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August 18, 2009

TO: Members of the MAG Transportation Review Committee

FROM: David Moody, City of Peoria, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, August 27, 2009, 10:00 a.m.  
MAG Office, Suite 200, Saguaro Room  
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

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 Christina Hopes or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Christina Hopes at (602) 254-6300 if you have any questions or need additional information.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend  
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix  
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

TENTATIVE AGENDA

1. Call to Order
2. Approval of Draft June 25, 2009 Minutes
3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.

4. Transportation Director's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.

5. Approval of Consent Agenda

Committee members can request that an item be removed from the Consent Agenda. Consent items are marked with an asterisk.

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the June 25, 2009 meeting.
4. For information and discussion.

4. For information and discussion.

5. For information and possible action to approve the Consent Agenda.

CONSENT AGENDA

- 6.\* ADOT Red Letter Process

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

6. For information, discussion, and possible action.

notifications from January 1, 2009 to June 30, 2009. Please refer to the materials in Attachment One.

### ITEMS TO BE HEARD

7. Development of the FY 2011-2015 Transportation Improvement Program and the Regional Transportation Plan 2010 Update

Extensive policy discussions have been held this year as MAG and RPTA focus on the freeway and transit life cycle programs in light of the economic recession and declining sales tax revenues. Due to these unique circumstances, MAG has reviewed and revised the schedule for the development of the next five-year Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) Update. MAG will begin development of the 2011 – 2015 TIP and the RTP 2010 Update in place of the 2010-2014 TIP and the RTP 2009 Update. To meet Federal regulations for the development of the 2011 - 2015 TIP, project applications for federal funds for PM-10 Certified Street Sweepers - FY2010, Paving Unpaved Road Projects - FY2013, ITS Projects - FY2014, Bicycle Projects - FY2014, and Pedestrian Projects - FY2014 are available. Please refer to Attachment Two for the FY 2011 – 2015 TIP and the RTP 2010 Update schedule.

8. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program, FY 2010 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

The Fiscal Year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to

7. Information and discussion.

8. For information, discussion, and recommendation to approve amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, FY 2010 Arterial Life Cycle Program, and material cost changes to the ADOT Program as shown in the attached tables.

modify projects in the program. Please refer to the materials in Attachment Three.

9. Central Mesa Light Rail Transit Locally Preferred Alternative

On June 17, 2009, the METRO Board of Directors approved a locally preferred alternative (LPA) resulting from the alternatives analysis on the technology and alignment to extend high capacity transit improvements in the Central Mesa corridor. The LPA included a light rail transit (LRT) extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. In addition, METRO also approved forwarding Phase II recommendations to MAG for future funding consideration, which included a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK Bus Rapid Transit to match LRT. The Mesa City Council approved these recommendations on May 18, 2009. Please refer to Attachment Four.

10. Acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study

As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, ADOT, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwest Maricopa County and Western Pinal County. Beginning in May 2007, a consultant team began framework planning efforts for a 3,200 square mile study area bounded by Gila River on the North, SR-87 and Overfield Rd on the East in Pinal County, the Tohono O'Odham Indian Community and Barry Goldwater Range on the South, and 459th Avenue on the West in Maricopa County. On June 25, 2009, the Transportation Review Committee

9. For information, discussion, and recommendation to approve the Central Mesa LPA as Phase I, which includes LRT on a Main Street alignment to the east side of Mesa Drive in accordance with the RTP and the consideration of the Phase II recommendations for future funding consideration as an "illustrative project" in the next RTP update.

10. For information, discussion and recommendation to (1) accept the findings of the Interstates 8 and 10 Hidden Valley Transportation Framework Study as the surface an public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; (2) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; (3) accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; (4) recommend the

received a briefing on the project's framework recommendation for the Hidden Valley study area. Similar briefings have been provided to the MAG Management Committee, the Transportation Policy Committee, and MAG Regional Council in July 2009. Please refer to Attachment Five.

11. Update on the American Recovery and Reinvestment Act of 2009: Re-allocation of Unused Funds – Policy Options

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway and transit agencies in State and Metropolitan Planning Organizations. In February 2009, the MAG Regional Council prioritized Highway Projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds. In March 2009, the MAG Regional Council approved a deadlines and provided policy direction on how to program the ARRA funds designated to the MAG region for local projects. Per Federal regulations, projects must undergo a set of federal clearances prior to obligation and advertisement. Bids for initial ARRA funded projects have been between 20% to 50% below original estimates, and it is anticipated that trend will continue. As a result, unprogrammed ARRA funding may become available for additional projects. Please refer to Attachment Six for a status report on ARRA project development and policy options for the reallocation of unused ARRA funds.

12. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and (5) coordinate this acceptance with the tribal councils of the Gila Rivee and AK Chin Indian Communities.

11. Information and discussion

12. For information.

13. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, October 1, 2009 at 10:00 a.m. in the MAG Office, Saguaro Room.

13. For information.

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

June 25, 2009

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Peoria: David Moody	Maricopa County: John Hauskins
ADOT: Steve Hull for Floyd Roehrich	*Mesa: Scott Butler
Avondale: David Fitzhugh	Paradise Valley: Bill Mead
Buckeye: Scott Lowe	Phoenix: Ed Zuercher
Chandler: RJ Zeder 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: Rick Buss	Surprise: Randy Overmyer
*Gila River: Doug Torres	Tempe: Chris Salomone
*Gilbert: Tami Ryall	Valley Metro Rail: John Farry
Glendale: Terry Johnson	Wickenburg: Rick Austin
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
*Guadalupe: Gino Turrubiarres	
*Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash, City of Mesa	Pedestrian Working Group: Brandon Forrey, City of Peoria
Street Committee: Darryl Crossman, City of Litchfield Park	*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix
*ITS Committee: Mike Mah	

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

OTHERS PRESENT

Eric Anderson, MAG	Chris Plumb, MCDOT
Monique de los Rios-Urban, MAG	Jorie Breschun, City of Phoenix
Bob Hazlett, MAG	Wylie Bearup, City of Phoenix
Roger Herzog, MAG	Wendy Springborn, City of Tempe
Sarath Joshua, MAG	Art Brooks, Strand Assoc.
Nathan Pryor, MAG	Brent Cain, HDR
Steve Tate, MAG	Paul Ward, Olsson and Assoc.
Eileen Yazzie, MAG	John McNamara, AECOM
Jim Mathien, METRO	Jim Creedon, L&C

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:04 a.m.

2. Approval of the Draft May 28, 2009 Minutes

Chairman Moody asked if there were any changes or amendments to the May 28<sup>th</sup> meeting minutes, and there were none. Mr. John Hauskins from Maricopa County moved to approve the minutes. Mr. Randall Overmyer from the City of Surprise seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Approval of the Draft June 8, 2009 Minutes

Chairman Moody asked if there were any changes or amendments to the June 8<sup>th</sup> meeting minutes. Mr. Brandon Forrey from the Pedestrian Working Group requested the minutes be updated to reflect he was not in attendance at the June 8<sup>th</sup> meeting. Mr. John Hauskins from Maricopa County moved to approve the minutes as amended. Mr. Randall Overmyer from the City of Surprise seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

4. Call to the Audience

Chairman Moody stated that he had not received any request to speak cards from the audience and moved onto the next item on the agenda.

5. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson from MAG to present the Transportation Director's Report. Mr. Anderson reported that the May Regional Area Road Fund (RARF) revenues decreased by approximately 18.2 percent compared to May 2008 and that the year-to-date RARF revenues were down 13.5 percent. He announced that actual RARF revenue collection for fiscal year (FY) 2009 would be approximately \$330 million for the year, which was \$50 million lower than the \$380 million forecasted.

Mr. Anderson stated the revised revenue forecasts to be released in the Fall of 2009 would likely include a notable decrease in the RARF projection levels for FY 2010 as well as the life of the tax. He cautioned that adjustments may be required to maintain the fiscal balance of the Life Cycle Programs due to the continued decline in RARF revenue collections.

Mr. Anderson reported on the Highway User Revenue Fund (HURF) revenue collections and forecast. He stated that May HURF revenue collections were 16 percent lower than May 2008 and that year-to-date HURF revenues were 10 percent lower than forecasted. He cautioned the Committee that ADOT's revised revenue forecast also would reflect decreased HURF revenue projections.

Then, Mr. Anderson addressed the Arizona State budget crisis. He announced that State Legislators had not agreed on a fiscally balanced budget. He explained that if the Legislature did not approve a budget by July 1st, then State government services could shut down with the exception of emergency services. Mr. Anderson stated that ADOT would initiate shut down procedures later in the week if it appeared that a budget would not be passed by the end of the fiscal year. He added that if the government shut down occurred, then ADOT would halt construction projects across the state. He stated that according to reports from ADOT, if that occurred, over 25,000 construction jobs would be impacted by the shutdown.

Mr. Anderson also announced that the current State budget draft included a transfer of \$167 million from the ADOT budget to various unrelated services. He reported that in the past, ADOT's operating budget exceeded \$400 million. He stated the current State budget draft reduced ADOT's operating budget to approximately \$286 million, which would likely result in another reduction in force at ADOT.

Continuing on, Mr. Anderson apprised the Committee of a draft energy bill being reviewed by the United States Congress. He stated the bill included several provisions that could significantly impact regional and transportation planning. He explained that the draft legislation included provisions requiring transportation plans to address reductions in greenhouse gas emissions. He also reported that the draft provisions would be unfunded mandates.

Mr. Anderson informed the Committee that Representative Oberstar had introduced a transportation reauthorization bill that, if passed, would significantly reform the federal transportation organization. Mr. Anderson explained the proposal would collapse over 100 federal programs into four or five programs. Additionally, the proposal would provide for a metropolitan mobility authorities with mode neutral funding. Mr. Anderson stated the proposal would increase metropolitan planning organizations' flexibility and autonomy.

Chairman Moody inquired if the looming ADOT shutdown would apply to projects funded under the American Recovery and Reinvestment Act (ARRA). Mr. Anderson stated yes. Chairman Moody asked if there were any questions or comments about this agenda item. There were none, and this concluded the Transportation Director's Report.

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

Chairman Moody invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager, to present proposed project changes to the MAG Transportation Improvement Program (TIP). Ms. Yazzie directed the Committee's attention to a series of handouts at their places. She referenced the first handout, which was two pages long and included proposed changes to

highway and transit projects. She explained that the majority of the highway projects pertained to the Arizona Department of Transportation (ADOT) stating the projects had been reviewed in terms of conformity as well as finances.

Mr. Eric Anderson informed the Committee that the ADOT project changes were in lieu of a complete reorganization of the Freeway Life Cycle Program (FLCP). He explained the approval of project changes to the FY 2008-2012 TIP was required in order for ADOT to move forward with the FY 2010 projects listed.

Ms. Yazzie stated the transit project changes listed pertained to the funding allocated by the American Recovery and Reinvestment Act (ARRA). She explained the majority of the transit project changes were financial modifications only. Ms. Yazzie also explained that one line item in the table reflected \$36 million in additional ARRA funding had been allocated to the region by the US Secretary of Transportation, Mr. Ray LaHood, for fixed guideway and New Starts projects.

Ms. Yazzie announced that the MAG TIP web page listed all amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program. She stated the proposed project changes were listed as Amendment #11 on the web page. She encouraged the Committee to use the website as a resource as needed.

Mr. John Farry from Valley Metro Rail clarified that the \$36 million in ARRA funding for transit was not new money. He stated the funds were an advanced payment of a full funded grant agreement of \$587.2 million to the region. Chairman Moody asked if there were any questions or comments about the agenda, and there were none.

Mr. Dave Meinhart from the City of Scottsdale motioned to approve the project changes to FY 2008 - 2012 TIP as presented in the revised handouts. Mr. John Hauskins from Maricopa County seconded the motion, and the projects changes were approved by a unanimous voice vote of the Committee.

7. Final Closeout of the Federal Fiscal Year (FFY) 2009 MAG Federally Funded Program

Continuing on, Chairman Moody invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager, to present on the Federal Fiscal Year (FFY) 2009 Final Closeout. Ms. Yazzie stated that at the time of the agenda packet mailing, MAG Staff had not received any additional deferral notifications. She stated since the mailout, MAG received two additional project deferral notifications.

Ms. Yazzie directed the Committee's attention to a series of revised handouts at their places for the agenda item. She referenced the first handout, a revised memorandum on the FFY 2009 Federal Funds Final Closeout. She explained the revised memorandum included updated information on project deferrals and funding availability.

Ms. Yazzie reported that Table A attached to the memorandum included two additional deferrals for the design and construction of paving dirt road projects by the City of Goodyear.

She informed the Committee that both projects had been deferred three times and directed the Committee's attention to the justification memorandum required under the Draft Federal Fund Programming Guidelines. Ms. Yazzie announced that as a result of the additional deferrals, funds available for the FFY 2009 Federal Funds Final Closeout had increased by \$489,600 to \$14.6 million.

Next, Ms. Yazzie addressed Table B, which provided a prioritized list of unfunded closeout requests for funding consideration. She reported that the funds freed up by the additional deferrals enabled two projects on the contingency list to be funded: Rio Verde Drive (Maricopa County) - \$30,632 and the paving dirt roads in various locations (Phoenix) - \$56,000.

Chairman Moody asked if there were any questions or comments about the agenda item. Mr. Grant Anderson from the Town of Youngtown inquired what would happen with the remaining unprogrammed federal funds. Ms. Yazzie responded that MAG would carry forward the remaining balance to FFY 2010.

Mr. Grant Anderson inquired if there was an opportunity for unfunded projects submitted for funding consideration in the FFY09 Federal Fund Closeout to receive the additional funds. He expressed the desire to fund a street sweeper for Youngtown. Ms. Yazzie replied that remaining balance of unprogrammed funds would be approximately \$403,000 adding that MAG had been aggressive in programming \$29 million in federal funds for selected projects, including those on the contingency list.

Mr. Eric Anderson stated that some street sweeper projects that had been funded in the TIP, but not obligated by the agencies. He added that the unobligated balance had been applied to the street sweeper prioritized contingency list, but that the balance was not sufficient to fund the street sweepers for Youngtown. Mr. Grant Anderson replied that he believed Youngtown was the next in line to receive funding, but could not determine the agencies on the prioritized list that did receive funding. A brief discussion followed.

After the discussion, Mr. Grant Anderson motioned to approve the Final Federal Fund Closeout for FFY 2009 and the additional project deferrals as presented with any unused Congestion Mitigation and Air Quality (CMAQ) funds to be allocated towards the partially funded, prioritized list of street sweepers, which would receive funding in FFY09. Mr. Cato Esquivel from the City of Goodyear seconded the motion.

Mr. Meinhart inquired what the unprogrammed \$403,000 would fund if it were carried forward to FFY 2010. Ms. Yazzie replied that any funds carried over would be made available for programming during the FFY 2010 project selection process. Mr. Eric Anderson clarified that the funds would be used as part of the funding for FFY 2010 CMAQ projects. Mr. Grant Anderson explained that he had made the motion with the understanding that the unprogrammed funds had not been allocated towards any specific project or member agencies.

Chairman Moody asked if there were any additional questions or comments, and there were none. Chairman Moody called for a vote on the motion as presented, and the motion passed by a unanimous voice vote of the Committee.

After the vote, Mr. Eric Anderson announced that MAG Management Committee had acted

to create a Closeout Process Working Group. He explained that appointments to the working group would be made at the Management Committee meeting in July. He reported that Mr. Dennis Smith, the MAG Executive Director, had sent a memorandum to the MAG Member Agencies in regards to the formation of the working group. Mr. Anderson added that he anticipated the membership of the working group to be approximately seven individuals: four members of the Management Committee and three members of the Transportation Review Committee stating that the Closeout Working Group would review the current process and recommend improvements.

8. DRAFT Project Listing and Schedule for the 2010-2014 Transportation Improvement Program (TIP)

Moving on, Chairman Moody invited Ms. Yazzie to provide an update on the draft project listing and schedule for the FY 2010 to 2014 Transportation Improvement Program (TIP). Ms. Yazzie announced that on July 18, 2009, MAG held a public hearing on the draft project listing for the FY 2010 to 2014 TIP, the draft Regional Transportation Plan (RTP) Update, and the City of Phoenix transit projects. She reported that the schedule for the FY 2011-2014 TIP and RTP Update had been modified stating that the modified schedule had not been included in the agenda packet mailout, but was included in the series of handouts at their places.

Ms. Yazzie explained that if the updates had followed the traditional process that MAG Staff would be requesting a recommendation to approve the draft TIP at this time. She stated, however, that the draft TIP schedule had been delayed due to complications with programming the local and regional program as a result of the recession. Ms. Yazzie informed the Committee that MAG Staff intended to present the FY 2010 to 2014 TIP for approval in January 2010.

