-10	59	7:00-7:20 AM	60	5:40-6:00 AM	59	6:10-6:30 PM
	MON-03	NWC, 11th Avenue and Moreland Street	I-10	61	7:30-7:50 AM	62	6:10-6:30 AM	61	6:30-6:50 PM
	MON-04	NWC, 13th Avenue just south of Culver Street	I-10	62 ²	8:00-8:20 AM	61	6:15-6:35 AM	---	---
MON-05	4762 West Menadota Drive	SR 101	61 (backyard)	6:35-6:55 AM	57	7:30-7:50 AM (frontyard)	---	---	
MON-06	Playground, SEC, West Menadota Drive and North 48th Lane	SR 101	58	6:02-6:22 AM	---	---	52	3:30-3:50 PM	
MON-07	SWC, North 10th Place and East Pontiac Drive	SR 101	62 ²	1:00-1:20 PM	60	6:10-6:30 AM	59	5:20-5:30 PM	
MON-08	Behind the first row in the Mobile Home Park	SR 101	56	9:20-9:40 AM	60	6:50-7:10 AM	---	---	
MON-09	In front of the first row in the Mobile Home Park	SR 101	62 ²	9:45-10:05 AM	60	7:15-7:35 AM	60	4:00-4:10 PM	
MON-10	SW of West Yucca Street and North 93rd Avenue	SR 101	59 ²	10:20-10:40 AM	58	7:15-7:35 AM	---	---	
MON-11	SW of North 92nd Drive and West Sanna Circle	SR 101	59	7:30-7:50 AM	61	8:15-8:35 AM	60	3:30-3:50 PM	
MON-12	SW of North 92nd Drive and West Mountain View Road	SR 101	62	7:55-8:15 AM	63	7:50-8:10 AM	---	---	
MON-13	Northwest of West Mountain View Road between 92nd Drive and 94th Avenue	SR 101	50	8:20-8:40 AM	53	8:25-8:45 AM	---	---	
MON-14	Northwest of 92nd Drive and West Monroe Street	SR 101	61	8:50-9:10 AM	63	7:50-8:10 AM	---	---	
MON-15	Northwest of North 95th Avenue and West Las Palmaritas Drive	SR 101	60	2:25-2:45 PM	64	6:00-6:20 AM	55	3:00-3:10 PM	
MON-16	SWC, end of the cul-de-sac at East San Rafael Drive	SR 101	58	9:05-9:25 AM	59	6:20-6:40 AM	53	3:50-4:10 PM	
MON-17	West side of freeway south of East Via Linda	SR 101	59	9:40-10:00 AM	61	6:20-6:40 AM	57	3:25-3:45 PM	
MON-18	SWC, Larkspur Drive and 87th Street	SR 101	58	10:15-10:35 AM	59	7:05-7:25 AM	54	4:20-4:40 PM	
MON-19	SWC, Sweetwater Avenue and 87th Street	SR 101	53	10:40-11:00 AM	56	7:10-7:30 AM	51	4:50-5:10 PM	
MON-20	NWC, East Waitann Lane and 35th Street	SR 51	56	12:15-12:35 PM	56	7:00-7:20 AM	53	4:00-4:10 PM	
MON-21	15435 West Robertson Drive	SR 303	56	6:57-7:17 AM	59	5:50-6:10 AM	57	5:05-5:25 PM	
MON-22	Northwest of West Kerry Way and North 79th Drive	SR 101	58	10:55-11:15 AM	63	6:00-6:20 AM	55	4:30-4:40 PM	
MON-23	NE of North 77th Avenue and West Escuda Road	SR 101	55	11:30-11:50 AM	59	6:15-6:35 AM	---	---	
MON-24	SE of West Beardstley Road and Arrowhead Lakes Condominiums	SR 101	60 ²	12:40-1:00 PM	59	6:50-7:10 AM	---	---	
MON-25	SW of North 53rd Avenue and West Escuda Road	SR 101	58	1:10-1:30 PM	61	7:30-7:50 AM	---	---	
MON-26	SW of North 70th Drive and cul-de-sac	SR 101	58 ²	1:45-2:05 PM	56	6:55-7:15 AM	58	5:30-5:40 PM	

Notes:
 1. The noise levels in the AM peak are normally greater than in the PM peak, which is due to temperature inversion effects.
 2. Some off-peak noise levels are higher than that in the AM peak, which is due to more traffic using frontage and local roads during the off-peak hours.
 3. Noise levels were spot checked in PM peak to ensure they are lower than noise levels in AM peak.
 4. Noise levels were conducted in the City of Glendale for information purposes only. Noise analysis was excluded because noise barriers have been built in the City.

The modeled noise receiver locations are denoted as “1_N_1”, where the first “1” is the geographical location number. The “N” means the location is on the northbound direction of the roadway (“S” for the southbound direction of the roadway). The last “1” that follows the “N” (or “S”) is a sequential number assigned to the noise receiver.

Table 2 shows the description of the locations and the number of modeled noise receivers in each location. Aerial graphics included in Appendix A shows the locations of the customers.

TABLE 2 LOCATION OF MODELED NOISE RECEIVERS		
Location	Number of Modeled Noise Receivers	Description of Location
01	3	Phoenix, I-17 & Camelback Road (SEC)
02	19	Phoenix, I-10, 7th Avenue to 15th Avenue (north side)
03	21	Phoenix, SR 101 & 51st Avenue (SEC)
04	13	Phoenix, SR 101 & 7th Street (NEC)
05	25	Peoria, SR 101, Peoria Avenue to Grand Avenue (east side)
06	34	Peoria, SR 101, Olive Avenue to Peoria Avenue (west side)
07	17	Peoria, SR 101, Northern Avenue to Olive Avenue (west side)
08	18	Scottsdale, SR 101 & 90th Street (NWC)
09	20	Scottsdale, SR 101 & Cactus Road (NWC)
10	14	Phoenix, SR 51 & Greenway Parkway (NWC)
11	17	Maricopa County, SR 303, Deer Valley Road to north of Robertson Drive
Total Number of Modeled Noise Receivers	201	

3.2 TNM 2.5 Modeling and Future Noise Level Impacts

This analysis utilized the FHWA-approved highway noise computer model TNM 2.5 for the noise level computations and noise reduction analysis. FHWA criteria specify that the noisiest condition be modeled. For this project, the noisiest condition is associated with the traffic volume that would result in the Level of Service (LOS) “C” for the operational characteristics of the roadway. Traffic volumes and traffic mix were derived from previous noise studies and Maricopa County traffic projections for 2030. Detailed traffic data for this noise study are shown in Appendix C. Input assumptions for the TNM 2.5 model are shown in Table 3.

Item Number	Description	Assumption
1	Ground Type	Hard Soil
2	Pavement Type	Average (TNM 2.5 Default)
3	Modeled Traffic Speed, freeway mainline segment	70 mph
4	Modeled Traffic Speed, ramp segment	55 mph
5	Modeled Traffic Speed, frontage road	50 mph
6	Modeled Traffic Speed, cross street	45 mph
7	Receiver Height Above Ground	5 ft
8	Number of Modeled Noise Receivers	201

The horizontal and vertical geometry of the existing roadway and coordinates for noise receiver locations utilized in this analysis were obtained from Maricopa County Geographic Information System topographic data, as-built plans and digital terrain models. The existing berms, and privacy wall locations, and elevations were identified from aerial photo interpretation and verified by field inspection. The aerial photographs used were taken in 2006.

Per ADOT’s direction, noise reduction due to the existing rubberized asphalt (quiet pavement) was taken into account when predicting future noise levels. A 4 dBA noise reduction credit for quiet pavement was applied towards predicted noise levels for modeled locations along SR 101, SR 51, I-17, and I-10. These highways were rubberized as indicated in *Progress Report No. 2 Quiet Pavement Pilot Program*, dated December 2006. For SR 303, there was no indication in the progress report that rubberized pavement was implemented and therefore none was taken into account.

4.0 NOISE MODELING RESULTS

The results of the noise modeling and recommended noise reduction are shown in Appendix A and in Tables 4 through 25. The unit cost of the barriers was assumed at \$40 per square foot and the unit cost for removal of existing privacy wall and noise wall was assumed at \$40 per linear foot. In this report, existing privacy walls and noise barriers, which conflict with the new recommended barriers would be assumed to be removed.

LOCATION 01

Location 01 is located on the SEC between I-17 and Camelback Road in the City of Phoenix. As shown in Table 4, location 01 has three modeled noise receivers, representing approximately 16 adjacent customers. The noise levels at two modeled noise receivers are equal to or greater than 64 dBA, representing approximately five impacted customers.

TABLE 4 PREDICTED NOISE LEVEL RESULTS LOCATION 01					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
1_N_1/MON-01	66	73	63	10	Barrier 01
1_N_2		59	55	4	
1_N_3		70	61	9	

- Modeled Receivers ≥ 64 dBA

Noise receivers 1_N_1/MON-01, 1_N_2, and 1_N_3 represent the common outdoor activity areas of the two-story condominium. Noise reduction was considered for this condominium since the predicted noise levels are above 64 dBA.

Barrier 01 is recommended for customers at this condominium. Barrier 01 is a combination of two overlapping separate barriers. Due to access road constraints, one separate barrier was designed between the frontage road and freeway mainline. Barrier 01 would provide noise attenuation for five impacted customers on the first row. The height of the barrier would be approximately 10 to 14 feet. The barrier cost is shown in Table 5.

TABLE 5 BARRIER SUMMARY LOCATION 01				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 01 (Phoenix, I-17 and Camelback Road)	1,353	10-14	15,078	\$603,120

LOCATION 02

Location 02 is a historic neighborhood located on the north side of I-10 between 7th Avenue and 15th Avenue in the City of Phoenix. There is an existing noise barrier along the 7th Avenue on-ramp with heights of 9 to 10 feet as measured on the residential side. As shown in Table 6, location 02 has 19 modeled noise receivers, representing approximately 57 adjacent customers. The noise levels at 16 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 51 impacted customers.

TABLE 6 PREDICTED NOISE LEVEL RESULTS LOCATION 02					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
2 W 1		64	63	1	Barrier 02
2 W 2		64	61	3	
2 W 3		64	62	2	
2 W 4		61	58	3	
2 W 5/MON-02	60	65	62	3	
2 W 6		65	62	3	
2 W 7		62	59	3	
2 W 8		66	63	3	
2 W 9		63	59	4	
2 W 10		67	63	4	
2 W 11/MON-03	62	68	63	5	
2 W 12		65	60	5	
2 W 13		66	61	5	
2 W 14		66	62	4	
2 W 15		66	62	4	
2 W 16/MON-04	62	65	61	4	
2 W 17		64	61	3	
2 W 18		64	62	2	
2 W 19		67	66	1	

- Modeled Receivers ≥ 64 dBA

Barrier 02 is recommended for customers in this neighborhood. Barrier 02 is a combination of two overlapping noise walls, which are designed at the location of the existing noise barrier along the ramp and on the berm area. Barrier 02 would provide noise attenuation for 50 impacted customers. The height of the barrier would be approximately 14 to 18 feet on the residential side. The barrier cost is shown in Table 7.

TABLE 7 BARRIER SUMMARY LOCATION 02				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 02 (Phoenix, I-10, 7th Avenue to 15th Avenue)	2,738	14-18	41,638	\$1,775,040*

* Barrier cost includes remove and replace fee of \$109,520 for the existing noise barrier (2,738 ft).

LOCATION 03

Location 03 is located on the SEC at SR 101 & 51st Avenue in the City of Phoenix. As shown in Table 8, location 03 has 21 modeled noise receivers, representing approximately 80 adjacent customers. The noise levels at 15 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 56 impacted customers.

TABLE 8 PREDICTED NOISE LEVEL RESULTS LOCATION 03					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
3 E 1		66	59	7	Barrier 03
3 E 2		66	60	6	
3 E 3		65	60	5	
3 E 4		66	60	6	
3 E 5/MON-05	61	67	60	7	
3 E 6		67	61	6	
3 E 7		67	61	6	
3 E 8		66	61	5	
3 E 9		64	63	1	
3 E 10		62	61	1	
3 E 11		58	57	1	
3 E 12		58	56	2	
3 E 13		59	58	1	
3 E 14		62	62	0	
3 E 15		63	61	2	
3 E 16		64	61	3	
3 E 17		64	60	4	
3 E 18/MON-06	58	65	59	6	
3 E 19		66	63	3	
3 E 20		64	60	4	
3 E 21		64	61	3	

- Modeled Receivers ≥ 64 dBA

Barrier 03 is recommended for customers in this neighborhood. Barrier 03 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 03 would provide noise attenuation for 56 impacted customers. The height of the barrier would be approximately 12 to 16 feet. The barrier cost is shown in Table 9.

TABLE 9 BARRIER SUMMARY LOCATION 03				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 03 (Phoenix, SR 101 & 51st Avenue, SEC)	1,521	12-16	23,563	\$1,003,360*

* Barrier cost includes remove and replace fee of \$60,840 for the existing privacy wall (1,521 ft).

LOCATION 04

Location 04 is located at the NEC at SR 101 & 7th Street in the City of Phoenix. As shown in Table 10, location 04 has 13 modeled noise receivers, representing approximately 44 adjacent customers. The noise levels at 13 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 44 impacted customers.