Ms. Yazzie encouraged the Committee members and their staff to review the draft project listing. She requested that member agencies contact either her or Steve Tate from MAG with any questions or revisions to the draft project listing. Ms. Yazzie stated that the draft project listing included the amendments and administrative adjustments to the TIP, excluding those presented in agenda items #6 and #7, added as part of the Federal Fund Closeout Process, or funded through the American Recovery and Reinvestment Act.

Chairman Moody asked if there were any questions or comments about the agenda item. There were none, and Chairman Moody moved on to the next agenda item.

9. Regional Freeway and Highway Program - Proposition 400 Update

Chairman Moody invited Mr. Bob Hazlett, MAG Senior Engineer, to present the Regional Freeway and Highway Program update. Mr. Hazlett announced that MAG Staff had provided the MAG Transportation Policy Committee with an update on the Regional Freeway and Highway Program early in the month.

Mr. Hazlett reported that the Regional Freeway and Highway Program had been experiencing issues due to the Regional Area Road Fund (RARF) shortfall. He informed the Committee that the Regional Freeway and Highway Program costs included in the initial Proposition 400

budget were approximately \$9.4 billion. He reported that the current cost opinion for the program from the Arizona Department of Transportation was close to \$16 billion.

Mr. Hazlett announced that \$2.7 billion in program funding had been obligated through FFY 2010. He explained that the ADOT cost opinion for completing the remainder of the program was roughly \$13.2 billion. He also reported that an estimated \$6.6 billion in funding was available over the life of the program, which resulted in a program deficit of \$6.6 billion due to the revenue shortfall.

Mr. Hazlett stated that MAG Staff was working diligently towards addressing the \$6.6 billion funding gap. He explained in addressing the gap, MAG Staff was operating under four principles that included: (1) management strategies; (2) value engineering, especially on new corridors; (3) project deferrals, as consistent with the priorities established in the RTP; and, (4) “staying the course” by reprioritizing and repackaging projects.

Mr. Hazlett reported that the initial analysis indicated that management strategies (option 1) would result in a cost reduction of \$762.3 million. He reported that value engineering (option 2) would result in a cost reduction of \$1.7 billion while deferring projects (option 3) would result in a cost reduction of \$4.1 billion. He cautioned that if the Committee elected to follow option 4 (“staying the course” by reprioritizing and repackaging projects), the cost reduction would be approximately \$30 million.

Next, Mr. Hazlett provided a corridor by corridor overview discussion of the program in light of the four options. He announced that MAG Staff was recommending the addition of an unfunded Phase V to the Regional Freeway and Highway Program. He stated the addition of would be consistent with the region’s long range transportation planning horizon of FY 2030.

First, Mr. Hazlett addressed the Interstate 10/Papago Freeway. He reported that the majority of the projects on Interstate 10/Papago Freeway (I-10) were currently underway. He noted the deferral of a segment in Buckeye between SR 85 and Verado Way, which was a Phase IV project. According to Mr. Hazlett, MAG Staff had requested that ADOT review and repackage the segment between Loop 101 and Interstate-17 (I-17) to ensure the project estimates coincided with the plans contained in the original RTP. He stated that the original cost estimate for the project was \$330 million; however, the current ADOT cost opinion was \$750 million. He noted a significant portion of the cost increase was due to the ADOT recommendation that two general purpose lanes in each direction be added instead of one general purpose lane in each direction as listed in the RTP.

Next, Mr. Hazlett addressed the Interstate 10/Maricopa Freeway. He informed the Committee of MAG Staff’s recommendation to maintain the programming of the majority of the corridor, with the exception of the express lanes from SR 51 to 40<sup>th</sup> Street. Mr. Hazlett noted that ADOT uses 32<sup>nd</sup> Street as the project termini; however, MAG Staff used 40<sup>th</sup> Street as the termini due as listed in the original RTP for consistency. Mr. Hazlett stated that the express lanes for corridor were originally unfunded in the RTP, but were pulled into the ADOT cost estimate as design on the project moved forward. He announced that it was the recommendation of MAG Staff to defer the express lanes to Phase V because the lanes were not funded initially.

Mr. Hazlett stated it was also the recommendation of MAG Staff to set aside \$30 million for the reconstruction of the interchange at Sky Harbor Blvd. due to security measures established by the Federal Aviation Administration (FAA). He explained that if the interchange was not improved, the FAA would not allow traffic to use the interchange to access the airport under the new measures.

Mr. Hazlett announced that the Interstate 10/Maricopa Freeway project may result in project savings if the project was constructed under a design-build contract. He stated that MAG Staff recommended increasing the project funding by \$150 million in an effort to move the corridor forward. Mr. Hazlett inquired if there were any questions about the MAG Staff recommendations thus far, and there were none.

Then, Mr. Hazlett discussed Interstate 17/Black Canyon Freeway (I-17). He reported that construction on a portion of the corridor was currently underway north of Loop 101 to Carefree Highway. He informed the Committee that it was the recommendation of MAG Staff to defer the construction of the urban profile construction and high occupancy vehicle (HOV) lanes from Carefree Highway to Anthem Way and to defer the construction of a general purpose lane from Anthem Way to New River Road. He stated it also was the recommendation of MAG Staff to repackage the section from the Split to the Arizona Canal.

Mr. Hazlett stated that approximately \$1 billion had been set aside in the RTP for improvements to I-17 from the Stack to the Arizona Canal. He reported that a recommendation of the Central Phoenix Peer Review Team was to make necessary improvements to increase the capacity of the Durango Loop. According to the Peer Review team, capacity improvement to the Durango Loop would help traffic feeding into the Stack as well as the Deck Park Tunnel.

Mr. Hazlett stated that as a result of the Peer Review Team's input, it was the recommendation of MAG Staff to distribute the \$1 billion in programmed funds from the Stack up to the Arizona Canal. He also reported that ADOT was taking the Peer Review Team's recommendation into consideration in planning the corridor. Mr. Hazlett explained that ADOT was considering four general purpose lanes including an HOV lane up to the Arizona Canal.

Mr. Hazlett informed the Committee that \$2.6 billion in funding was being allocated for improvements to the interstate system. He explained that \$1.8 of the \$2.6 billion was funded by local revenues. Mr. Ed Zuercher, from the City of Phoenix, inquired if the general purpose lanes for the Interstate 17/Black Canyon Freeway were being added from the Split to the canal or from the Stack to the canal. Mr. Hazlett replied that the lanes would be from the Split to the canal.

Mr. Fitzhugh from the City of Avondale inquired if there were any potential issues with repackaging projects or changing project scopes from what was presented to the voters. Mr. Eric Anderson replied that there was not a statutory requirement to return to the voters for changes to the plan. Mr. Anderson stated that original RTP planned for a portion of the I-17 freeway to include second deck and that if MAG had adhered to that original plan, the cost for I-17 would be \$125 million per mile for eight miles. Mr. Eric Anderson explained that according to the Peer Review Team adding capacity either to I-10 west of Stack or I-17 north

of the Stack without addressing the stack would be problematic. He stated that the repackaging was an effort to provide better and the most cost-effective solutions.

Next, Mr. Fitzhugh asked for clarification about the proposed changes to the Interstate 10/Papago Freeway. Mr. Hazlett stated the cost increase for the corridor was the request by ADOT to construct two general purpose lanes in each direction instead of the one lane as originally planned. He explained that the increase in the number of lanes would require wall reconstruction and the purchase of additional right-of-way in a heavy commercial area. A brief discussion followed.

Continuing on, Mr. Hazlett addressed the highway component of the Regional Freeway and Highway Program. He stated it was the recommendation of MAG Staff that the traffic interchanges on Grand Avenue between Loop 303 and Loop 101 as well as the spot improvements for the section between Loop 101 and Van Buren Street proceed. He added that there were three additional interchanges, which had been discussed but not officially identified for the corridor. He reported that it was the recommendation of MAG Staff to defer the additional interchanges to Phase V of the program.

Mr. Terry Johnson from the City of Glendale inquired about the interchanges identified in the presentation. He stated that he believed a fourth interchange had been presented to the voters. Mr. Eric Anderson stated that MAG Staff would look into the issue and revise the presentation, as necessary.

Then, Mr. Hazlett discussed the Superstition Freeway. Mr. Hazlett reported that most of the improvements for the Superstition Freeway identified in the RTP were either underway or open to traffic, with the exception of the segment from Crismon Rd to Meridian Rd. He stated that the recommendation of MAG Staff was to proceed with that segment. Mr. Hazlett reported that issues had arisen in regards to the interchange at Lindsay Rd, and as a result, MAG Staff was recommending the interchange be deferred to Phase V.

The next project addressed by Mr. Hazlett was US 93. He stated that the project was currently underway and would be open to traffic in the near future. He added that MAG Staff did not have any recommendation pertaining to the project.

Moving on, Mr. Hazlett discussed the Piestewa Freeway/SR 51. He reported that the HOV lanes from Shea Blvd to Loop 101 and the direct HOV lanes from SR 51 to Loop 101 were complete and open to traffic. He stated that it was the recommendation of MAG Staff to defer the addition of one general purpose lane to Phase V, explaining the additional lanes were originally programmed in Phase IV of the RTP.

Mr. Eric Anderson informed the Committee that the some direct HOV connections included in the original plan were planned for traffic interchanges, which were not designed to accommodate the connections. He stated that it was the recommendation of MAG Staff to delay the direct HOV connections at the interchanges, which were not designed for those improvements. He added that it also was the recommendation of MAG Staff to proceed with the connections at the interchanges that were designed to accommodate direct HOV lanes. He cited the increased costs associated with improving a traffic interchange not designed for direct HOV connections as the reasoning behind the recommendation.

Mr. Zuercher asked for the rationale behind the deferral of the additional general purpose lanes on the Piestewa Freeway/SR 51 from Shea Blvd to Loop 101. Mr. Hazlett explained that MAG Staff closely reviewed the projects programmed for Phase IV of the plan in the deferral selection process. He stated the MAG Staff opted to retain the HOV lane project programmed for Phase IV due to the lanes' capacity to move more individuals than a traditional general purpose lane.

Mr. Hazlett stated that the general purpose lanes for Loop 101/Pima Freeway and Price Rd were not recommended for deferral to Phase V. He explained the decision was based on current traffic volumes and the travel demand on the facilities. Mr. Anderson added that many general purpose lane projects programmed in Phase IV were deferred to Phase V, and that the decision to retain any general purpose lanes in Phase IV were attributed to volumes and demand.

Mr. Johnson expressed support for the general decision to keep HOV lanes funded in the program. He inquired if some of the HOV lanes programmed were in non-congested areas and questioned if the inclusion of the HOV lanes, in addition to being a policy decision, was supported by traffic conditions in the area. He noted that some HOV lanes in the original RTP were programmed for more remote areas of the region.

Mr. Eric Anderson acknowledged that some of the planned HOV lanes were in less congested portions of the region and that traffic levels in those areas may not indicate the need for HOV lanes at this time. He stated that HOV lanes could be constructed fairly easily and the cost estimates were approximately \$3 million per mile. He reported that the HOV lane projects were transportation control measures included in approved air quality plans. He also informed the Committee that the MAG Region receives credit for the implementation of HOV lanes and that the projects count towards the mileage in the fixed guideway formulas. Mr. Hazlett stated that HOV lanes also were a safer traffic improvement. He explained that the construction of the concrete Jersey barrier in lieu of the cable barrier increased safety on the facilities. Mr. Meinhart added that the implementation of the HOV lanes also increased the output of the transit funding formula.

Mr. Zuercher discussed the deferral of the traffic interchanges on Grand Avenue. He expressed concerns about the impact of the deferrals on congestion, particularly at 35<sup>th</sup> Avenue. Mr. Hazlett acknowledged Mr. Zuercher's concerns stating that MAG Staff would continue to review the projects selected for deferment. Mr. Hazlett explained that part of the rationale for deferring the interchanges was the increasingly high cost estimates associated with the projects compared with the initial estimates included in the original RTP. A brief discussion followed.

Mr. Johnson encouraged MAG Staff to analyze congestion levels associated with each project in the decision-making process. Mr. Zuercher requested the analysis used in the decision-making process be provided to the member agencies. He inquired about the cost estimates for the traffic interchanges. Mr. Hazlett replied the initial cost estimates for the four interchanges neared \$97 million. He added that ADOT had not completed the Design Concept Report (DCR) for the interchanges, but that estimated costs were expected to be substantially higher than the \$97 million. Discussion followed. Chairman Moody encouraged MAG Staff to produce a DCR planning level document on the improvements to generate more accurate cost estimates as well as to determine where right-of-way might be preserved until funding for the

improvements could be secured.

Mr. Eric Anderson informed the Committee that another funding opportunity for the interchanges may be available due to the interchanges proximity to the railroad. He explained that crash data from 2007 indicated three areas along Grand Avenue with high crash rates because of the railroad. He stated the region may be able to secure funding for the interchanges through a railroad grade crossing improvement fund or through the highway safety fund.

Next, Mr. Hazlett addressed the Agua Fria Freeway. He stated it was the recommendation of MAG Staff to defer the general purpose lanes as well as direct HOV lane connections to I-10 and I-17. Mr. Hazlett explained that based on information provided by ADOT, the direct HOV lanes on the Agua Fria Freeway would require a full reconstruction of the existing system traffic interchanges. He added, however, that it was the recommendation of MAG Staff to proceed with the construction of the HOV lanes on the facility.

Mr. Hazlett stated that the HOV lanes on the Pima Freeway from SR 51 to the Red Mountain Freeway were complete and open to traffic. He reported the MAG Staff recommendation to move forward with the Pima Freeway due to the anticipated travel demand. He explained that segments of the Pima Freeway were expected to have the highest travel demand of the Loop system.

Mr Hauskins inquired if the general purpose lanes for Pima Freeway programmed for Phase II were still expected to proceed in that time frame. Mr. Eric Anderson replied that the recommendations were preliminary and that MAG Staff had not conducted the cash flow analysis on the recommendations at this point. He explained that MAG Staff would conduct the cash flow analysis once the program was generally redefined by phase and warned that project could be deferred from one phase to the next based on the results of the analysis.

Then, Mr. Hazlett discussed the Price Freeway. He reported that the construction of the HOV lanes on Price Freeway was currently underway. He stated that it was the recommendation of MAG Staff to proceed with the addition of general purpose lanes from Baseline Rd to the Santan Freeway.

Mr. Hazlett reported that although SR 143 was included in the RTP, funding for the project was being transferred from Sky Harbor Expressway/SR153. He stated that ADOT was in the design process for updating the ramps on the expressway at Sky Harbor Blvd at the 202 spur to complete to access off of SR 143.

Mr. Hazlett stated that construction on the Red Mountain Freeway/Loop 202 was underway from SR 51 to the Loop 101 as part of a design-build project. He reported that the HOV lanes on the Red Mountain Freeway/Loop 202 out to Gilbert RD were also underway. He stated it was the recommendation of MAG Staff to proceed with the HOV lanes out to the Superstition Freeway as well as the general purpose lanes from Gilbert Rd due to the high traffic demand. Mr. Hazlett announced the recommendation to defer the Phase IV interchange at Mesa Drive and the general purpose lane from Gilbert Dr to US-60/Superstition Freeway. He added that the direct HOV from the Superstition Freeway to the Red Mountain Freeway on the north had been deferred to Phase V, but may be included in the program in the future.

Next, Mr. Hazlett announced the MAG Staff recommendation to proceed with all HOV construction on the Santan Freeway. He stated the recommendation to proceed also included the construction of direct HOV lanes at I-10 and Loop 101. In addition, MAG Staff recommended to defer the general purpose lanes from I-10 to the Superstition Freeway.

Continuing on, Mr. Hazlett addressed the South Mountain Freeway. He reported that the ADOT current cost opinion was \$2.5 billion compared with the \$1.1 billion identified in the original RTP. Mr. Hazlett stated it was the recommendation of MAG Staff to proceed with the project under the conditions that the current alignment be reviewed for cost reduction opportunities and that the project follow the Proposition 300 cross section. Discussion followed.

Mr. Hazlett reported the recommendation of MAG Staff to proceed with the construction of three general purpose lanes for Loop 303 from I-10 up to I-17. He reported that the construction of an interim 4-lane facility from Happy Valley Road to I-17 was currently underway. Mr. Hazlett stated that MAG Staff was reviewing the cost estimates for the system interchanges on the corridor citing a cost opinion of \$200 million for the interchange at Grand Avenue and Loop 303 in Surprise. He explained that in lieu of a system interchange that cloverleaf ramps were recommended. He stated that current data indicates the cloverleaf design would hold the facility at a level of service D until FY 2030.