Noise Receiver Locations	Noise Level (Leq), dBA			Recommended Reduction Measure	
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated		Insertion Loss
4 W 1		68	62	6	Barrier 04
4 W 2		68	62	6	
4 W 3/MON-07	62	68	63	5	
4 W 4		67	63	4	
4 W 5		65	61	4	
4 W 6		68	63	5	
4 W 7		68	61	7	
4 W 8		67	61	6	
4 W 9		67	61	6	
4 W 10		67	61	6	
4 W 11		67	63	4	
4 W 12		67	65	2	
4 W 13		66	64	2	

- Modeled Receivers \geq 64 dBA

Barrier 04 is recommended for customers in this neighborhood. Barrier 04 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 04 would provide noise attenuation for 41 impacted customers. The height of the barrier would be approximately 16 to 18 feet. The barrier cost is shown in Table 11.

Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 04 (Phoenix, SR 101 & 7th Street, NEC)	1,452	16-18	24,519	\$867,207*

* Barrier cost includes remove and replace fee of \$58,080 for the existing privacy wall (1,452 ft).

LOCATION 05

Location 05 is located on the east side of SR 101 between Peoria Avenue and Grand Avenue in the City of Peoria. As shown in Table 12, location 05 has 25 modeled noise receivers, representing approximately 63 adjacent customers. The noise levels at 20 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 52 impacted customers.

TABLE 12 PREDICTED NOISE LEVEL RESULTS LOCATION 05					
Noise Receiver Locations	Noise Level (Leg), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
5 N 1		67	62	5	Barrier 05
5 N 2		68	62	6	
5 N 3		67	62	5	
5 N 4/MON-08	60	67	62	5	
5 N 5		67	62	5	
5 N 6		65	61	4	
5 N 7		66	62	4	
5 N 8		67	62	5	
5 N 9/MON-09	62	67	62	5	
5 N 10		67	62	5	
5 N 11		65	61	4	
5 N 12		63	59	4	
5 N 13		65	59	6	
5 N 14		65	59	6	
5 N 15		65	60	5	
5 N 16		63	59	4	
5 N 17		64	60	4	
5 N 18		65	62	3	
5 N 19		63	61	2	
5 N 20		61	59	2	
5 N 21		63	59	4	
5 N 22		65	60	5	
5 N 23/MON-10	59	67	61	6	
5 N 24		66	60	6	
5 N 25		66	60	6	

- Modeled Receivers ≥ 64 dBA

Barrier 05 is recommended at the existing noise wall location with an extension approximately 1,180 feet to the north of the existing wall terminus. Barrier 05 would provide noise attenuation for 52 impacted customers. The height of the barrier would be approximately 14 to 20 feet. The barrier cost is shown in Table 13.

TABLE 13 BARRIER SUMMARY LOCATION 05				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 05 (Peoria, SR 101, Peoria Avenue to Grand Avenue)	2,693	14-20	44,546	\$1,842,320*
* Barrier cost includes remove and replace fee of \$60,480 for the existing noise barrier (1,512 ft).				

LOCATION 06

Location 06 is located on the west side of SR 101 between Olive Avenue and Peoria Avenue in the City of Peoria. As shown in Table 14, location 06 has 34 modeled noise receivers, representing approximately 70 adjacent customers. The noise levels at 34 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 70 impacted customers.

TABLE 14 PREDICTED NOISE LEVEL RESULTS LOCATION 06					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
6 N 1		65	64	1	Barrier 06
6 N 2		66	60	6	
6 N 3		67	59	8	
6 N 4/MON-11	61	69	61	8	
6 N 5		69	62	7	
6 N 6		68	63	5	
6 N 7		69	63	6	
6 N 8		68	63	5	
6 N 9		69	63	6	
6 N 10		69	62	7	
6 N 11		68	63	5	
6 N 12		68	62	6	
6 N 13		68	62	6	
6 N 14		67	62	5	
6 N 15		67	62	5	
6 N 16		68	63	5	
6 N 17		68	62	6	
6 N 18/MON-12	63	68	62	6	
6 N 19/MON-13	53	64	60	4	
6 N 20		68	62	6	
6 N 21		67	62	5	
6 N 22		68	63	5	
6 N 23		68	62	6	
6 N 24		69	63	6	
6 N 25		69	63	6	
6 N 26		69	63	6	
6 N 27		69	63	6	
6 N 28		70	63	7	
6 N 29		69	63	6	
6 N 30/MON-14	63	71	62	9	
6 N 31		68	63	5	
6 N 32		69	62	7	
6 N 33		68	60	8	
6 N 34		67	60	7	

- Modeled Receivers ≥ 64 dBA

Barrier 06 is recommended for customers in this neighborhood. Barrier 06 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 06 would provide noise attenuation for 68 impacted customers. The height of the barrier would be approximately 14 to 20 feet. The barrier cost is shown in Table 15.

Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 06 (Peoria, SR 101, Olive Avenue to Peoria Avenue)	5,115	14-20	86,596	\$3,668,440
* Barrier cost includes remove and replace fee of \$204,600 for the existing privacy wall (5,115 ft).				

LOCATION 07

Location 07 is located on the west side of SR 101 between Northern Avenue and Olive Avenue in the City of Peoria. As shown in Table 16, location 07 has 17 modeled noise receivers, representing approximately 42 adjacent customers. The noise levels at seven modeled noise receivers are equal to or greater than 64 dBA, representing approximately 13 impacted customers.

Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
7 N 1		59	56	3	Barrier 07
7 N 2		59	57	2	
7 N 3		61	58	3	
7 N 4		63	59	4	
7 N 5/MON-15	64	68	62	6	
7 N 6		67	62	5	
7 N 7		65	60	5	
7 N 8		63	59	4	
7 N 9		69	62	7	
7 N 10		71	63	8	
7 N 11		68	63	5	
7 N 12		65	62	3	
7 N 13		61	59	2	
7 N 14		59	57	2	
7 N 15		58	57	1	
7 N 16		59	59	0	
7 N 17		60	60	0	

■ - Modeled Receivers ≥ 64 dBA

Barrier 07 is recommended for an elementary school and adjacent customers located on the west side of 95th Avenue. The barrier was not recommended for customers on the north side of Butler Drive because two rows of 30-foot-high commercial buildings and a 9-foot privacy wall exist, which provides shielding effects for these customers. Barrier 07 would provide noise attenuation for 13 impacted customers. The height of the barrier would be approximately 12 to 16 feet. The barrier cost is shown in Table 17.

Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 07 (Peoria, SR 101, Northern Avenue to Olive Avenue)	2,110	12-16	30,553	\$1,222,120

LOCATION 08

Location 08 is located on the NWC at SR 101 and 90th Street in City of Scottsdale. As shown in Table 18, location 08 has 18 modeled noise receivers, representing approximately 52 adjacent customers. The noise levels at three modeled noise receivers are equal to or greater than 64 dBA, representing approximately eight impacted customers.

Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
8 S 1		57	56	1	Barrier 08
8 S 2		58	56	2	
8 S 3		63	58	5	
8 S 4/MON-16	59	65	60	5	
8 S 5		65	60	5	
8 S 6		62	58	4	
8 S 7		63	60	3	
8 S 8		59	59	0	
8 S 9		58	58	0	
8 S 10		61	59	2	
8 S 11		59	58	1	
8 S 12		60	59	1	
8 S 13		61	60	1	
8 S 14		60	60	0	
8 S 15		56	56	0	
8 S 16		57	57	0	
8 S 17		54	54	0	
8 S 18/MON-17	61	65	64	1	

█ - Modeled Receivers ≥ 64 dBA

Barrier 08 is recommended for adjacent customers on the southbound side of the freeway. Barrier 08 would provide noise attenuation for eight impacted customers. The height of the barrier would be approximately 10 to 18 feet as measured from the freeway side. The barrier cost is shown in Table 19.

Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 08 (Scottsdale, SR 101 & 90th Street)	1,757	10-18	27,251	\$1,160,320*
* Barrier cost includes remove and replace fee of \$70,280 for the existing noise barrier (1,757 ft).				

LOCATION 09

Location 09 is located on the NWC at SR 101 and Cactus Road in the City of Scottsdale. As shown in Table 20, location 09 has 20 modeled noise receivers, representing approximately 31 adjacent customers. The noise levels for all modeled noise receivers are less than 64 dBA, therefore no impacted customers exist in this neighborhood.

Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
9 S 1		58	56	2	Barrier 09
9 S 2		55	54	1	
9 S 3		62	60	2	
9 S 4		57	55	2	
9 S 5		63	60	3	
9 S 6		57	55	2	
9 S 7		63	60	3	
9 S 8		58	55	3	
9 S 9		62	60	2	
9 S 10		57	55	2	
9 S 11		62	60	2	
9 S 12		57	55	2	
9 S 13		61	60	1	
9 S 14		58	56	2	
9 S 15		59	58	1	
9 S 16		61	60	1	
9 S 17		58	57	1	
9 S 18		55	55	0	
9 S 19/MON-18	56	61	59	2	
9 S 20/MON-19	56	57	56	1	

- Modeled Receivers ≥ 64 dBA

Barrier 09 is evaluated for adjacent customers on the southbound side of the freeway. The height of the barrier would need to be approximately 12 to 14 feet high to achieve a 3 dBA noise reduction. Barrier 09 would replace the existing 8 foot privacy wall and connect to the existing 11-foot-high noise barrier to the north. Because of this comparatively low predicted noise levels, further evaluation may be needed to justify the feasibility for this noise barrier. The barrier cost is shown in Table 21.

Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 09 (Scottsdale, SR 101 & Cactus Road)	2,125	12-14	29,100	\$1,249,000*
* Barrier cost includes remove and replace fee of \$85,000 for the existing privacy wall (2,125 ft).				

LOCATION 10

Location 10 is located on the NWC of SR 51 and Greenway Parkway in the City of Phoenix. As shown in Table 22, location 10 has 14 modeled noise receivers, representing approximately 22 adjacent customers. The noise level at one modeled noise receiver is equal to or greater than 64 dBA, representing approximately two impacted customers.

Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
10 S 1		59	58	1	Barrier 10
10 S 2		58	57	1	
10 S 3		58	56	2	
10 S 4		58	56	2	
10 S 5		56	54	2	
10 S 6		58	55	3	
10 S 7		58	56	2	
10 S 8		57	55	2	
10 S 9		57	55	2	
10 S 10/MON-20	56	59	56	3	
10 S 11		58	56	2	
10 S 12		59	56	3	
10 S 13		62	59	3	
10 S 14		64	59	5	

- Modeled Receivers ≥ 64 dBA

Barrier 10 is recommended to protect customers adjacent to the westbound side of the freeway. Barrier 10 would provide noise attenuation for two impacted customers. The height of the barrier would be approximately 12 to 16 feet. It would be designed at the existing noise barrier location on the south end and extend along the existing berm area and connect to the existing noise barrier to the north. The barrier cost is shown in Table 23.

TABLE 23 BARRIER SUMMARY LOCATION 10				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 10 (Phoenix, SR 51 & Greenway Parkway)	1,899	12-16	24,301	\$992,040*
* Barrier cost includes remove and replace fee of \$20,000 for the existing noise barrier (500 ft).				

LOCATION 11

Location 11 is located on the southbound side of SR 303 between Deer Valley Road and north of Robertson Drive in unincorporated portions of Maricopa County. As shown in Table 24, location 11 has 17 modeled noise receivers, representing approximately 20 adjacent customers. The noise levels at 16 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 19 impacted customers.

TABLE 24 PREDICTED NOISE LEVEL RESULTS LOCATION 11					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
11 E 1		66	63	3	Barrier 11
11 E 2		67	63	4	
11 E 3		68	63	5	
11 E 4		68	63	5	
11 E 5		69	63	6	
11 E 6		72	63	9	
11 E 7		70	63	7	
11 E 8		69	62	7	
11 E 9		70	62	8	
11 E 10		69	61	8	
11 E 11		67	61	6	
11 E 12		62	59	3	
11 E 13		65	60	5	
11 E 14		65	61	4	
11 E 15		65	60	5	
11 E 16		67	62	5	
11 E 17/MON-21	59	70	63	7	

- Modeled Receivers ≥ 64 dBA

Barrier 11 is recommended for customers in this neighborhood. The barrier would replace the existing 5 to 6 foot privacy wall. Barrier 11 would provide noise attenuation for 19 impacted customers. The height of the barrier would be approximately 8 to 16 feet. The barrier cost is shown in Table 25.

TABLE 25 BARRIER SUMMARY LOCATION 11				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 11 (Maricopa County, SR 303, Deer Valley Road and North of Robertson Drive)	2,283	8-16	28,935	\$1,248,720*
* Barrier cost includes remove and replace fee of \$91,320 for the existing privacy wall (2,283 ft).				

5.0 CONCLUSION

This final noise study technical report evaluates the noise levels and makes noise reduction recommendations for 11 potential noise barrier locations within Maricopa County. Barriers are recommended for customers in Location 01 through Location 11. Table 26 summarizes the recommended noise barriers.

Barrier Description	Jurisdiction	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 01	Phoenix	1,353	10-14	15,078	\$603,120
Barrier 02	Phoenix	2,738	14-18	41,638	\$1,775,040
Barrier 03	Phoenix	1,521	12-16	23,563	\$1,003,360
Barrier 04	Phoenix	1,452	16-18	24,519	\$867,207
Barrier 05	Peoria	2,693	14-20	44,546	\$1,842,320
Barrier 06	Peoria	5,115	14-20	86,596	\$3,668,440
Barrier 07	Peoria	2,110	12-16	30,553	\$1,222,120
Barrier 08	Scottsdale	1,757	10-18	27,251	\$1,160,320
Barrier 09	Scottsdale	2,125	12-14	29,100	\$1,249,000
Barrier 10	Phoenix	1,899	12-16	24,301	\$992,040
Barrier 11	Maricopa County	2,283	8-16	28,935	\$1,248,720
Total for Barriers:		25,046	8-20	376,080	\$15,631,687

Appendix A provides the locations of the recommended noise barriers. The recommended barrier locations and endpoints in this report are for illustrative purposes only and are subject to adjustment during final design.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 15, 2008

SUBJECT:

Use of I-10 for High Capacity Transit

SUMMARY:

A high capacity transit project serving the I-10 west corridor, the Capitol Mall area, and connecting with the light rail system in downtown Phoenix was included in the Regional Transportation Plan. Valley Metro Rail (VMR) is conducting the required Alternatives Analysis (AA) for this project. The AA will result in the selection of a locally preferred alternative that includes the definition of the alignment and technology to be used for the project. The selected technology will likely to be light rail or bus rapid transit. The findings of the AA have determined that the alignment may be in the I-10 corridor from approximately the I-10/I-17 interchange and 79th Avenue. The Environmental Impact Statement (EIS) for I-10, which was completed in 1977, designated the 50-foot open median of this section of I-10 for possible public transit use. Since the project, once built, will utilize space in the corridor for dedicated transit use, VMR is requesting that MAG recommend that the high capacity transit project be located in this section of the I-10 corridor. Please review to the attached memorandum from Valley Metro Rail for more information.

PUBLIC INPUT:

No public input on this item has been made at MAG.

PROS & CONS:

PROS: The use of the available space in the I-10 west corridor could result in lower project costs and higher speed transit service.

CONS: Using the available space in the I-10 west corridor reduces the ability to add more vehicle lanes on this section of I-10.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The AA conducted by VMR found that this alternative has the greatest ability to fulfill the goals and objectives outlined in the purpose and need statement for this project. These goals include: 1) Added peak period travel capacity; 2) Access to corridor destinations and employment in the area of downtown and the State Capitol; 3) Transit system connectivity; 4) Cost-effectiveness; 5) Reinforcement of downtown/State Capitol economic development opportunities; and 6) Technical feasibility.

POLICY: The EIS that was prepared for I-10 in 1977 reserved space in the corridor for possible public transit use. In the Overview of the Proposed I-10 Project, the 1977 EIS stated "In addition, the minimum 50-foot median width would also be sufficient to permit construction of other modes of transportation, such as an exclusive busway or fixed guideway transit system with on-line stations stops at some time in the future, as warranted by demand. The Phoenix City Council and the Valley Metro Board have acted to adopt the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements.

ACTION NEEDED:

Adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements.

PRIOR COMMITTEE ACTIONS:

This item is on the July 16, 2008, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On July 9, 2008, the Management Committee recommended adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | Darryl Crossman, Litchfield Park |
| Rich Dlugas for Mark Pentz, Chandler,
Vice Chair | Brent Stoddard for Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Johnson for Jeanine Guy, Buckeye | Carl Swenson, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | # Michael Celaya for Randy Oliver, Surprise |
| * Gila Bend | Charlie Meyer, Tempe |
| * Joseph Manuel, Gila River Indian
Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | * Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| * John Fischbach, Goodyear | Arnold Burnham for Victor Mendez, ADOT |
| * RoseMary Arellano, Guadalupe | Kenny Harris for David Smith, Maricopa Co. |
| | Bryan Jungwirth for Dave Boggs, Valley
Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

On June 26, 2008, the Transportation Review Committee recommended adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements.

MEMBERS ATTENDING

- | | |
|---|---|
| Phoenix: Don Herp for Tom Callow | Litchfield Park: Mike Cartsonis |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Maricopa County: John Hauskins |
| * Avondale: David Fitzhugh | Mesa: Brent Stoddard for Scott Butler |
| Buckeye: Scott Lowe | Paradise Valley: Robert M. Cicarelli |
| Chandler: Dan Cook for Patrice Kraus | Peoria: David Moody |
| El Mirage: Lance Calvert | Queen Creek: Mark Young |
| Fountain Hills: Randy Harrel | RPTA: Bob Antilla for Bryan Jungwirth |
| * Gila Bend: | Scottsdale: Dave Meinhart for Mary O'Connor |
| * Gila River: David White | Surprise: Randy Overmyer |
| Gilbert: Stephanie Prybl for Tami Ryall | Tempe: Carlos de Leon |
| Glendale: Terry Johnson | Valley Metro Rail: John Farry |
| Goodyear: Cato Esquivel | Wickenburg: Gary Edwards |
| Guadalupe: Jim Ricker | * Youngtown: Lloyce Robinson |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| Regional Bicycle Task Force: Maria Deeb
for Jim Hash | Pedestrian Working Group: Brandon Forrey |
| * Street Committee: Darryl Crossman | * Transportation Safety Committee:
Kerry Wilcoxon |
| * ITS Committee: Mike Mah | |

* Members neither present nor represented by proxy.

- Attended by Audioconference

+ - Attended by Videoconference

CONTACT PERSON:

Eric Anderson, Transportation Director, (602) 254-6300



BOARD MEMO

AGENDA ITEM 5A

To: Chairman Simplot and Members of the METRO Board of Directors

Through: Richard J. Simonetta, Chief Executive Officer

From: Wulf Grote, P.E., Director, Project Development

Date: June 11, 2008

Re: I-10 West Corridor Update and Recommendations

PURPOSE

The purpose of this memorandum is to request that the Board approve the staff recommendation for a Locally Preferred Alternative (LPA) for high capacity transit in the I-10 West Corridor west of I-17. In addition, this memorandum also updates the Board on future actions that will be required to proceed with the I-10 West Corridor study.

BACKGROUND/DISCUSSION

METRO, in cooperation with the City of Phoenix and the Federal Transit Administration (FTA), is conducting an approximately 18-month study to analyze potential high-capacity transit improvements in the I-10 West study area that encompasses portions of Western Phoenix and Tolleson. The study area is bounded by 7th Street to the east, the Loop 101 (Agua Fria) Freeway on the west, Thomas Road on the north, and Buckeye Road on the south.

As part of the process to request funding from the FTA, the project is undergoing an Alternatives Analysis that involves a two-tiered technical evaluation with input from project stakeholders and the general public. The first evaluation tier is based on alternatives derived from an overall review of the project goals and involves a fatal flaw/qualitative analysis. The second tier of analysis serves to more closely evaluate remaining alternatives with additional and more quantitative criteria. The Alternatives Analysis will result in a recommendation known as the "Locally Preferred Alternative" and will include specifics regarding the preferred alignment and transit mode.