Then, Mr. Hazlett discussed the system interchange at Loop 303 and I-10. He reported the current ADOT cost opinion for the project was \$760 million, which is roughly three times the cost of the Hoover Dam Bypass. He stated the MAG Staff was still reviewing the project and would take a holistic approach. He announced the MAG Staff recommendations not to defer the project and to request that ADOT conduct vigorous value engineering to reduce costs. He stated that \$760 million was approximately half of what was initially programmed for the entire Loop 303 corridor from MC 85 to I-17 in the original RTP.

Mr. Hazlett addressed the Northern Parkway connection at Loop 303 and Northern Avenue. He stated the Northern Parkway interim facility would be from Sarival to the Loop 101 and relayed the City of Glendale's concerns about connections. He stated Glendale was particularly concerned with connections to the facility as well as how to minimize traffic delays on the facility.

Mr. Fitzhugh inquired what caused the cost opinion of the system interchange at Loop 303 and I-10 to reach \$760 million. Mr. Hazlett stated that MAG Staff shared the concerns about the cost determination. Chairman Moody stated that the high costs might be attributed to the number of arterial connections planned for system interchange. Mr. Hazlett agreed stating the interchange at Loop 303 and I-10 was more like five interchanges due to the connections at Loop 303/I-10, Citrus Rd/I-10, Sarival/I-10 plus the Loop 303 interchanges at Thomas Rd, McDowell Rd, and Van Buren Street. He added that according to ADOT designers, the interchange would be the most complicated on the entire system if built as presented.

Mr. Grant Anderson inquired if the current design and cost estimates included the direct HOV lanes. Mr. Hazlett replied no. Mr. Eric Anderson explained that the projected right-of-way acquisition costs of \$250 million accounted for more than one-third of the entire project cost estimate. He stated that MAG Staff was working with ADOT on reviewing the right-of-way

footprint to find areas to reduce the project costs. He added that a portion of I-10 would need to be realigned as part of the project, which also contributed to the costs. Discussion followed.

Next, Mr. Hazlett addressed SR 801 also known as the Interstate 10 reliever. He reported it was the recommendation of MAG Staff to defer the project to Phase V. He stated the rationale for the deferral was that both the interim and final projects were originally programmed in Phase IV of the program. He added that SR 801 was an important facility for regional mobility and as a result MAG Staff was also recommending the completion of the Environmental Assessment (EA) and the purchase of \$25 million in right-of-way for corridor preservation.

Mr. Hazlett stated that the recommendation for the Williams Gateway Freeway/SR 802 was to build the interim facility and the Loop 202 interchange over to Ellsworth Rd. He then reported the recommendation to defer the remainder of the project to Phase V. He added that part of the rationale for the deferral was connectivity and congestion issues that would arise if more of the facility was built, but the portions in Pinal County were not constructed due to a funding shortfall.

Moving on, Mr. Hazlett discussed Carefree Highway/SR 74. He reported the recommendation of MAG Staff to defer the right-of-way preservation funding identified be deferred. Chairman Moody expressed concerns about deferring all of the identified right-of-way preservation funding. He encouraged MAG Staff to consider keeping some of the funding in the program given the potential for developer contributions in the area. Mr. Grant Anderson concurred with Chairman Moody sentiments. A brief discussion followed.

Mr. Hazlett informed the Committee of MAG Staff's recommendation to continue with the current work on SR 85. He also recommended the deferral of future work to Phase V. He stated that despite the deferral, MAG Staff was increasing the funding for the current work by \$30 million. Mr. Hazlett reported that improvements to SR 87 were complete and open to traffic. He stated that improvement to SR 88 were currently in the 5-year plan and as a result MAG Staff did not have recommendations for the project.

Then, Mr. Hazlett addressed system-wide improvements. He explained the improvements were not specified for a specific corridor and included funding for the freeway management system, continuing maintenance, right-of-way preservation, noise mitigation and noise walls as well as design work.

Chairman Moody asked if there were any additional questions or comments about the agenda item. There were none, and Chairman Moody proceed to the next agenda item.

#### 10. Update on the I-8/I-10 Hidden Valley Transportation Framework Study

Chairman Moody invited Mr. Hazlett to provide an update on the I-8/I-10 Hidden Valley Transportation Framework Study. Mr. Hazlett stated that due to time constraints he would provide the Committee with an abbreviated version of the presentation. He reported that MAG Staff was preparing to present the I-8/I-10 Hidden Valley Transportation Framework Study for approval in September.

Mr. Hazlett informed the Committee that a minor addition had been made to the project map

at the request of the City of Maricopa. He stated that the revision upgraded SR 238 in Pinal County to a full freeway facility. He explained that MAG Staff was currently working on the acceptance resolution adding that it was consistent with the acceptance resolution presented for the Hassayampa Framework Study. Then, Mr. Hazlett summarized the draft acceptance resolution language to be presented.

Chairman Moody asked if there were any questions or comments about the agenda item. Mr. Overmyer inquired the Committee would entertain a question about the Federal Fund Closeout. He asked if it were possible to add projects to the contingency list in August or September if additional funding was identified or additional project deferral requests were submitted to MAG. Mr. Eric Anderson stated that adding projects to the contingency list at the August or September meeting was unlikely due to the short time frame for a project to obligate.

Chairman Moody inquired if MAG Staff would be providing an update on the federally funding projects at the next Committee meeting. Mr. Eric Anderson stated that MAG Staff would provide a progress report at the next Committee meeting. Chairman Moody asked if there were any questions or comments about the agenda item. There were none, and Chairman Moody moved on to the next agenda item.

11. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates; address any issues or concerns regarding transportation at the regional level; and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none, and Chairman Moody moved to the next agenda item

12. Next Meeting Date

Chairman Moody informed members in attendance that the next meeting of the Committee would be held on August 27, 2009. There being no further business, Chairman Moody adjourned the meeting at 11:38 a.m.

# **ATTACHMENT ONE**



**ADOT**  
 Janice K. Brewer  
*Governor*  
 John S. Halikowski  
*Director*

**Arizona Department of Transportation  
 Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Floyd Roehrich Jr.  
*State Engineer*

July 30, 2009

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

Re: Red Letter Report - Notices from January 1, 2009 to June 30, 2009

Dear Mr. Smith:

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of January 1, 2009 to June 30, 2009. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	01	01
City of Avondale	01	00
Town of Buckeye	02	02
City of Chandler	05	00
Town of Gilbert	03	02
City of Glendale	01	00
City of Goodyear	15	01
Maricopa County	18	05
City of Mesa	02	00
City of Peoria	03	01
City of Phoenix	25	10
City of Surprise	46	05
City of Tempe	00	00
Other	<u>18</u>	<u>04</u>
<b>Total Received</b>	<b>140</b>	<b>31</b>

## **MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES**

### **ARIZONA STATE LAND DEPARTMENT:**

#### **06/17/2009 Accipiter Communications / #18-113322 & #18-113332 / Various locations**

Notification was sent in regards to the installation of fiber optic lines in various locations around the Loop 303. Annette Close, ADOT Administrative Assistant III advised them that application #18-113332 will have the greatest impact on the Loop 303 and that they needed to obtain a permit before accessing ADOT property.

**CITY OF AVONDALE: No impact responses sent.**

### **TOWN OF BUCKEYE:**

#### **02/05/2009 Sundance Business Park / PP07-17 (504-19-007E) / SWC of Watson Rd & I-10**

Notification was sent in regards to the Public Hearing notice from Matt Klyszeiko with RBF Consulting on the project referenced above. Annette Close, ADOT Administrative Assistant III requested the developer to send us a copy of there Site Plans so we can review them to ensure no access, encroachment or drainage issues exist that could affect our highway system and that they needed to obtain a permit before accessing ADOT property.

#### **05/05/2009 Watson Marketplace / PP08-04 (504-19-014J) / SWC of Watson Rd & I-10**

Notification was sent in regards to the Public Hearing on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-10 and that they needed to obtain a permit before accessing ADOT property.

**CITY OF CHANDLER: No impact responses sent.**

### **TOWN OF GILBERT:**

#### **05/05/2009 Parcel # 304-28-009A/ SEC of the 202L and Wade Rd.**

Notification was sent in regards to the Public Hearing regarding the zoning change on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

**05/13/2009 Skilled Nursing Facility / DR 09-16/ SEC of the 202L and Pecos Rd.**

Notification was sent in regards to the Design Review regarding the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

**CITY OF GLENDALE: No impact responses sent.**

**CITY OF GOODYEAR:**

**05/13/2009 Centerscape at Palm Valley / 09-20000004/ SEC of Bullard Ave & McDowell Rd.**

Notification was sent in regards to the Zoning Change request on the above referenced subject. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-10 and that they needed to obtain a permit before accessing ADOT property.

**MARICOPA COUNTY:**

**05/05/2009 Mirage Plastering/ Z2008127/SEC I-10 & L202**

Notification was sent in regards to the Plan of Development on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-10 EB ramp to the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

**03/11/2009 Verizon S.U.P.- PHO Whittman /Z2008102/ NWC of US 60 & 211<sup>th</sup> Ave**

Notification was sent in regards to the Public Hearing on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the US 60 and that they needed to obtain a permit before accessing ADOT property. We also informed them that Maricopa Association of Governments is conducting a study for future improvements on US 60 that could affect this property.

**03/11/2009 Sabre Business Park / Z2009012 & CPA200901 / East of the 303L to Sarival**

Notification was sent in regards to the Plan Amendment and Zoning Change on the above referenced project. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 303.

**03/10/2009 F-5 Equipment Building/ Z2009014 / 4900 S. 51<sup>st</sup> Avenue**

Notification was sent in regards to the Plan of Development on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the SR202.

**03/10/2009 American Outdoor Advertising/ Z2009002 / So. of the SEC of Elliot Rd. & I-10**

Notification was sent in regards to the Plan of Development on the subject referenced above. Annette Close, Administrative Assistant III advised them that this project could have an impact on the I-10 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

**CITY OF MESA: No impact responses sent.**

**CITY OF PEORIA:**

**06/18/09 Olive Retail Park PH II / PR 09-09/ S/O SWC of 91<sup>st</sup> Ave and Olive Avenue**

Notification was sent in regards to the Site Plan on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 101 and that they needed to obtain a permit before accessing ADOT property.

**CITY OF PHOENIX:**

**03/12/2009 Clear Channel Billboard/ ZA-108-09/ West of I-17 North of Williams Dr.**

Notification was sent in regards to the Zoning Change on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

**03/10/2009 S.W Behavior Health/01-20803/2313 W. Yuma St.**

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that we need a copy of the site plans, so The Arizona Department of Transportation can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

**03/11/2009 Holiday Inn/ Project 09-199/NWC of Tatum Blvd & 101Loop.**

Notification was sent in regards to the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they needed to obtain a permit before accessing ADOT property. We requested a copy of the site plans from the developer, so ADOT can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

**03/10/2009 Park & Ride/ Project # 09-557 /I-17 & Happy Valley Road**

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they needed to obtain a permit before accessing ADOT property. We requested a copy of the site plans from the developer, so ADOT can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

**04/09/2009 Laveen Health Services/ Project # 09-873 /NEC of 63<sup>rd</sup> Avenue & Dobbins Road**

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202. We requested a copy of the site plans from the developer, so ADOT can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

**04/09/2009 Clear Channel Billboard/ Project # 99-18990 / 2211 N. Black Canyon**

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

**04/09/2009 Clear Channel Billboard/ Project # 02-417 / 1335 E. Maricopa Freeway**

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

**05/05/2009 Chase Bank/ Project 09-1685/SWC of Scottsdale Rd & 101 Loop.**

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 101 and that they needed to obtain a permit before accessing ADOT property. We requested a copy of the site plans from the developer, so ADOT can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

**05/06/2009 Staybridge Suites/ SDEV 0800823/NEC of SR 51 & Greenfield Rd (Thomas Rd).**

Notification was sent in regards to the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the SR 51 and that they needed to obtain a permit before accessing ADOT property.

**06/18/2009 Park & Ride/ SDEV 0900232/SWC of 40<sup>th</sup> St & Pecos Rd**

Notification was sent in regards to the amendment on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

**CITY OF SURPRISE:**

**02/05/2009 X175 Hart's Field Ranch/AUPC 08-340/14102 W. Pinnacle Peak Rd**

Notification was sent in regards to the Administrative Use Permit on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 303 and that they needed to obtain a permit before accessing ADOT property.

**03/10/2009 David Hanner /PA09-002/SWC of Grand Ave & Norwich Dr.**

Notification was sent in regards to the Zoning Change on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the US 60 and that they needed to obtain a permit before accessing ADOT property.

**03/12/2009 Grand Hotel Plaza/SPA09-033/14783 W. Grand**

Notification was sent in regards to the Site Plan Amendment on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the US 60 and that they needed to obtain a permit before accessing ADOT property.

**04/10/2009 Lone Mountain Retail/ GPA08-331 / Grand Avenue and Deer Valley Road**

Notification was sent in regards to the General Plan Amendment on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the US 60 and that they needed to obtain a permit before accessing ADOT property. We also informed them that the Maricopa Association of Governments is conducting a study for future improvements on US 60 that could affect this property.

**05/05/2009 City of Surprise/GPA09-005/ Various Locations**

Notification was sent in regards to the Public Notice on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that the proposed project could have an impact on our highway facilities in this area. ADOT would like to review the plans when they are available and that they needed to obtain a permit before accessing ADOT property.

**CITY OF TEMPE: No impact responses sent.**

**OTHER:**

**03/11/2009 Z-85-08-7 / SEC of 63<sup>rd</sup> Avenue & Lower Buckeye Rd**

Notification was sent in regards to the Zoning Change on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the SR202.

**06/24/2009 ZA-207-09 / 402 S. 54<sup>th</sup> Street**

Notification was sent in regards to the Billboard referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the SR202 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

**06/18/2009 Higley Park/ NEC of the 202 & Higley Rd.**

Notification was sent in regards to the Billboard referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

**06/18/2009 Baseline Center /NWC of the 202 and Baseline Rd**

Notification was sent in regards to the Public Hearing on the subject referenced above. Annette Close, Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

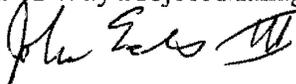
The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising,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

Receipt of early notification in the planning and design process, the "Red Letter" process, helps to reduce costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7900, or by email at [JEckhardt@azdot.gov](mailto:JEckhardt@azdot.gov).

Sincerely,

John Eckhardt III, Manager  
Right of Way Project Management



cc: John S. Halikowski, Director, ADOT  
Sabra Mousavi, Chief Right of Way Agent

# **ATTACHMENT TWO**

August 17, 2009

TO: Members of the Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: DEVELOPMENT OF THE FY 2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION PLAN 2010 UPDATE

Extensive policy discussions have been held this year as MAG and RPTA focus on the freeway and transit life cycle programs in light of the economic recession and declining sales tax revenues. Due to these unique circumstances, MAG has reviewed and revised the schedule for the development of the next five-year Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) Update. MAG will begin development of the 2011 – 2015 TIP and the RTP 2010 Update in place of the 2010-2014 TIP and the RTP 2009 Update. Please see the attached revised schedule for further details.

The development of the 2011 - 2015 TIP began this month with a call for projects to be programmed with federal funds through a competitive evaluation process. Applications for PM-10 Certified Street Sweepers, PM-10 Pave Unpaved Roads, Intelligent Transportation System (ITS), Bicycle, and Pedestrian projects are now available for the competitive selection process for MAG Federal Funds for inclusion in the 2011- 2015 Transportation Improvement Program (TIP).

The applications are provided as Microsoft Excel workbooks and it is requested that applicants complete these workbooks with the required information. It is required that excel applications are submitted both electronically and in a hard copy format with the necessary signatures is submitted to MAG by the due date. The applications may be downloaded from the MAG website on the Transportation Improvement Program webpage: <http://www.mag.maricopa.gov/project.cms?item=413>. **Signed project applications are due to MAG by Friday September 18, 2009 by 12:00 p.m./noon. Late applications will not be accepted.**

As outlined in the fiscal year (FY) 2009 MAG Transportation Programming Guidebook, available federal funds to be programmed through the MAG competitive selection process for inclusion in the MAG TIP are:

- PM-10 Certified Street Sweepers in FY 2010- \$1,310,000, federal CMAQ funds
- PM-10 Pave Unpaved Road projects in FY 2013 - \$4,513,000, federal CMAQ funds
- Intelligent Transportation System (ITS) projects in FY 2014 - \$6,887,000, federal CMAQ funds
- Bicycle and Pedestrian projects in FY 2014 - \$8,737,000, federal CMAQ funds

If there are any questions, please me at (602) 254-6300 or at [eyazzie@mag.maricopa.gov](mailto:eyazzie@mag.maricopa.gov).