Primary project goals include:

- Added peak period travel capacity (mobility and mode choice);
- Access to corridor destinations and employment in the area of downtown and the State Capitol;
- Transit system connectivity;

- Cost-effectiveness;
- Reinforcement of downtown/State Capitol economic development opportunities; and
- Technical feasibility.

Based on land uses within the study area, the I-10 West Corridor was categorized into two distinct areas: west of 27th Avenue and east of 27th Avenue. The section west of 27th Avenue, known as the Mainline Section, serves as the east-west connection from the west valley to downtown Phoenix. The section east of 27th Avenue, the Downtown Section, serves as the connection between the Mainline Section, downtown Phoenix, and the Central Phoenix/East Valley starter line.

For the portion of the study area that includes downtown and connection to the existing system, access to corridor destinations and a connection to the existing Light Rail Transit (LRT) Alignment on Central Avenue are high-priority goals. From 27th Avenue west to Loop 101, mobility is a primary goal due to the high current and expected future travel demand in this corridor.

Figures 1 and 2 show the alignment options that were included in the Tier 1 evaluation. Mode options for all alignments include Light Rail Transit (LRT), Bus Rapid Transit (BRT), and baseline bus (with minimal capital improvements). West of 27th Avenue, only the I-10 alignment option was included in Tier 1 because it is the only reasonable solution to achieve the mobility goal for this corridor. East of 27th Avenue, several alignments were evaluated.

Figure 1. I-10 West AA/EIS Mainline Alternative Screened in Tier 1 Process

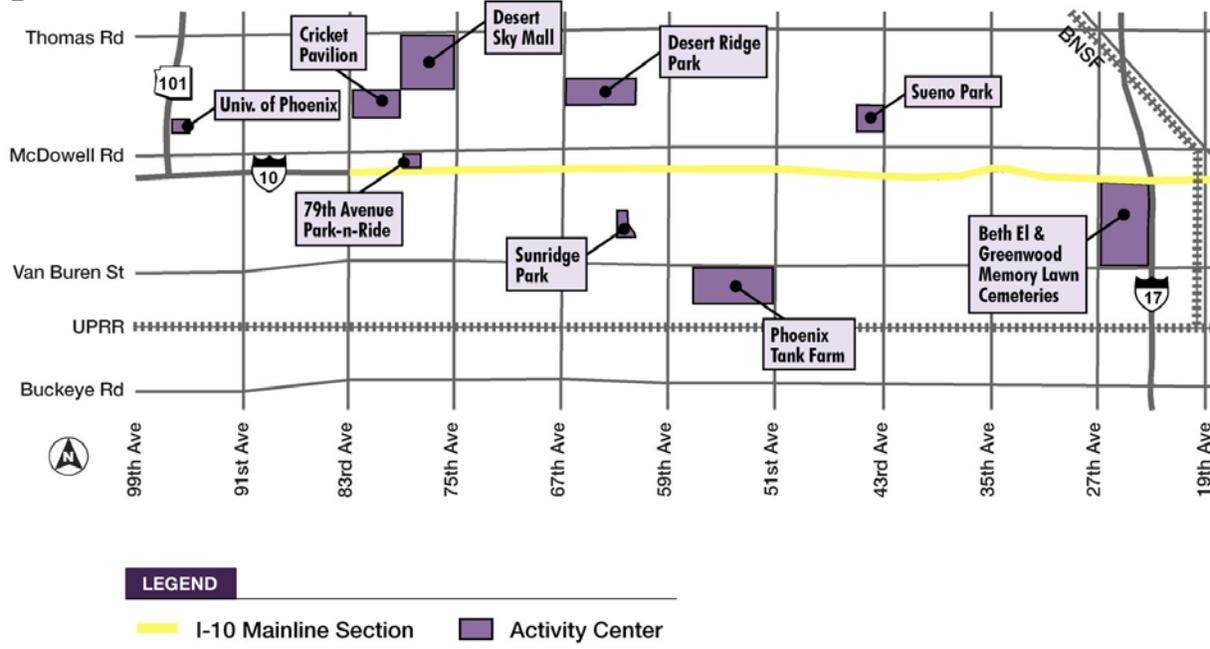
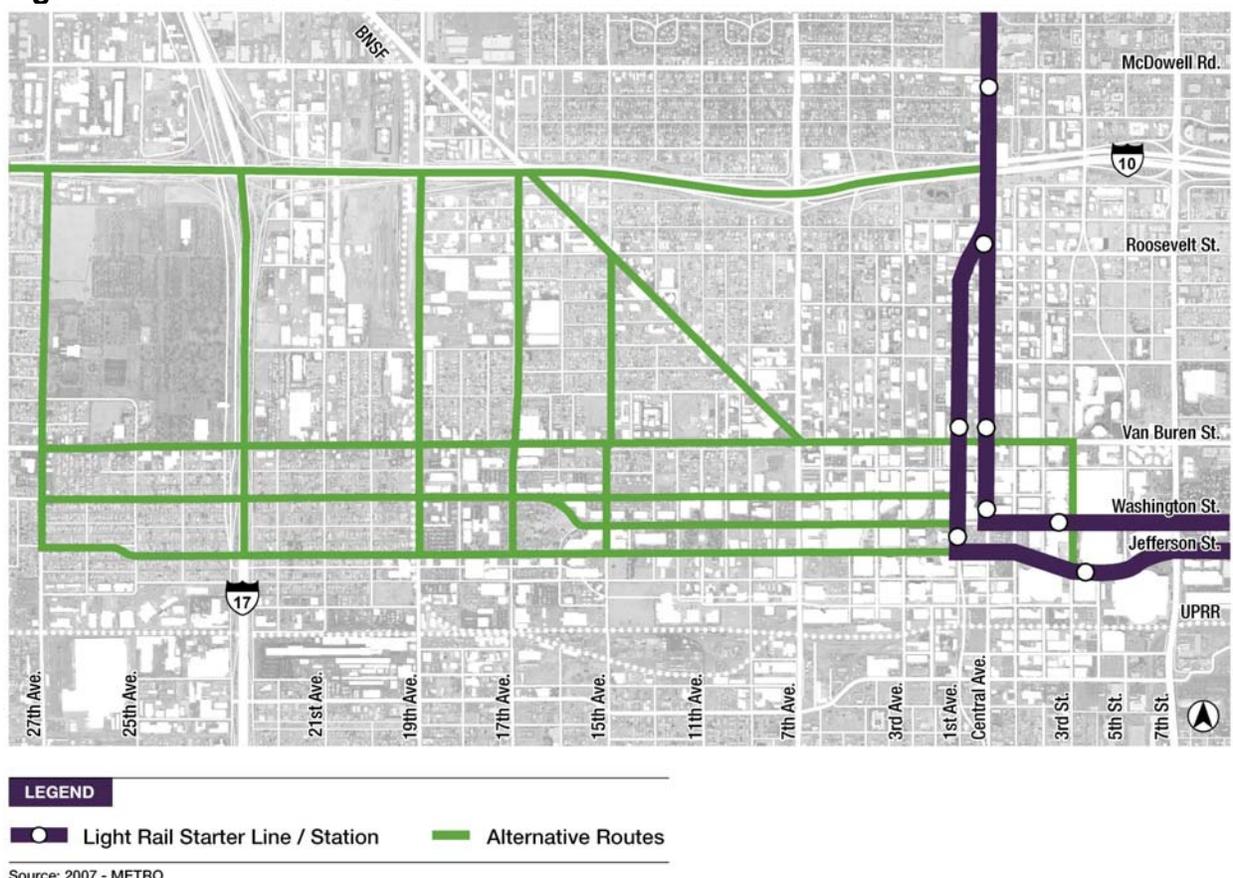


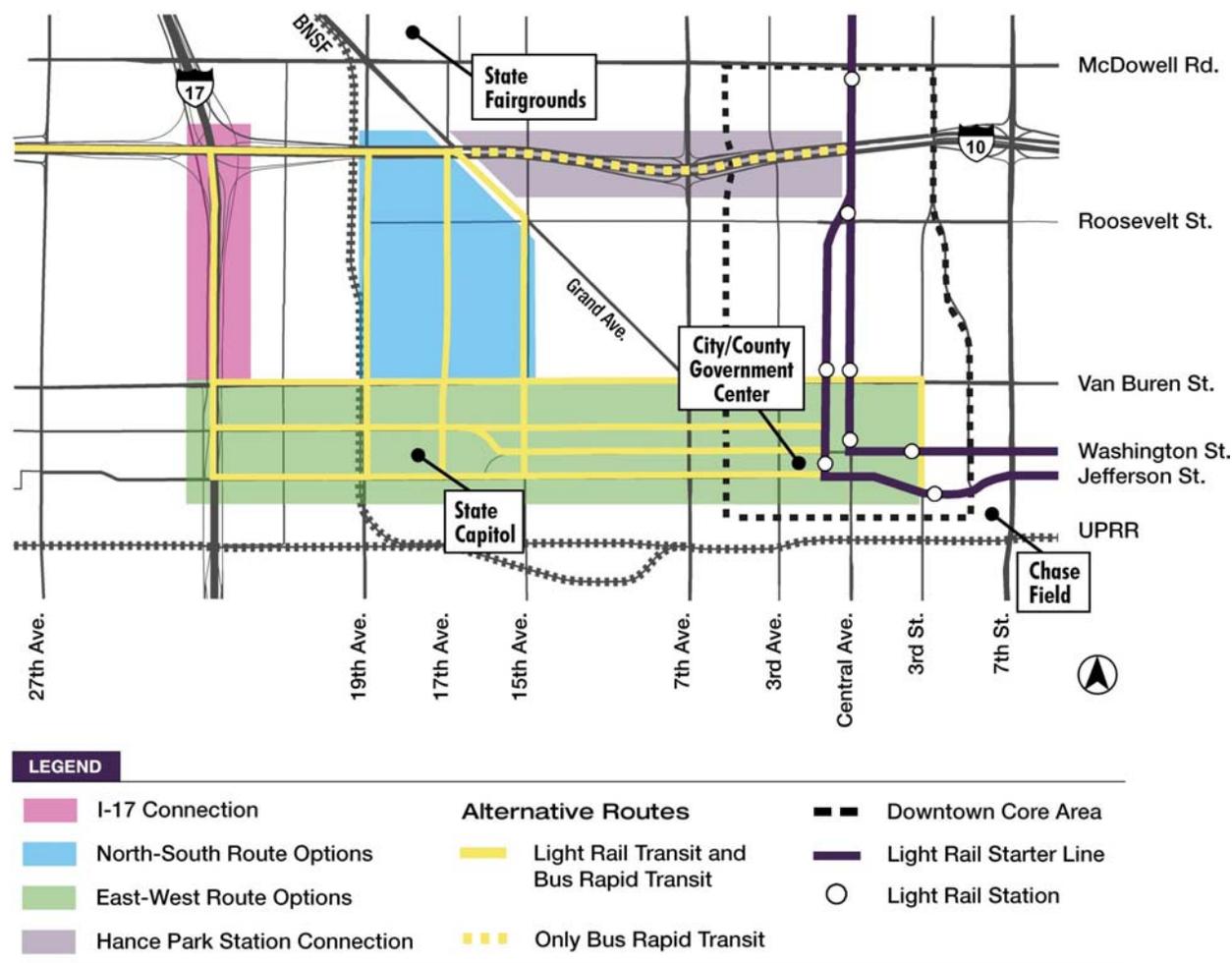
Figure 2. I-10 West AA/EIS Alternatives Screened in Tier 1 Process - Downtown



The goal of the Tier 1 evaluation is to eliminate alternatives that do not support the overall goals and objectives of the I-10 West AA/EIS project. Based on the criteria identified for the Tier 1 screening process, Grand Avenue and 27th Avenue are recommended to be eliminated due to mobility and access issues and technical feasibility, respectively. Light Rail Transit on I-10 between Grand and Central Avenues is also recommended to be eliminated based on technical feasibility, but Bus Rapid Transit will continue to be evaluated in this area. Both LRT and BRT will be evaluated on all other remaining alternatives in the Tier 2 process. Downtown alternatives to be screened during the Tier 2 process are shown in Figure 3 and include a Hance Park Station connection, an I-17 connection, as well as several other north-south and east-west route options.

With the elimination of the 27th Avenue alignment, the I-10 alignment becomes the only remaining option west of I-17. Given the Arizona Department of Transportation's schedule to widen the I-10 freeway in the study area by 2012, it is important to formalize the recommended high-capacity transit alignment along I-10 between I-17 and the western end-of-line, as soon as possible. This will maximize the opportunity for coordination between freeway and transit improvements.

Figure 3. I-10 West Alternatives to be screened in Tier 2 Process



Note: Within defined areas, multiple alignments are being considered.

The Phoenix City Council approved the I-10 alignment as the preferred alternative west of I-17 on April 16, 2008 based upon recommendations from the Alhambra, Central City, Encanto, Estrella and Maryvale village planning committees, the Phoenix Citizen's Transit Commission, Phoenix Planning Commission and the Phoenix Council Transportation Subcommittee.