A Voluntary Association of Local Governments in Maricopa County

**2011-2015 Transportation Improvement Program (TIP) &  
Regional Transportation Plan (RTP) 2010 Update**

**2009**

August	<ul style="list-style-type: none"> <li>● <b>7th:</b> Federal Fund Project Applications available for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, ITS Projects - FY2014, Bicycle Projects - 2014, and Pedestrian Projects - 2014</li> <li>● <b>19th:</b> Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m. - Saguaro Room, 2nd Floor MAG</li> <li>● <b>27th:</b> 1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications</li> </ul>
September	<ul style="list-style-type: none"> <li>● <b>10th:</b> 8:30 - 11:00 a.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications</li> <li>● <b>18th: Noon/12:00 p.m. - Due Date and Time,</b> signed Project Applications due to MAG. Late Applications will not be accepted.</li> </ul>
October	<ul style="list-style-type: none"> <li>● Managers, TPC, and RC review/recommend/approve Draft Freeway Plan.</li> <li>● <b>1st:</b> Transportation Review Committee (TRC) review/recommend/approve draft list of MAG Federal Fund project requests (no scores or Technical Advisory Committee (TAC) ranking).</li> <li>● <b>7th:</b> ITS Committee reviews and Lead Agencies present project applications for ITS Projects - 2014</li> <li>● <b>13th:</b> Street Committee reviews and Lead Agencies present project applications for Paving Unpaved Road Projects - FY2013, and PM-10 Certified Street Sweepers - FY2010</li> <li>● <b>20th:</b> Bike and Ped Committee reviews and Lead Agencies present project applications for Bicycle and Pedestrian Projects - 2014</li> <li>● <b>29th:</b> AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2014</li> </ul>
November	<ul style="list-style-type: none"> <li>● <b>4th:</b> ITS Committee - second review and ranking of project applications for ITS Projects - FY2014</li> <li>● <b>10th:</b> Street Committee - second review of project applications for Paving Unpaved Road Projects - FY2013, and PM-10 Certified Street Sweepers - FY2010</li> <li>● <b>17th:</b> Bike and Ped Committee - second review and ranking of project applications for Bicycle and Pedestrian Projects - FY2014</li> <li>● TIP Data Entry System available to member agencies for 2009-2015 project updates</li> </ul>
December	<ul style="list-style-type: none"> <li>● <b>10th</b> - AQTAC review and recommends CMAQ evaluations for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, and Air Quality project in 2015</li> <li>● <b>14th</b> - TRC review/recommend/approve funding for Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs</li> </ul>

**2010**

January	<ul style="list-style-type: none"> <li>● Member agencies submit privately and locally funded projects for inclusion in 2011-2015 TIP for an Air Quality Conformity Analysis (AQCA) via the TIP Data Entry System</li> <li>● <b>13th</b> - Managers review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs</li> <li>● <b>20th</b> - TPC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs</li> <li>● <b>27th</b> - RC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs</li> </ul>
February	<ul style="list-style-type: none"> <li>● FY 2011-2015 Draft MAG TIP (Listing of Projects) produced</li> <li>● TRC recommends Draft 2011-2015 TIP Project Listings and Draft RTP 2010 Update for AQCA</li> </ul>
February-March	<ul style="list-style-type: none"> <li>● Draft 2011-2015 TIP Project Listings and Draft RTP 2010 Update available for TAC and public review</li> </ul>
March	<ul style="list-style-type: none"> <li>● Mid-Phase joint Open House and Public Hearing for MAG, ADOT-State Transportation Board, RPTA (Valley Metro), Metro, City of Phoenix Dept. of Public Transit, and Citizen's Transportation Oversight Committee on Draft 2011-2015 TIP/State Highway Program and Draft RTP 2010 Update.</li> </ul>
April	<ul style="list-style-type: none"> <li>● Managers, TPC and RC review/recommend/approve Draft 2011-2015 TIP and Draft RTP 2010 Update for an AQCA,</li> </ul>
Apr/May	<ul style="list-style-type: none"> <li>● TIP undergoes AQCA (Transportation Division runs horizon year models and then Environmental Division runs AQCA)</li> </ul>
Mid May	<ul style="list-style-type: none"> <li>● 30 days notice prior to Public Hearing</li> </ul>
June	<ul style="list-style-type: none"> <li>● Final-Phase Open House and Public Hearing for MAG on Final Draft 2011-2015 TIP, Draft RTP 2010 Update and Draft AQ Conformity Analysis</li> <li>● AQTAC recommends approval of the AQCA of the 2011-2015 TIP and RTP 2010 Update</li> <li>● TRC review/recommend/approve 2011-2015 TIP and RTP 2010 Update</li> </ul>
July	<ul style="list-style-type: none"> <li>● Managers, TPC and RC review/recommend/approve 2011-2015 TIP, RTP 2010 Update, and AQCA</li> </ul>
August	<ul style="list-style-type: none"> <li>● Governor's designee approves 2011-2015 TIP</li> </ul>
Aug/Sep	<ul style="list-style-type: none"> <li>● First Four Years of the MAG 2011-2015 TIP included in 2011-2014 Arizona STIP</li> </ul>

# **ATTACHMENT THREE**

**Request for Project Change**  
**Amendments and Administrative Modifications to the FY08-12 TIP and FY 2010 ALCP**  
**August Transportation Review Committee**

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT10-801	ADOT	10: MP 129 - 146	Sign replacement/rehabilitation	2010	17	IM	\$ 43	\$ 707			\$ 750	replacement project in FY 2010.
Highway	DOT10-802	ADOT	17: MP 194 - 201	Sign replacement/rehabilitation	2010	7	IM	\$ 37	\$ 613			\$ 650	replacement project in FY 2010.
Highway	DOT10-803	ADOT	202 (Red Mountain Fwy): MP 10 - 17	Sign replacement/rehabilitation	2010	7	NHS	\$ 43	\$ 707			\$ 750	replacement project in FY 2010.
Highway	DOT10-804	ADOT	60 (Grand Ave): Wickenburg - San Domingo Wash	Pavement Preservation	2010	5.1	NH	\$ 330,600	\$ 5,469,400			\$ 5,800,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT10-805	ADOT	8: MP 121 - Big Horn	Pavement Preservation	2010	13.6	IM	\$ 969,000	\$ 16,031,000			\$ 17,000,000	pavement preservation project in FY 2010.
Highway	DOT07-323	ADOT	101 (Agua Fria Fwy)/99th Ave: I-10 to Van Buren	Roadway Widening	2010	1.0	STP/ARRA	\$ 601,050	\$ 2,498,950	\$ 652,890		\$ 3,752,890	Admin Mod: Modify costs to increase from \$3,603,000 to \$3,752,890
Highway	DOT10-843	ADOT	101L Price Fwy: Baseline Rd to Chandler Blvd	FMS Construction	2010	5	CMAQ	\$ 44,631	\$ 738,369			\$ 783,000	Admin Mod: Change funding source from RARF to CMAQ.
Highway	BKY10-802	Buckeye	North Watson Road and MC85 Phase I and Phase II	Design pave dirt road project	2010	0.22	Local	\$ 48,840				\$ 48,840	Amend: Add new project to the TIP
Highway	BKY11-801	Buckeye	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	2011	0.22	CMAQ	\$ 3,896	\$ 64,456			\$ 68,352	Amend: Add new project to the TIP
Highway	ELM10-801	El Mirage	Westside of Downtown El Mirage	Design pave dirt road project	2010	1.7	Local - HURF	\$ 40,800				\$ 40,800	Amend: Add new project to the TIP
Highway	ELM11-801	El Mirage	Westside of Downtown El Mirage	Paving existing unpaved alleys	2011	1.7	CMAQ	\$ 24,500	\$ 222,000			\$ 246,500	Amend: Add new project to the TIP
Highway	ELM11-802	El Mirage	Eastside of Downtown El Mirage	Design pave unpaved alley project	2011	2.16	Local - HURF	\$ 49,000				\$ 49,000	Amend: Add new project to the TIP
Highway	ELM12-801	El Mirage	Eastside of Downtown El Mirage	Paving existing unpaved alleys	2012	2.16	CMAQ	\$ 16,985	\$ 281,000			\$ 297,985	Amend: Add new project to the TIP
Highway	FTM10-801	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, SR-87 to 3 miles north	Design pave dirt road project	2010	2.7	Local	\$ 145,000				\$ 145,000	Amend: Add new project to the TIP
Highway	FTM11-801	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, SR-87 to 3 miles north	Pave Unpaved Road	2011	2.7	CMAQ	\$ 56,622	\$ 936,731			\$ 993,353	Amend: Add new project to the TIP
Highway	FTM10-802	Fort McDowell Yavapai Nation	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Design pave dirt road project	2010	4	Local	\$ 155,000				\$ 155,000	Amend: Add new project to the TIP
Highway	FTM11-802	Fort McDowell Yavapai Nation	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Pave Unpaved Road	2011	4	CMAQ	\$ 71,792	\$ 1,187,709			\$ 1,259,500	Amend: Add new project to the TIP
Highway	GLB10-802	Gilbert	Ryan Road: Greenfield Rd to 164th St.	Design pave dirt road project	2010	0.5	Local	\$ 15,000				\$ 15,000	Amend: Add new project to the TIP

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	GLB11-806	Gilbert	Ryan Road: Greenfield Rd to 164th St.	Pave Unpaved Road	2011	0.5	CMAQ	\$ 9,840	\$ 162,760			\$ 172,600	Amend: Add new project to the TIP
Highway	GLB11-807	Gilbert	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	2011	0.3	Local	\$ 7,700				\$ 7,700	Amend: Add new project to the TIP
Highway	GLB12-801	Gilbert	Walnut Road: 162nd Street to 164th Street	Pave Unpaved Road	2012	0.3	CMAQ	\$ 5,262	\$ 87,038			\$ 92,300	Amend: Add new project to the TIP
Highway	GLB11-808	Gilbert	Bonanza Road: 156th St to 157th St	Design pave dirt road project	2011	0.15	Local	\$ 4,500				\$ 4,500	Amend: Add new project to the TIP
Highway	GLB12-802	Gilbert	Bonanza Road: 156th St to 157th St	Pave Unpaved Road	2012	0.15	CMAQ	\$ 3,221	\$ 53,279			\$ 56,500	Amend: Add new project to the TIP
Highway	MMA09-811	Maricopa County	Old US-80 Bridge over Gila River	Rehabilitate bridge	2010	0.1	BR-Bridge Funding/STP-TEA	\$ 6,200,000	\$ 1,500,000			\$ 7,700,000	Admin Mod: Project was originally funded with 100% local, funding changed to include \$1 million of federal Bridge funds, and \$500K of STP-TEA
Highway	MMA10-801	Maricopa County	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Design pave dirt road project and obtain right of way and utility clearances	2010	0.3	Local - HURF	\$ 31,508				\$ 31,508	Amend: Add new project to the TIP
Highway	MMA11-801	Maricopa County	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Pave Unpaved Road	2011	0.3	CMAQ	\$ 11,252	\$ 186,146			\$ 197,398	Amend: Add new project to the TIP
Highway	PHX11-801	Phoenix	Citywide	Design alley dust proofing project	2011	40	Local	\$ 260,000				\$ 260,000	Amend: Add new project to the TIP
Highway	PHX12-801	Phoenix	Citywide	Alley Dust proofing	2012	40	CMAQ	\$ 190,000	\$ 2,009,471			\$ 2,199,471	Amend: Add new project to the TIP
Highway	SUR10-801	Surprise	Dove Valley Rd: 163rd Ave. to 179th Ave	Design pave dirt road project	2010	2	Local	\$ 170,000				\$ 170,000	Amend: Add new project to the TIP
Highway	SUR12-801	Surprise	Dove Valley Rd: 163rd Ave. to 179th Ave	Pave Unpaved Road	2012	2	CMAQ	\$ 68,200	\$ 956,800			\$ 1,025,000	Amend: Add new project to the TIP
Highway	SUR09-802	Surprise	Dove Valley Rd: 163rd Ave to 179th Ave	Design Pave dirt roads	2009	2	CMAQ		\$ 150,000			\$ 150,000	Amend: Delete project from the TIP

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications														
RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
All-CHN-20-03	CHN120-07C	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvement	2010	2010	0.25	RARF	\$ 3,583,978	\$ -		\$ 2,287,228	\$ 5,871,206	Admin Mod: Project deferred from 2009 to 2010.
All-CHN-20-03	CHN10-002RWZ	Chandler	Chandler Blvd at Dobson Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.25	RARF	\$ 322,104	\$ -		\$ 751,577	\$ 1,073,682	Amend: New TIP project. Acquisition of Right-of-Way to be completed in FY 2010.
ACI-GIL-10-03-A	CHN10-004CZ	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Construct roadway widening	2010	2016, 2021	1.3	RARF	\$ 2,678,604	\$ -		\$ 2,703,207	\$ 5,381,811	Amend: New TIP project. Construction to be completed in FY 2010.
ACI-SHA-10-03-A	FTH10-001DZ	Fountain Hills	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	Design roadway widening	2010	2010	1.0	RARF	\$ 17,118	\$ -		\$ 39,805	\$ 56,923	Amend: New TIP project. Design to be completed in FY 2010.
ACI-SHA-10-03-B	FTH10-002DZ	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	2010	2010	0.8	RARF	\$ 359,455	\$ -		\$ 838,611	\$ 1,198,066	Amend: New TIP Project. Design to be completed in FY 2010.
ACI-SHA-10-03-B	FTH09-908	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Acquisition of right-of-way for roadway widening	2010	2010	0.8	RARF	\$ 77,341	\$ -		\$ 180,459	\$ 257,800	Amend: Updated Local/Regional/Total Costs and project deferred from 2009 to 2010.

**Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications**

RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
ACI-SHA-10-03-B	FTH10-909	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	2010	2010	0.8	RARF	\$ 1,966,759	\$ -		\$ 4,589,105	\$ 6,555,864	Admin Mod: Updated Local/Regional/Total Costs.
AII-GUD-30-03	GLB120-08D	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2010	2010	0.8	RARF	\$ 149,193	\$ -		\$ 231,995	\$ 381,188	Amend: Updated Local/Regional/Total Cost and project deferred from 2009 to 2010.
AII-GUD-30-03	GLB120-08RW	Gilbert	Guadalupe Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.8	RARF	\$ 671,761	\$ -		\$ 1,567,442	\$ 2,239,203	Admin Mod: Defer project from 2009 to 2010.
AII-GUD-30-03	GLB10-003CZ	Gilbert	Guadalupe Rd at Cooper Rd	Construct intersection improvement	2011	2011	0.8	RARF	\$ 1,157,418	\$ -		\$ 947,433	\$ 2,104,852	Amend: New TIP project. Construction to be completed in FY 2011.
ACI-PWR-10-03-B	GLB10-005RWZ	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	2010	2010	1.5	RARF	\$ 1,184,977	\$ -		\$ 1,306,546	\$ 2,491,523	Amend: New TIP project. Acquisition of Right-of-Way to be completed in FY 2010.
ACI-PWR-10-03-B	GLB400-11D	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	2010	2010	1.5	RARF	\$ 1,315,755	\$ -		\$ 1,012,650	\$ 2,328,405	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-PWR-10-03-B	GLB09-726C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2010	2011	1.5	RARF	\$ 5,802,195	\$ -		\$ 3,347,314	\$ 9,149,509	Admin Mod: Project deferred from FY 2009 to FY 2010
AII-WNR-10-03	GLB10-007RWZ	Gilbert	Warner Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.4	RARF	\$ 85,722	\$ -		\$ 200,018	\$ 285,740	Amend: New TIP project. Right-of-way acquisition to be completed in FY 2010.
AII-WNR-10-03	GLB10-007RCZ	Gilbert	Warner Rd at Cooper Rd	Construct intersection improvement	2010	2010	0.4	RARF	\$ 1,028,770	\$ -		\$ 2,400,463	\$ 3,429,233	Amend: New TIP Project. Construction to be completed in FY 2010.
ACI-NOR-30-03-B	MMA10-004RWZ	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening	2010	2011	12.5	STP-MAG	\$ 618,727	\$ 1,443,697		\$ -	\$ 2,062,424	Amend: New TIP Project.
ACI-NOR-30-03-A	MMA10-009DZ	Maricopa County	Northern Parkway: Sarival to Dysart	Design roadway widening	2010	2010	4.1	STP-MAG	\$ 1,370,058	\$ 3,196,803		\$ -	\$ 4,566,861	Amend: New TIP project. Design to be completed in FY 2010.
ACI-NOR-30-03-A	MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2010	2010	4.1	STP-MAG	\$ 7,026,973	\$ 16,396,272		\$ -	\$ 23,423,245	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-NOR-30-03-A	MMA10-009CZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct roadway widening	2010	2011	4.1	STP-MAG	\$ 4,570,626	\$ 10,664,795		\$ -	\$ 15,235,421	Amend: New TIP project.
AII-DOB-10-03	MES10-004RWZ	Mesa	Dobson Rd at Guadalupe Rd	Acquisition of right-of-way for intersection improvement	2010	2010	1	RARF	\$ 197,657	\$ -		\$ 461,201	\$ 658,858	Amend: New TIP project.
ACI-GRN-20-03-A	MES10-005DZ	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Design roadway widening	2010	2010	1	RARF	\$ 10,657	\$ -		\$ 24,866	\$ 35,523	Amend: New TIP project. Design to be completed in FY 2010.
ACI-MES-10-03-B	MES09-911	Mesa	Mesa Dr at Broadway Rd	Design intersection improvement	2010	2010	1	RARF	\$ 42,627	\$ -		\$ 99,462	\$ 142,089	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-MES-10-03-A	MES150-08D	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2010	2010	1	RARF	\$ 550,260	\$ -		\$ 1,283,940	\$ 1,834,200	Updated Local/Regional/Total Costs.
ACI-MES-10-03-A	MES10-012RWZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	2010	2010	1	RARF	\$ 2,536,816	\$ -		\$ 2,130,501	\$ 4,667,317	Amend: New TIP project.
ACI-PWR-20-03-A	MES10-014DZ	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Pre-Design/Design of roadway widening	2010	2012	3.5	RARF	\$ 125,164	\$ -		\$ 292,049	\$ 417,213	Amend: New TIP project.

**Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications**

RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
ACI-PWR-20-03-A	MES10-014RWZ	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Acquisition of right-of-way for roadway widening	2010	2013	3.5	RARF	\$ 287,708	\$ -		\$ 493,176	\$ 780,884	Amend: New TIP project.
ACI-SOU-10-03-A	MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 31,970	\$ -		\$ 74,597	\$ 106,567	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-SOU-10-03-A	MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 31,970	\$ -		\$ 74,597	\$ 106,567	Updated Local/Regional/Total Costs.
ACI-SOU-10-03-B	MES10-016DZ	Mesa	Southern Ave at Stapley Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 21,313	\$ -		\$ 49,731	\$ 71,044	Amend: New TIP project.
ACI-HPV-10-03-B	PEO10-004CZ	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Construct roadway widening	2010	2027	4	RARF	\$ 15,663,288	\$ -		\$ 2,483,428	\$ 18,146,716	Amend: New TIP Project. Construction to be completed in FY 2010.
ACI-LKP-10-03-A	PEO10-002DZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Design roadway widening	2010	2013	9.76	RARF	\$ 1,609,228	\$ -		\$ 3,753,612	\$ 5,362,840	Amend: New TIP project.
ACI-SON-10-03-B	PHX10-003DZ	Phoenix	Sonoran Blvd: 10th St to 26th St	Design roadway widening	2010	2011	2	RARF	\$ 973,773	\$ -		\$ 865,439	\$ 1,839,212	Amend: New TIP project.
ACI-SON-10-03-A	PHX10-004DZ	Phoenix	Sonoran Blvd: 15th Ave to 10th St	Design roadway widening	2010	2011	1.75	RARF	\$ 162,392	\$ -		\$ 317,169	\$ 479,561	Amend: New TIP project.
ACI-SON-10-03-C	PHX10-005DZ	Phoenix	Sonoran Blvd: 26th St to Cave Creek	Design roadway widening	2010	2011	2	RARF	\$ 205,560	\$ -		\$ 407,894	\$ 613,454	Amend: New TIP project.
ACI-PMA-30-03	SCT100-08P	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Pre-Design roadway widening	2009	2010	8	RARF	\$ 3,199,851	\$ -		\$ -	\$ 3,199,851	Pre-Design to completed in FY 2009. Previously listed as completed in 2008.
ACI-PMA-30-03	SRP100-08D	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	2010	2010	8	RARF	\$ 864,156	\$ -		\$ 2,015,143	\$ 2,879,299	Admin Mod: Project deferred from 2009 to 2010.
ACI-PMA-30-03	SRP100-09RW	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Acquisition of right-of-way for roadway widening	2010	2010	8	RARF	\$ 1,520,006	\$ -		\$ 3,546,338	\$ 5,066,345	Admin Mod: Project deferred from 2009 to 2010.
ACI-PMA-10-03-A	SCT10-008DZ	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2010	2010	1	RARF	\$ 62,586	\$ -		\$ 146,037	\$ 208,624	Amend: New TIP project. Design to be completed in FY 2010.
ACI-PMA-10-03-A	SCT09-925	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Acquisition of right-of-way for roadway widening	2010	2010	1	RARF	\$ 745,022	\$ -		\$ 1,738,386	\$ 2,483,408	Amend: Updated Local/Regional/Total Costs and project deferred from 2009 to 2010.
ACI-PMA-10-03-A	SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2010	2010	1	RARF	\$ 4,639,128	\$ -		\$ 10,824,633	\$ 15,463,762	Admin Mod: Project deferred from FY2009 to FY 2010
ACI-SCT-10-03-A	SCT210-08AP	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Pre-Design roadway widening	2009	2011	2	RARF	\$ 80,022	\$ -		\$ 186,649	\$ 266,672	Pre-Design to be completed in FY 2010. Previously listed as complete in FY 2007.
ACI-SCT-10-03-A	SCT10-014PDZ	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Pre-Design roadway widening	2010	2011	2	RARF	\$ 80,022	\$ -		\$ 186,649	\$ 266,672	Amend: New TIP Project. Pre-Design to be completed in FY 2010.
ACI-SHA-20-03-E	SCT08-930	Scottsdale	Shea at 120/124th Streets	Construct intersection improvement	2010	2024	0.4	RARF	\$ 108,277	\$ -		\$ 252,647	\$ 360,925	Admin Mod: Project deferred from FY 2009 to FY 2010

# **ATTACHMENT FOUR**



# BOARD MEMO

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## AGENDA ITEM 8

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

**Through:** Richard J. Simonetta, Chief Executive Officer

**From:** Wulf Grote, Director, Project Development

**Date:** June 10, 2009

**Re:** Central Mesa High Capacity Transit Alternatives Analysis Recommendations

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### PURPOSE

This report provides a recommendation resulting from the Alternatives Analysis for the technology and alignment to extend high capacity transit improvements in the Central Mesa corridor. The recommended technology is light rail transit (LRT). The recommended alignment is east along Main Street from the starter LRT line at Sycamore & Main Street through Downtown Mesa to the east side of Mesa Drive (shown in the map at the end of this report).

### BACKGROUND/DISCUSSION

In May 2007, METRO initiated a federally sponsored Alternatives Analysis in the Central Mesa corridor. The study begins the Federal Transit Administration's project development process in order to qualify for Section 5309 New Start federal funding. Through the study process, specific purpose and needs of the project were identified. They are:

- Increase efficient access to employment opportunities throughout the region for City of Mesa residents;
- Provide improved travel times over local bus in a congested environment;
- Connect the western and central segments of the City of Mesa with light rail;
- Facilitate continued growth and development of a comprehensive and inter-connected regional transit network that is multi-modal, offers a range of effective mobility choices for current and future transit riders, and attracts new transit riders into the growing regional system;
- Support economic development and ensure enhanced connectivity among existing and planned regional and local activity centers and attractions.

A two-tiered alternatives development process was implemented to evaluate the Central Mesa corridor. The first phase (Tier 1) included a conceptual level evaluation that analyzed the advantages and disadvantages of a wide range of potential alternatives to address the transportation needs of the corridor.

The Tier 2 evaluation was a more rigorous screening process. Six alternatives were evaluated in the Tier 2 phase of the study. These alternatives included two Bus Rapid Transit (BRT) alternatives (Main Street 2-Lane & 4-Lane) and four LRT alternatives (Main Street 2-Lane & 4-Lane, 1<sup>st</sup> Street and 1<sup>st</sup> Avenue). The Tier 2 process resulted in the identification of a preliminary corridor recommendation. Criteria evaluated in the Tier 2 process included traffic, land use compatibility, travel markets, environmental issues, historic properties, design and constructability, economic development potential, projected number of riders and costs. Additional criteria were used to evaluate the alternatives through the downtown area. This included the number of travel lanes and the availability of left turns; maintaining pedestrian crosswalks, bicycle lanes, on-street parking, curbs and sidewalks, landscape and streetscape elements; economic development potential and construction phasing. The outcome of the Tier 2 evaluation resulted in the advancement of the LRT on Main Street 2-lane and 4-lane alternatives.

Determining a 2-lane or 4-lane alternative in the downtown area and other urban design issues and concerns will be addressed in the subsequent environmental and planning phase. As such, the City Council recommendation also included direction for City staff and METRO to convene a working group of stakeholders and adjacent property owners and businesses to develop design guidelines for specific elements in the downtown and develop a specific business outreach program during construction.

Preliminary ridership forecasts are estimated at approximately 4,300 daily riders in 2030. Project capital costs are estimated to be between \$185 and \$200 million. This estimate is based upon early conceptual engineering undertaken during the Tier 2 evaluation in order to provide some comparison between the various alternatives. This estimate is in 2009 dollars and includes guideway, utility relocations, stations, park-and-ride lots, right-of-way, vehicles, construction management, etc. Once preliminary engineering is underway, greater definition will allow for a more accurate estimate.

### **Public Process**

METRO prepared a Public Involvement Plan for the study. The overall goal was to inform the residents, stakeholder interest groups and involved agencies about the project and to present the alternatives and issues for public and agency review. During the course of the study, the public involvement team conducted: five public meetings with 520 people attending; a business forum with 127 people attending; 38 meetings with property and business owners; over 40 presentations to advisory committees, neighborhood associations and civic organizations; and continuous updates via website, e-mails, newsletters and fact sheets.

Through the public outreach program, a general theme started to emerge in the feedback from the community. It centered on a few main points:

- Better serve the East Valley with an extension east to Gilbert Road;
- Improve LINK bus service to match light rail frequencies;
- Improve and expand bus service to connect with light rail;
- Enhance transit service to ASU Polytechnic and the Mesa Gateway Area;
- Promote economic development by connecting residents and employment to other regional centers; and

- Promote integration of light rail and land use planning to support sustainability and livable community initiatives.

### **Recommended Alternative**

METRO staff recommended to Mesa City Council on May 18, 2009 to advance light rail transit as the preferred technology and Main Street as the preferred alignment. The locally preferred alternative (LPA) includes a light rail extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. The LPA will be advanced in accordance with the financially constrained MAG Regional Transportation Plan (RTP) and subsequently METRO will seek formal FTA approval to enter the next phase of the project development process.

Light rail transit is the recommended technology over bus rapid transit because of the following:

- Lower long term life cycle costs;
- Provides up to five times the passenger carrying capacity;
- Reduces passenger travel times;
- Eliminates a bus to rail transfer at Main and Sycamore;
- Offers greater economic development opportunities; and
- Better serves the documented travel demand.

Main Street is the recommended alignment over 1<sup>st</sup> Street and 1<sup>st</sup> Avenue because of the following:

- Closest proximity to major Downtown Mesa activity centers (closest to Downtown Mesa retail activities, Mesa Arts Center, City Hall);
- Lower capital costs;
- Forecasted number of daily riders;
- Reduces property acquisition requirements;
- Reduces passenger travel times;
- Offers the greatest economic development opportunities;
- Best opportunity to meet FTA criteria for cost effectiveness.

METRO staff also recommends, as funding becomes available, a future (Phase II) extension of light rail transit to Gilbert Road. This extension would provide better regional transit connections and opportunity for a significant park-and-ride facility. Staff also recommends that funding be pursued so that the service frequency on the new Main Street LINK bus rapid transit, from the Sycamore LRT station to Superstition Springs Mall, can be improved to match light rail. At this time, Phase II is not identified in the MAG RTP, but the Phase II recommendation will be forwarded to MAG for consideration as an "illustrative project" for inclusion in the RTP.

The Mesa City Council approved these recommendations on May 18, 2009. The recommended alternative was coordinated with and recommended by the Downtown Development Committee, Economic Development Advisory Board, Museum and Cultural Advisory Committee and the Transportation Advisory Board. In addition, a majority of the board of directors representing the Downtown Mesa Association voted to support the recommended alternative.

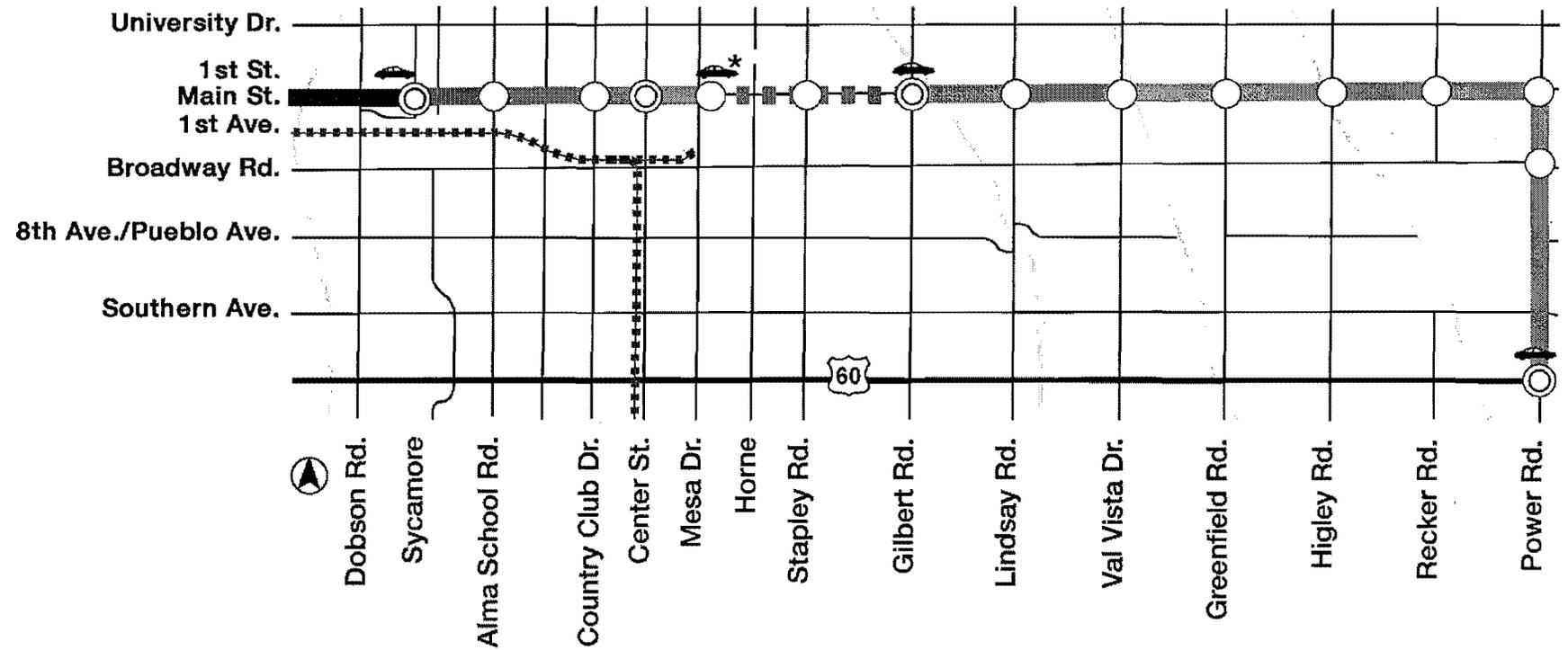
**RAIL MANAGEMENT COMMITTEE CONSIDERATION**

At its June 3, 2009 Rail Management Committee (RMC) meeting, the RMC recommended that the Board approve the Central Mesa LPA as Phase 1, which includes LRT on a Main Street alignment to the east side of Mesa Drive and a recommendation for the LPA to be advanced to the environmental phase. Staff further requests approval to forward Phase 2 recommendations to MAG for future funding consideration. Phase 2 includes a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK BRT to match LRT.