Currently, the Arizona Department of Transportation (ADOT) is developing a Design Concept Report for vehicular travel lane improvements to the I-10 freeway. To maintain continuity in working with ADOT during their design phase and evaluate opportunities that could result in construction economies, METRO staff proposes to initiate the next phase of the existing consultant contract to complete the alternative analysis, initiate the Draft Environmental Impact Statement (DEIS) and conceptual design phases. Staff is negotiating with the consultant to identify scope and budget for this effort. METRO Board authorization will be sought for these project phases in the near future.

RAIL MANAGEMENT COMMITTEE CONSIDERATION

At its June 4, 2008 Rail Management Committee (RMC) meeting, the RMC recommended that the Board adopt the I-10 Freeway Right-of-Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements.

RECOMMENDATION

Consistent with previous action by the Phoenix City Council, staff requests that the Board adopt the I-10 Freeway Right-of-Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements. This alternative has the greatest ability to fulfill the goals and objectives outlined in the purpose and need for this project.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 15, 2008

SUBJECT:

Radio Public Service Announcement for the MAG Youth Empowerment Project

SUMMARY:

More than 300 teenagers from throughout the region helped to develop and test the message against dating violence contained in the new radio Public Service Announcement (PSA) to support the MAG Youth Empowerment Project. This project gives teens the resources they need to end dating violence. The PSA promotes the project's Web site, www.WebofFriends.org, as a way to make these resources available. This item is presented to request assistance from MAG member agencies in delivering the PSA to the region's teens.

In June 2008, the MAG Regional Domestic Violence Council approved the professional production of the winning PSA radio ad. This PSA is an important part of the MAG Youth Empowerment Project. The MAG Regional Domestic Violence Council and the MAG Human Services Coordinating Committee partner on the Youth Empowerment Project to ensure that teens receive resources that will keep them safe. Through the public service announcement competition, teens developed messages to promote the project and the Web site www.weboffriends.org. The final production of the winning radio entry will be shown at the MAG Regional Council meeting with the purpose of providing information about the project and inviting members to promote the PSA on their community cable stations and Web sites.

The Youth Empowerment Project is supported by an Innovative Grant through the Governor's Office. In fiscal year 2007, the project was developed after teens participating in MAG focus groups shared they didn't feel safe in their relationships, their schools, or their homes. Teens stated they were more likely to speak to a friend about safety concerns than their parents, teachers, or counselors. With this information, the Youth Empowerment Project was designed to speak to teens about dating violence and empower them to help each other. The project includes the Web of Friends Web site and the PSA competition.

PUBLIC INPUT:

Opportunities for public comment were made available at the June 10, 2008 MAG Regional Domestic Violence Council meeting and at the July 9, 2008, Management Committee meeting. No public comments have been received.

PROS & CONS:

PROS: Distribution of the Youth Empowerment Project's public service announcement radio ad will spread awareness of the prevalence of teen dating violence. By informing teens of the early warning signs of abusive relationships and promoting healthy relationships, this project serves as an approach to eliminating domestic violence in the region.

CONS: No negative impact is anticipated.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The issue of dating violence is prevalent among teens. Nationally, nearly one in five teen girls who have been in a relationship said a boyfriend had threatened violence or self harm if presented with a breakup. Fifty-four percent of high school students report dating violence among their peers. In

focus groups conducted by MAG, 51 percent of teens reported that they, or someone they knew, had been involved in a violent dating relationship. The Youth Empowerment Project brings awareness to the fact that dating violence is common and teens experiencing this situation are not alone.

POLICY: The Youth Empowerment Project promotes policy based on prevention as well as intervention. This project serves to speak to teens about relationship abuse to assist them in making relationship decisions that will impact the rest of their lives. By bringing awareness to the issue of dating violence, teens will have the information and tools they need to build healthy relationships, and knowledge of resources for assistance if they are experiencing an abusive relationship. This project will assist in reducing the need for domestic violence intervention programs in the future.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

A presentation on this item was given to the MAG Management Committee on July 9, 2008.

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | Darryl Crossman, Litchfield Park |
| Rich Dlugas for Mark Pentz, Chandler,
Vice Chair | Brent Stoddard for Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Johnson for Jeanine Guy, Buckeye | Carl Swenson, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | # Michael Celaya for Randy Oliver, Surprise |
| * Gila Bend | Charlie Meyer, Tempe |
| * Joseph Manuel, Gila River Indian
Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | * Gary Edwards, Wickenburg |
| Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| * John Fischbach, Goodyear | Arnold Burnham for Victor Mendez, ADOT |
| * RoseMary Arellano, Guadalupe | Kenny Harris for David Smith, Maricopa Co. |
| | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

The MAG Regional Domestic Violence Council voted on June 10, 2008 to approve the Youth Empowerment Project's public service announcement radio ad for distribution throughout the region.

MEMBERS ATTENDING

- | | |
|---|---|
| Mayor Mary Manross, Scottsdale, Chairperson | * Councilmember William Conner, El Mirage |
| Lt. Robert Bates, Phoenix Police Department | JoAnn Del-Colle, Phoenix Family Advocacy
Center |
| Kristin Scharlau for Kathy Berzins, Tempe | Jessica Fierro for Councilmember Trinity
Donovan, Chandler |
| John A. Blackburn, Jr., AZ Criminal Justice
Commission | Andy Hall for Laura Guild, Arizona Department
of Economic Security |
| Allie Bones, Arizona Coalition Against
Domestic Violence | * Cindy Hallman, Marley House |
| * Dr. Jennifer Casaletto, Maricopa Medical Ctr | * Councilmember Brenda Holland, Goodyear |
| * Suzanne Cohen, Maricopa County Attorney's
Office | |

- Linda Melendez for Chief Dan Hughes,
Surprise Police Department
- * Cmdr. Kim Humphrey, Phoenix Police
Department, Vice Chair
 - Joshua Donaldson for Lynette Jelinek,
Glendale Fire Department
 - * Candace Johnson, A New Leaf
 - Alice Ghareib for Mary Lynn Kasunic, Area
Agency on Aging
 - * Patricia Klahr, Chrysalis Shelter
 - Councilmember Phil Lieberman, Glendale
 - Jodi Beckley Liggett, AZ Foundation
for Women
 - * Betty Lynch, Representative for the City

+ Those attending by video/audio conference

* Those not present or represented by proxy

CONTACT PERSON:

Amy St. Peter, MAG, (602) 254-6300

- of Avondale
- * JoEllen Lynn, American Express
- Jeremy Arp for Maria-Elena Ochoa,
Governor's Office, Division for Women
- Stephanie Olohan for the City of Goodyear
- Celeste Adams for Janice Parker, Save the
Family Foundation
- Katie Hobbs for Connie Phillips, Sojourner
Center
- Lynn Potts for John Pombier, Mesa
- Kerry Ramella, Phoenix Fire Department
- Tina Solomon, City of Phoenix Prosecutor's
Office
- Sarah Youngblood, Community Legal Services