**RECOMMENDATION**

**Staff recommends that the Board to approve the Central Mesa LPA as Phase 1, which includes LRT on a Main Street alignment to the east side of Mesa Drive and a recommendation for the LPA to be advanced to the environmental phase. Staff further requests approval to forward Phase 2 recommendations to MAG for future funding consideration. Phase 2 includes a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK BRT to match LRT.**

**CENTRAL MESA RECOMMENDED ALTERNATIVE**



LEGEND					
	Study Area		Light Rail Line / Station		Central Mesa Phase 1 - Funded
	Tempe Canal		Transit Center		Central Mesa Phase 2 - Unfunded
	Railroad		Park-and-Ride		Valley Metro LINK BRT Alignment / Stop

\* Mesa Dr. Park-and-Ride lot would be interim until the extension to Gilbert Rd. is complete.

# **ATTACHMENT FIVE**

# bqaz Interstates 8 and 10 Hidden Valley Transportation Framework Study

<http://www.bqaz.org>

## DRAFT

### Executive Summary

July 2009

AECOM

Wilson & Company, Inc.  
Partners for Strategic Action, Inc.  
Curtis Lueck & Associates  
Lima and Associates



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Maricopa Association of Governments • Arizona Department of Transportation  
• Maricopa County Department of Transportation • Pinal County Department  
of Public Works • Town of Buckeye • City of Goodyear • City of Maricopa

# Executive Summary Report

## Project Background, Purpose and Objectives

The Interstates 8 and 10 Hidden Valley Transportation Framework Study is the second long-range planning study that the Maricopa Association of Governments (MAG) is conducting in rapidly developing areas surrounding present-day metropolitan Phoenix. The purpose of these studies is to initiate the transportation planning process in large areas that are expected to experience intense growth and development over the next 30 to 50 years.

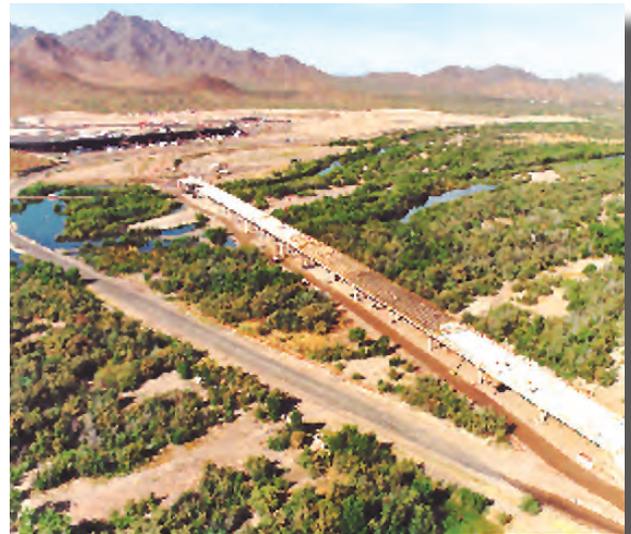
The study area, which encompasses approximately 3,000 square miles (larger than the state of Delaware), is situated in Maricopa and Pinal counties. Its boundaries are generally the Gila River on the north, the I-8 corridor on the south, Overfield Road (east of I-10) on the east, and 459th Avenue in Maricopa County on the west. The Hidden Valley study area contains two Native American communities, five wilderness areas, and the Sonoran Desert National Monument.

MAG and its partners are beginning broad-brush planning in advance of growth. The planning timeframes are 2030 and Buildout, which may occur after 2050. The table below shows the magnitude of expected growth. At Buildout, the Hidden Valley study area will have roughly two-thirds the population of Maricopa County today.

Completion of this study met the following objectives:

- Prepared a comprehensive set of maps illustrating the area's natural and man-made environment;

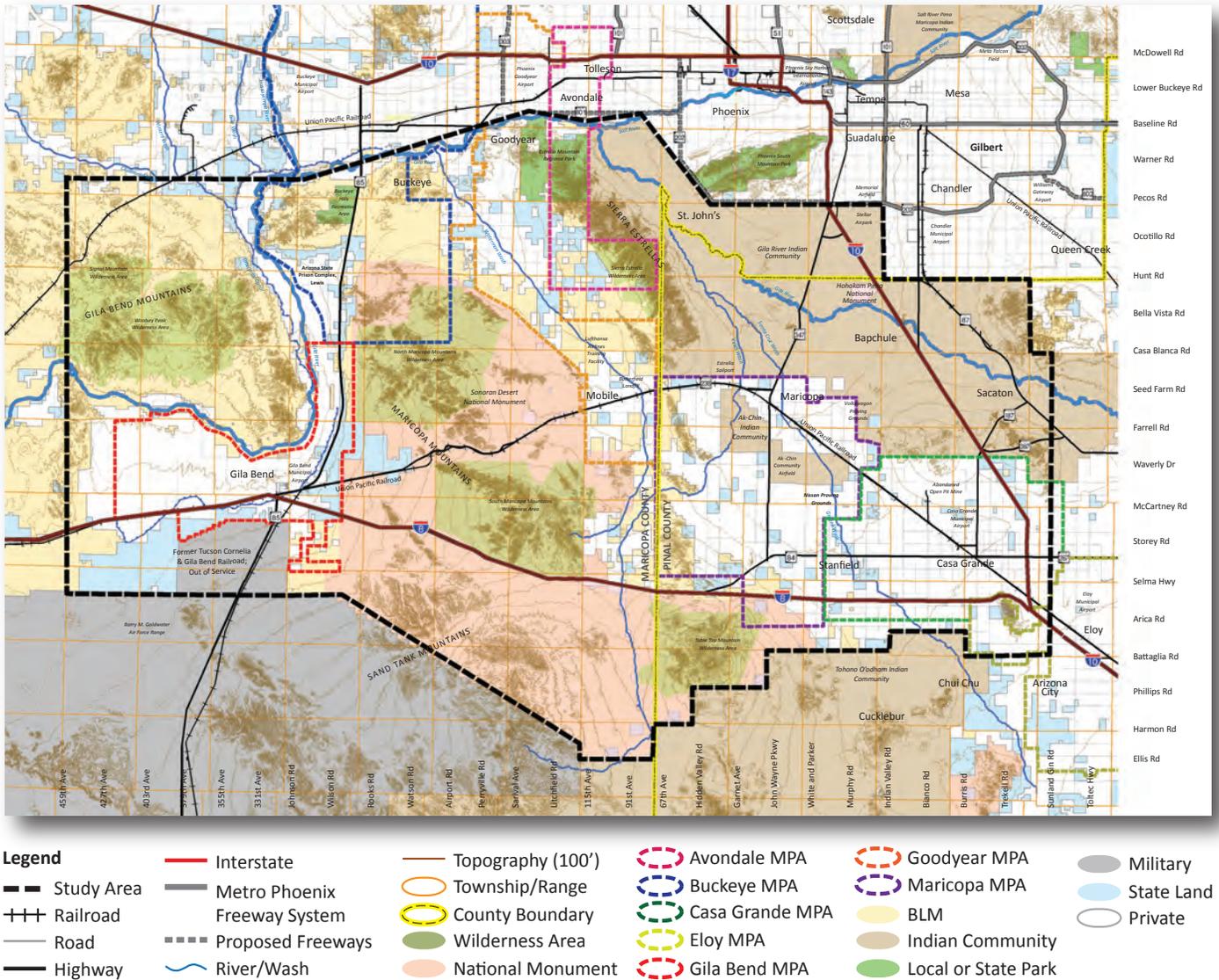
- Developed a conceptual network of transportation corridors for freeways, parkways, arterials, and public transit throughout the study area;
- Modeled alternative transportation scenarios;
- Identified potential traffic interchange locations on I-8, I-10, and proposed freeways;
- Established access management strategies for high-capacity corridors to ensure safe and efficient operation of the roadways;
- Integrated recommendations with results of the recently completed MAG Interstate 10 Hassayampa Valley Transportation Framework Study, which covered much of the area just north of the Hidden Valley study area;
- Determined logical phasing of major transportation improvements;
- Specified future corridors in which right-of-way should be preserved now; and
- Examined alternative funding strategies.



Date or Scenario	Population	Employment (Jobs)
Year 2005	90,000	49,000
Year 2030	448,000	224,000
Buildout (post-2050)	2,500,000	1,100,000

Source: MAG Study Team, 2009

## Study Area Map



## Recommended Framework

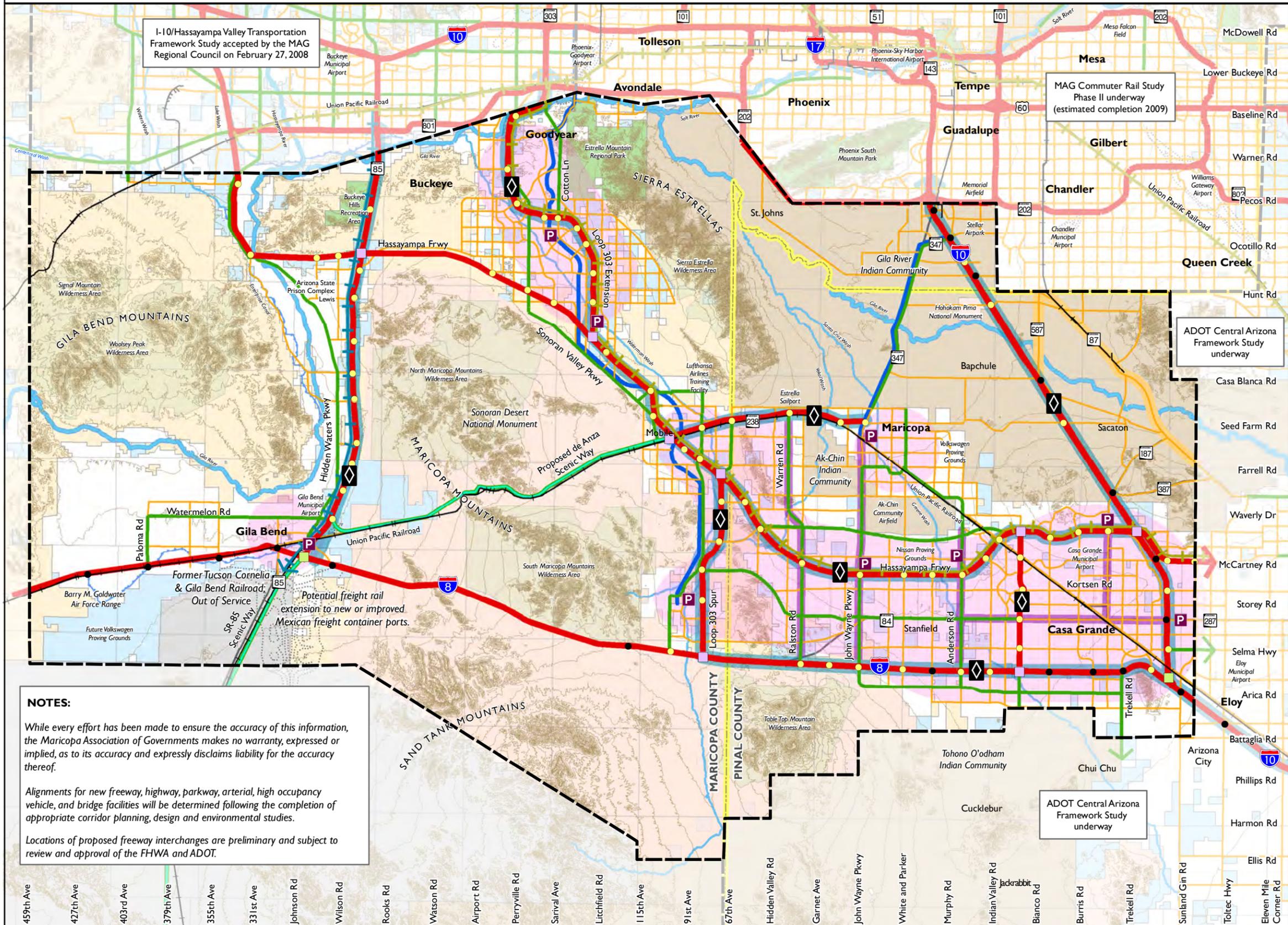
The recommended transportation framework for the Hidden Valley study area is illustrated on page 3. The network is multimodal, featuring expanded and new high-capacity roadway corridors to accommodate future travel demand, as well as transit corridors to facilitate travel to the major employment centers of metropolitan Phoenix and Tucson and activity hubs in the Hidden Valley. The framework is designed to:

- Meet the long-range mobility needs of the Hidden Valley region, in a manner consistent with adopted transportation and land use plans.
- Introduce new travel corridors between existing and proposed communities in the Hidden Valley.
- Accommodate travel demand in a sustainable and environmentally responsible manner, using context-sensitive solutions such as grade-separated wildlife crossings and “scenic ways” across visually attractive landscapes.
- Lay the foundation for local and regional multimodal planning, including approximate locations of future transportation hubs, traffic interchanges, and park-and-ride facilities.
- Allow for phased implementation, depending on development timeframes and available funding streams, over a period extending 40 or more years into the future.
- Be consistent with the continuing planning efforts of Native American communities within the Hidden Valley by avoiding known cultural resources and



# I-8/I-10 Hidden Valley Transportation Framework Study

## Recommended Framework



- Legend**
- Study Area Boundary
  - Existing Railroad
  - Proposed Hidden Valley Network**
    - Arterial
    - Arizona Parkway
    - Arizona Scenic Way
    - Improved/Proposed Freeway
    - Potential Freight Railroad
    - Safety and Operational Improvements Corridor
    - Existing Traffic Interchange
    - Proposed Traffic Interchange
    - Existing or Programmed System Interchange
    - Proposed System Interchange
  - Proposed Transit Network**
    - Freeway Transit Corridor
    - Parkway Bus Transit Corridor
    - Proposed Commuter Rail
    - Enhanced Transit Corridor
    - Local Transit Service Area (including service to support regional transit)
    - Park-n-Ride
    - High Occupancy Vehicle (HOV) Lane

**NOTES:**

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, and bridge facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.

ADOT Central Arizona Framework Study underway

ADOT Central Arizona Framework Study underway

Note: This proposed network is for a buildout scenario.



- identifying transportation improvements on tribal lands that protect and enhance the goals of their communities.
- Provide seamless highway and transit links with adjacent regions.

The network includes several new freeways and parkways, and identifies approximate locations of arterials. All of the framework routes should be viewed as generalized corridors, not specific alignments. Specific locations for roadway and transit facilities will be established in future planning and design studies. While all recommendations on tribal lands have been informally agreed upon, such improvements are contingent upon formal acceptance by both the Ak-Chin and GRIC tribal councils.

The roadway network contains approximately 1,960 lane miles of freeways, 1,703 lane miles of parkways, and 3,668 lane miles of arterials. Freeways are fully access-controlled and have four to five lanes per direction at Buildout. Arizona Parkways are intermediate- capacity, six- to eight-lane divided roadways with partial access control and indirect left turns permitted at major intersections. Parkway facilities are generally spaced every three to five miles. The background network of arterial streets would accommodate shorter trips in and between Hidden Valley communities. A series of interchanges is illustrated on the map. FHWA, ADOT, MAG, and CAAG are working to set a minimum spacing of two miles between interchanges on Interstate highways, except where closer spacing already exists or was previously approved. Existing or proposed traffic interchanges refer to freeway-to-arterial or freeway-to-parkway access points. System interchanges refer to freeway-to-freeway ramp systems.

A synopsis of additional features follows:

- Two scenic ways are proposed, reflecting a parkway cross-section with enhanced wildlife crossing corridors. These roadways can also provide accessibility for recreational opportunities.
- High occupancy vehicle lanes are identified on those freeways that connect communities to major employment centers.
- Freeway transit and parkway bus transit corridors are proposed to connect major activity centers, with potential park-and-ride facilities identified

on the map.

- Communities would offer local bus transit and paratransit services.
- Two enhanced transit corridors are illustrated. The City of Goodyear has proposed an enhanced transit corridor to connect the multiple Goodyear city centers along a north- south transit spine. The City of Maricopa has proposed an enhanced transit corridor along SR-347 to provide a rapid transit connection to freeway transit along I-10.
- A proposed route for future commuter rail service is illustrated. This service could connect with a potential system serving central Phoenix.
- A potential freight rail route is depicted in the western portion of the study area, connecting two Union Pacific lines, one near Gila Bend and another in Buckeye. This could extend farther north to the BNSF Railway parallel to US-60/Grand Avenue.

## Coordination and Outreach

The Interstates 8 and 10 Hidden Valley Transportation Framework Study included an agency coordination and community outreach program throughout the project. Approximately 200 meetings were conducted with public agency staff, elected officials, and a wide range of private stakeholders, such as landowners and developers. All of these public and private stakeholders were invited to participate in several forums. Over 100 people, including several elected officials, attended each event. MAG also conducted two sets of community workshops to present the study findings to the general public.

The MAG team supplemented these meetings with three newsletters and a special web page, <http://www.bqaz.org>, linked to the MAG website. The stakeholder team included:

Funding Partners:

- Maricopa Association of Governments
- Arizona Department of Transportation
- Maricopa County Department of Transportation
- Pinal County Department of Public Works
- Town of Buckeye
- City of Goodyear
- City of Maricopa

Contributing Partners:

- Central Arizona Association of Governments
- City of Casa Grande

Study Review Team:

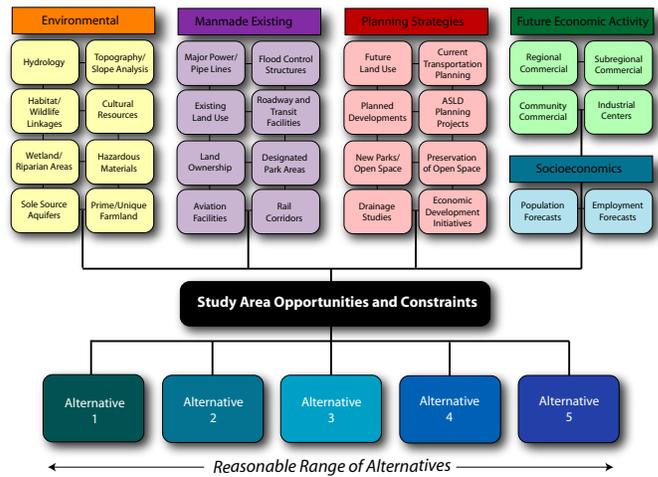
- Ak-Chin Indian Community
- Arizona Department of Environmental Quality
- Arizona Department of Transportation
- Arizona Game and Fish Department
- Arizona State Land Department
- Central Arizona Association of Governments
- City of Avondale
- City of Casa Grande
- City of Goodyear
- City of Eloy
- City of Maricopa
- Federal Highway Administration
- Flood Control District of Maricopa County
- Gila River Indian Community
- Maricopa Association of Governments
- Maricopa County Department of Transportation
- Pinal County Department of Public Works
- Tohono O’odham Indian Community
- Town of Buckeye
- Town of Gila Bend
- U.S. Air Force (Luke Air Force Base and Goldwater Range)
- U.S. Bureau of Land Management

## Environmental Scan and Development Suitability Analysis

An environmental scan, like an environmental overview at a corridor level, assists in identifying critical flaws of transportation alternatives. An environmental scan of more than 35 maps was created to display existing and future conditions of the study area. The scan included a review of the social, environmental, physical, and economic aspects of the study area. It is especially useful for providing background information at a glance to stakeholders and the community.

Upon completion of the scan, a development suitability analysis was conducted by combining natural and man-made opportunities on two maps, which were used to develop regional transportation network alternatives for the Hidden Valley study area.

## Development Suitability Analysis Process



## Arizona Parkway Functional Classification

The Arizona Parkway is a new roadway functional classification, proposed in the Hassayampa Valley Study and further studied by the Maricopa County Department of Transportation. This facility type has an excellent record of providing capacity up to double that of a conventional arterial, at a fraction of the cost of a freeway.

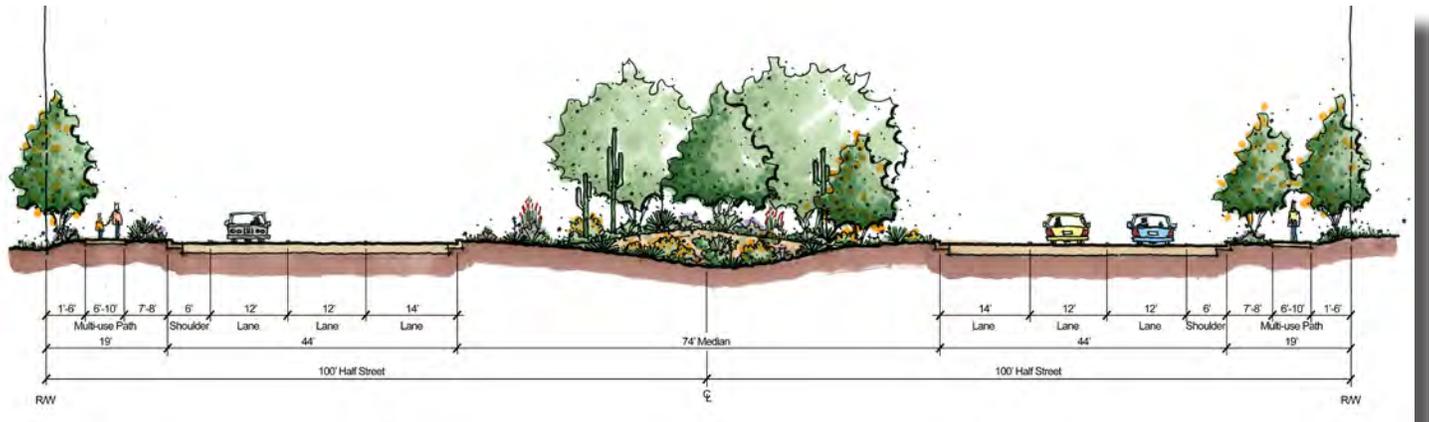
Parkways include: six- to eight-lane divided roadways, more access management than a typical arterial roadway, right-of-way of at least 200 feet, and a minimum 60-foot median to accommodate storage for indirect left turns and large vehicle turning radii.

A unique intersection design feature that greatly increases parkway capacity is the “indirect left turn.”



Aerial view of parkway in the state of Michigan

## Arizona Parkway Cross-Section



Traditional left turns are not permitted at intersections, resulting in a two-phase signal cycle that improves traffic operations and safety. At high-volume junctions between two parkways, grade-separated intersections may be provided.

Key advantages of this type of roadway over a typical arterial include: higher vehicle capacity, faster travel times, better gas mileage due to fewer stops and less idling at intersections, and less potential for accidents at intersections due to elimination of left turns.

Following the preliminary recommendations of the Hassayampa Valley Framework Study, the Maricopa County Department of Transportation led several studies to identify the operational feasibility and construction implications of the Arizona Parkway cross-section. Please find these studies and additional information at: <http://www.bqaz.org/azparkway/index.asp>

## Wildlife Crossings

The Arizona Wildlife Linkages Workgroup, a partnership of public agencies and non-governmental organizations, completed a study known as *Arizona's Wildlife Linkages Assessment* in 2006. The assessment documented and mapped initial work to identify habitat blocks, fracture zones, and potential linkage zones, in an effort to promote connectivity of habitat for Arizona's wildlife. The assessment is intended to provide a framework for land managers and planners to assess opportunities for mitigation, such as wildlife crossings and land protection measures.

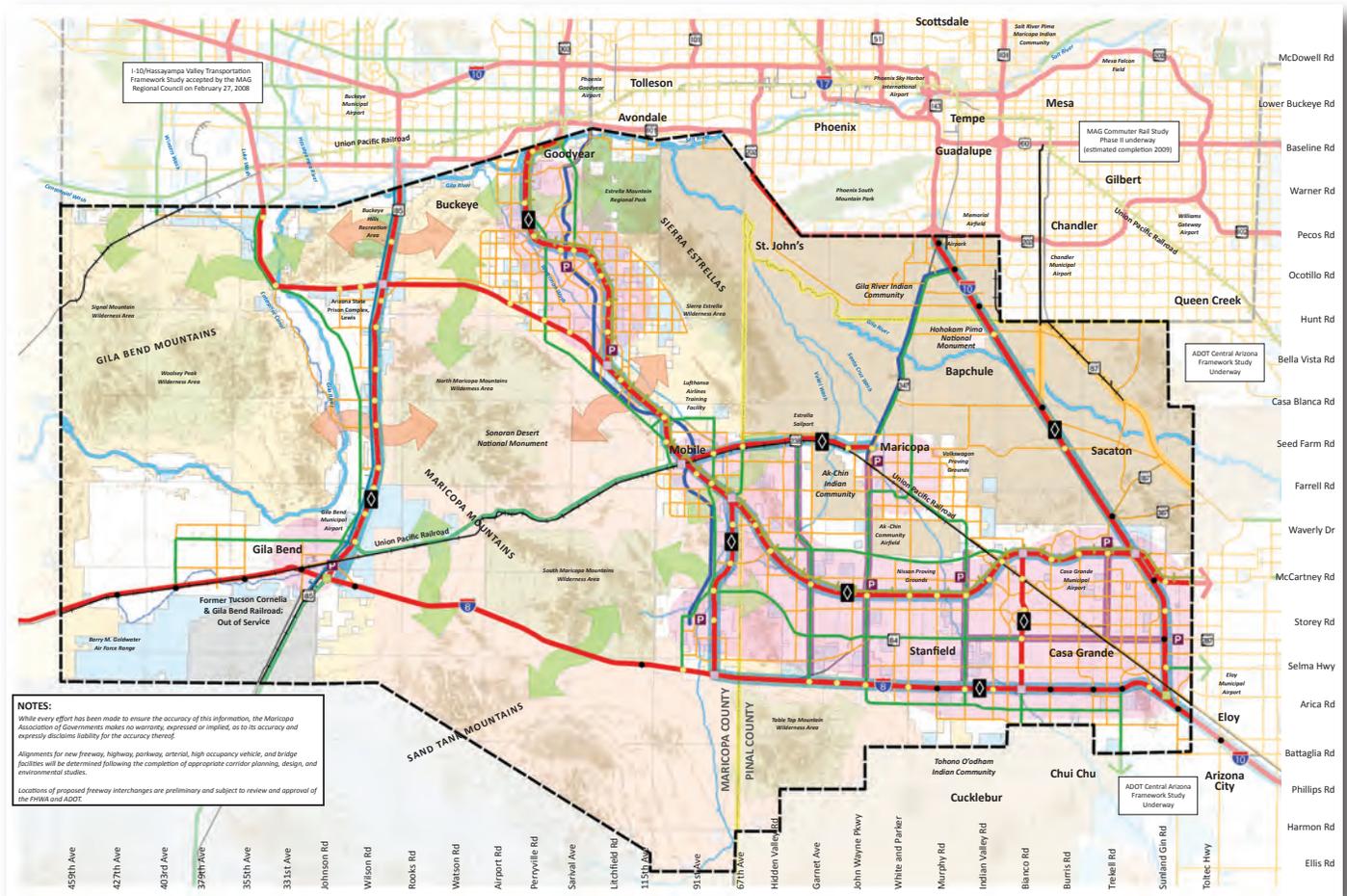
*Concrete ramp for tortoise crossing near US-60 (right)*

Mitigation measures are important for two reasons. The first reason is human safety. As our infrastructure expands into more rural areas, we are moving into the wildlife habitat, increasing the chances of wildlife-vehicle collisions. Secondly, wildlife crossings reduce the adverse effects of roads, decreasing wildlife mortality.

A follow-on program to the Arizona's Wildlife Linkages Assessment, the *Arizona Missing Linkages*, assesses specific regions to determine these wildlife crossing needs. The Gila Bend-Sierra Estrella Linkage Design identifies the two most important linkages in the study area – the connection across SR-85 between the Gila Bend Mountains and the Sonoran Desert National Monument, and the connection across the proposed Hassayampa Freeway between the Sonoran Desert National Monument and the Sierra Estrella Wilderness Area. Both of these areas include a range of species size for which wildlife crossings should include appropriate infrastructure.



# Arizona Wildlife and Missing Linkages



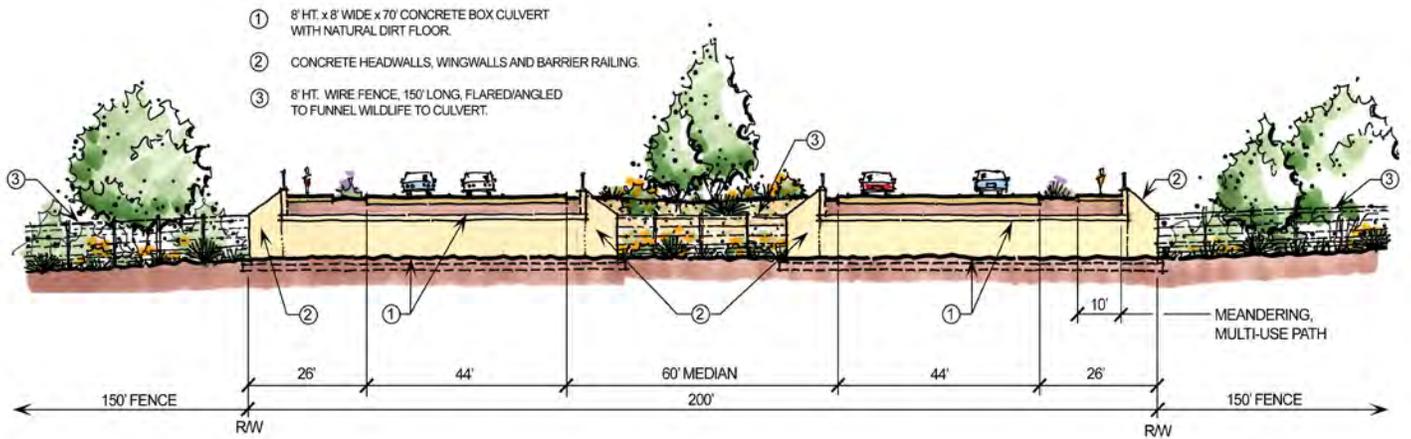
Several wildlife crossings are planned or exist in Arizona and offer examples of alternative mitigation measures. For example, to accommodate desert bighorn sheep on US-93, three wildlife bridges will be constructed over the highway, to appeal to the sheep's desire to be up high. On the other hand, eleven underpasses were constructed on a 17-mile section of SR-260 between Payson and Show Low, permitting elk to cross the highway after over 100 documented wildlife-vehicle collisions in 2001. Mitigation measures included elk crossing signs along SR-260 between Payson and Show Low and pedestrian-wildlife underpasses with monitoring equipment. Since implementation of these crossings on SR-260, elk-vehicle collisions have fallen as much as 95 percent. Near Superior along the Gonzales Pass segment of US-60, concrete ramps have been constructed at the entrance of each culvert to help tortoises avoid slipping between the

riprap entrances to culverts. The ramp guarantees the animals a pathway up to and into the culvert.



Example elk underpass on SR-260

## Arizona Parkway Sample Wildlife Crossing for Large Mammal: Cross-Section



## Arizona Parkway Sample Wildlife Crossing for Large Mammal: Elevation



A bridge or box culvert with a large opening attracts larger species, whereas low pipe or box culverts with smaller openings are more attractive to small- and medium-sized animals. In both situations, fencing is necessary to guide the animals into the crossing, and not over the road.

The cross-section presented above can easily be adapted to a freeway or arterial by varying the dimensions of the culvert opening in relation to the roadway width. Additionally, depending on the animal size, the box culvert can be replaced with a pipe culvert or other appropriate pathway, which may use an overpass rather than an underpass.

Protection of significant wildlife crossings is an important element of this study. Appropriate mitigation measures should be included in future design of the recommended roadways, especially scenic ways.



Artist rendition of a bighorn sheep crossing over US-93

## Relationship to Statewide Transportation Planning Framework

The Arizona State Transportation Board has undertaken a statewide collaborative process to identify Arizona’s multimodal transportation needs and a range of options to meet them. It is the first statewide transportation planning effort in Arizona to address truly long-range needs (2030 and 2050); the first to consider all roadways and transit on an equal footing; the first to include city and county, as well as state systems; and the first to fully integrate principles of smart growth, environmental stewardship, and tribal participation. It will also include a rail development program and investment strategy for the state.

ADOT’s program has applied the concept of a framework study statewide. For Maricopa County and a portion of Pinal, the Hidden Valley Study, the I-10 Hassayampa Valley Regional Transportation Framework, and the update of the MAG RTP provide the basis for the future transportation network. In Pima County, ADOT will incorporate the update of the PAG RTP. ADOT has split the rest of the state into four regions – Northern Arizona, Western Arizona, Central Arizona, and Eastern Arizona. The Hidden Valley recommended network is fully integrated with its adjacent study area, the Central Arizona Framework, which encompasses the rest of Pinal County.

In summer 2009, ADOT and its regional partners will use the information developed to create a Statewide Transportation Planning Framework (a 2050 multimodal transportation vision), which will lead to the updated State Long-Range Transportation Plan.

## System Funding

Building the recommended roadway network in the study area will cost over \$25 billion in today’s dollars. These roadway projects are not funded or included in the adopted Regional Transportation Plans. The study team identified various transportation revenue sources in use today by study area jurisdictions, including the Highway User Revenue Fund (HURF) (primarily the

## Framework Planning Regions



state fuel tax), the Regional Area Road Fund (RARF) which comes from the voter-approved half-cent sales tax in Maricopa County, and the Pinal County Transportation Excise Tax extended to 2025 in Pinal County. The HURF has been declining in real terms for almost twenty years, and the RARF and the Pinal County tax expire in 2025. Accordingly, these sources cannot be relied on for the proposed Hidden Valley framework. We need to identify and commit a new array of funding sources to build the network. Funding will also be needed for continuing operation and maintenance once construction is complete.

There are no easy solutions to this funding predicament, as the sources that generate the most revenue will likely be the most difficult to enact. Even though the conceptual network is a long-term vision, we should begin to think now about how to overcome the funding shortfall.



## Potential Implementation Timeframe

Corridor	Segment	Corridor/ Preliminary Alignment Study	Right-of-Way Preservation	Facility Level of Development*	
				Interim (2030)	Buildout
<b>Freeway</b>					
I-8	I-10 to SR-347	N/A	2010-2015 (for new TIs)	6 lanes (general purpose)	10 lanes, including 2 HOV, and new TIs
	West of SR-347			4 lanes (existing)	10 lanes, including 2 HOV, and new TIs
I-10**	SR-202L to I-8	N/A	2010-2015 (for new TIs)	6 lanes (general purpose)	10 lanes, including 2 HOV, and new TIs
SR-85	I-8 to I-10	Complete	Complete	4 lanes (general purpose)	8 lanes, including 2 HOV
SR-303L Extension	I-10 to Rainbow Valley Rd	2010-2015	2010-2020	6 lanes (general purpose)	8 lanes, including 2 HOV
	Rainbow Valley Rd to Hassayampa Fwy	2010-2020	2015-2020	4 lanes (general purpose)	8 lanes, including 2 HOV
SR-303 Spur	Hassayampa Fwy to I-8	2010-2020	2015-2020	6-lane parkway	8 lanes, including 2 HOV
Hassayampa Fwy	I-10 (Casa Grande) to I-10 (Buckeye)	2010-2015	2010-2020	6 lanes (general purpose)	8 lanes, including 2 HOV
SR-238	Hassayampa Fwy to SR-347	2010-2015	2015-2020	4 lanes (general purpose)	8 lanes, including 2 HOV
Montgomery Fwy	I-8 to Hassayampa Fwy	2020-2025	2020-2030	4 lanes (general purpose)	8 lanes, including 2 HOV
<b>Parkway</b>					
SR-347** <sup>H</sup>	I-10 to Maricopa-CG Hwy	N/A	2010-2020	6 lanes	6 lanes
	Farrell Rd to I-8		2010-2020	4 lanes	8 lanes
Sonoran Valley <sup>H</sup>	SR-238 to SR-303L	2010-2015	2010-2020	4 lanes	6 lanes
Warren-Ralston <sup>H</sup>	I-8 to SR-238	2010-2015	2010-2020	4 lanes	8 lanes
Anderson <sup>H</sup>	SR-84 to Maricopa-CG Hwy	2010-2015	2010-2020	4 lanes	8 lanes
Anderson <sup>M</sup>	I-8 to SR-84	2015-2020	2015-2025	4 lanes	6 lanes
Cotton Ln <sup>H</sup>	SR-303L to SR-303L	2010-2015	2010-2020	4 lanes	6 lanes
Kortsen/SR-84/SR- 287 <sup>M</sup>	Montgomery to SR-303 Spur	2015-2020	2015-2025	4 lanes	6 lanes
Maricopa-CG Hwy <sup>M</sup>	All (parkway portion)	2010-2020	2015-2025	6 lanes	6 lanes
Farrell <sup>M</sup>	All (parkway portion)	2010-2020	2015-2025	4 lanes	6 lanes
Val Vista <sup>M</sup>	Hassayampa Fwy to Hassayampa Fwy	2010-2020	2015-2025	4 lanes	6 lanes
Selma Hwy <sup>M</sup>	East of I-10	2010-2020	2015-2025	6 lanes	6 lanes
Trekell <sup>M</sup>	South of I-8	2010-2020	2015-2025	4 lanes	6 lanes
Vekol Valley <sup>M</sup>	I-8 to Hassayampa Fwy	2010-2020	2015-2025	4 lanes	6 lanes
Hidden Waters <sup>L</sup>	Gila Bend to I-10	2010-2015	2010-2020	2-lane arterial	6 lanes
Tabletop <sup>L</sup>	SR-347 to Trekell	2015-2025	2020-2030	4-lane arterial	6 lanes
Watermelon/ Paloma <sup>L</sup>	I-8 to Hidden Waters	2015-2025	2020-2030	2-lane arterial	8 lanes

**Potential Implementation Timeframe (cont.)**

Corridor	Segment	Corridor/ Preliminary Alignment Study	Right-of-Way Preservation	Facility Level of Development*	
				Interim (2030)	Buildout
<b>Parkway (cont.)</b>					
SR-85 Scenic Way	South of I-8	N/A	Post 2030	2-lane arterial (no change)	4-lane scenic way
De Anza Scenic Way	SR-238 to SR-85	N/A	Post 2030	2-lane arterial (no change)	4-lane scenic way
<b>Regional Transit</b>					
Passenger Rail	Queen Creek-Eloy (UP Phoenix Subdivision)	2010-2015	2010-2020	Peak period service	Full service
	SR-303L/Hassayampa Fwy corridor	In conjunction with Hassayampa Fwy studies	2015-2025	Limited or no service	Full service
Regional Bus	All	N/A	N/A	Based on demand	Based on demand

\*Refers to total lanes in both directions.

\*\*All transportation improvements on tribal community land require advance authorization from the tribal governing council.

Parkway priorities: <sup>H</sup>High <sup>M</sup>Medium <sup>L</sup>Low

Source: MAG Study Team, 2009

# **ATTACHMENT SIX**

August 17, 2009

TO: Members of Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: AMERICAN RECOVERY AND REINVESTMENT ACT-2009, RE-ALLOCATION OF UNUSED FUNDS – POLICY OPTIONS

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway and transit agencies in State and Metropolitan Planning Organizations (MPO). In February 2009, the MAG Regional Council prioritized Highway Projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds. In March 2009, the MAG Regional Council approved a policy direction on how to program the ARRA funds designated to the MAG region for local projects including additional deadlines.

The ARRA legislation also set forth 'Use it or Lose it' terms. For Highway projects funded with ARRA, 50 percent of the funds had to be obligated within 120 days of funding distribution, and 50 percent of Transit ARRA funds had to be obligated within 180 days. The remaining 50 percent of the highway and transit funds, and the MPO funding has an obligation deadline of March 2, 2010.

In addition to these federal requirements, the MAG Regional Council approved a deadline of November 30, 2009 for MPO/Local projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

MAG has been programming and monitoring the project status of highway, transit, and local projects programmed with ARRA funds on a monthly basis since February 2009. Bids and awards for initial ARRA Highway funded projects have been between 20% to 50% below original estimates (as programmed in February 2009), and it is anticipated that trend will continue for all construction projects. These issues need to be discussed as they impact policy decisions and direction.

### **HIGHWAY ARRA PROJECTS**

In February 2009, the Regional Council approved a prioritized list which included thirteen (13) rank-ordered highway projects. This list was prioritized by projects that were part of Proposition 400 and were ready to obligate via the federal process. The \$131 million of ARRA available for highway projects in the MAG region funded the first five (5) projects based on the project cost estimates at the time.

A Voluntary Association of Local Governments in Maricopa County

Since the original allocation, two (2) additional projects have been funded due to lower bid amounts. All of these funding changes have been approved through the MAG Committee process between March and July 2009. In anticipation that projects will continue to come under the initial project estimates, the prioritized highway list needs to be revisited in preparation for further available ARRA funds. Additionally, project development of three (3) of the thirteen (13) prioritized projects will most likely not be ready to obligate by the March 2, 2009 deadline. MAG will be working with ADOT to develop a revised priority ordered list that accounts for project development and lower cost estimates. Once this list is available, will be sent to TRC members and distributed at the meeting.

### **MPO/LOCAL ARRA PROJECTS**

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates thirty (30) percent, \$156.67 million, of Arizona's funding to MPOs. The amount being sub-allocated to MAG for is \$104,578,340.

In March 2009, the MAG regional council approved a funding allocation for the MPO/Local ARRA funds. The funding allocation gave local agencies a minimum of \$500,000 plus population, and in accordance with the following rules:

1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects.
2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and or Regional Transportation Plan as appropriate.
3. Have MAG conduct the air quality consultation/conformity if necessary.
4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

It is anticipated that two factors will arise regarding MPO/Local ARRA funding. First, like highway projects, project bids and awards will come in below the estimates, and second, there will be projects that do not meet the November 30, 2009 obligation deadline. Both result in a balance of unprogrammed/available MPO/Local ARRA funds for the MAG region which maybe be lost if not re-programmed within the March 2, 2010 deadline.

There will be challenges to program any unused balances of ARRA funds due to the mandated federal project development process. Once a project is obligated, the approved clearances can not be re-opened or expanded to adjust to lower costs. There are three policy options related to using unprogrammed/available MPO/Local ARRA funds:

1. Work with ADOT to see if there could be a funding 'swap' of MPO/Local ARRA funds for STP funds, which would allow the unobligated projects to continue through the process and obligate by the end of federal fiscal year 2010 (September 30, 2010). This would depend on if ADOT can use ARRA funds on freeway projects and coordinated efforts at MAG and ADOT.
2. Transfer unprogrammed/available MPO/Local ARRA funds to transit or highway projects that are ready to obligate. The funds would not be 'swapped' and this could be a one way transfer.

3. Look into other Local projects that are ready to obligate by March 2, 2010. This will most likely be a limited pool of ready-to-go projects and might not be able to meet the amount of funds needed to be programmed.

Appendix B lists the current MPO/local projects with approved ARRA funding. Please note, project development information may not be fully accurate as coordination continues with local governments, and the ADOT Local Government Section.

### **TRANSIT ARRA PROJECTS**

In February 2009, the Regional Council approved a list of specific projects to be funded with ARRA transit funds. There was not a back up list approved. Like the highway ARRA funded projects, transit projects are coming in below their original cost estimate. This issue will be discussed through the RPTA committee process in August and September, and a recommendation from the RPTA Board will be heard through the MAG Committee process in September and October.

**Project Status Report**  
**Transportation Projects – MAG Region**      **July 2009**  
**American Recovery & Reinvestment Act (ARRA) Funding**

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. The national Highway Infrastructure Investment component of the legislation is \$27.5 billion.

For the highway portion, the Arizona Department of Transportation (ADOT) has 120 days to obligate 50 percent of the funding, and a year – by March 2, 2010, to obligate the remaining funds. Of the ADOT portion, \$129.4 million was directed for Highway projects in the MAG Region. The legislation also sub-allocates 30 percent of the funding (\$156.57 million) to local jurisdictions. The amount being sub-allocated to the MAG Region is \$104.6. Metropolitan planning organizations and Local Agencies have one year to obligate the funds, by March 2, 2010

The MAG regional portion for transit is \$66.4 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days, and the remainder to be obligated within one year by March 2, 2010

**REPORT COMPONENTS – TABLE OF CONTENTS**

<b>Project Status Report</b>	<b>p. 1 – 10</b>
<b>Local Sponsored Project Overview</b>	<b>p. 11</b>
<b>Local Sponsored Project Details</b>	<b>p. 12 – 15</b>
<b>Highway Projects – Original Project Funding List</b>	<b>p. 16 – 18</b>
<b>Highway Projects – Current Costs and Projects</b>	<b>p. 19 – 20</b>
<b>Highway Projects – Current Costs and Projects Map</b>	<b>p. 21</b>

## **Project Status Report**

The Project Status Report highlights three areas of project details as noted below:

**Project Information:** Lists information about the project as reported on in the MAG Transportation Improvement Program (TIP) including the project location and description.

**Project Funding:** Explains the project funding sources and amounts as listed in the MAG TIP.

**Project Development Status:** This section reports on the status of project development steps. This section will most likely change in the future as projects are under construction. The project development steps are:

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete. Or other notes may be provided regarding status with FHWA or FTA.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project.
- Advert. – The project has been advertised.
- Bid Opened – The project has received bids and the bids have been opened.
- Under Const. – The bid has been awarded and the project is now under construction.
- Closed Out – The project has completed construction.

**This information can also be found at the MAG Website:  
<http://www.mag.maricopa.gov/detail.cms?item=9615>**

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION JULY 2009

American Recovery & Reinvestment Act (ARRA) Funding

Project Information					Project Funding						Project Development Status							
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out	
<b>State Sponsored Projects</b>																		
DOT09-815	ADOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	1	ARRA	\$28,200,000				\$ 28,200,000	3/25/2009 & 5/27/2009	X	X	X	X			
DOT09-818	ADOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	5	ARRA	\$13,368,488				\$ 13,368,488	3/25/2009 & 5/27/2009	X	X	X	X			
DOT09-6C00R	ADOT	US 60: SR 303L - 99th Ave	10 Miles Widening	10	ARRA	\$45,000,000				\$ 45,000,000	3/25/2009	X	Pending-At FHWA					
DOT07-332	ADOT	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	1.7	ARRA	\$11,200,000				\$ 11,200,000	3/25/2009	X	X	X	24-Jul			
DOT06-613	ADOT	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	2.5	ARRA	\$18,600,000				\$ 18,600,000	5/27/2009	X						
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	2.2	ARRA, STP-MAG & Local	\$ 9,100,000	\$16,893,273		\$ 1,571,173	\$ 27,564,446	4/22/2009	X	X					
DOT07-323	ADOT	99th Ave from I-10 to MC-85	Road Widening	1	STP-AZ & ARRA	\$ 652,890	\$ 2,357,500		\$ 400,000	\$ 3,410,390	4/22/2009	X						
DOT09-801	ADOT	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transporation Landscaping Enhancement	-	ARRA	\$ 300,000	\$ -		\$ -	\$ 300,000	4/22/2009	X	Pending-At FHWA					
DOT08-673	ADOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20 22	Construct eastbound and westbound passing lanes		ARRA	\$ 3,900,000				\$ 3,900,000	5/27/2009	X						
						\$ 130,321,378	\$ 19,250,773	\$ -	\$ 1,971,173	\$ 151,543,324								
<b>Local Sponsored Projects</b>																		
APJ09-801	Apache Junction	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	0.5	ARRA	\$ 1,348,343	\$ -		\$ -	\$ 1,348,343	4/22/2009							

Project Information					Project Funding						Project Development Status						
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
AVN09-801	Avondale	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	2.5	ARRA	\$ 2,035,200	\$ -		\$ -	\$ 2,035,200	4/22/2009						
AVN09-802	Avondale	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	0.5	ARRA & Local	\$ 179,699	\$ -		\$ 222,094	\$ 401,793	4/22/2009						
BKY09-801	Buckeye	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabilitation and Preservation	3.45	ARRA	\$ 1,621,878				\$ 1,621,878	4/22/2009						
CFR09-801	Carefree	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	n/a	ARRA	\$ 35,000				\$ 35,000	4/22/2009						
CFR09-802	Carefree	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	3.5	ARRA	\$ 553,340				\$ 553,340	4/22/2009						
CVK09-807	Cave Creek	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	1.5	ARRA	\$ 614,813				\$ 614,813	5/27/2009						
CHN120-07C	Chandler	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	0.5	ARRA, Local & RARF	\$ 2,288,700	\$ -	\$3,629,000	\$ 1,711,300	\$ 7,629,000	4/22/2009	X					
CHN09-801	Chandler	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	1	ARRA	\$ 3,678,899	\$ -		\$ -	\$ 3,678,899	4/22/2009						
ELM09-801	El Mirage	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	1.5	ARRA	\$ 952,805	\$ -		\$ -	\$ 952,805	4/22/2009						
FTH07-301	Fountain Hills	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	1	ARRA, STP, & Local	\$ 410,000	\$ 2,164,000		\$ 131,000	\$ 2,705,000	4/22/2009 & 6/24/2009	X					
FTH09-800	Fountain Hills	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	1	ARRA	\$ 671,614				\$ 671,614	On Project Change Sheet July 2009						

Project Information					Project Funding						Project Development Status						
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost - ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
FTM09-804	Ft. McDowell	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	4	ARRA	\$518,436	\$ -	\$ -	\$ -	\$ 518,436	5/27/2009, Deleted and Reprogrammed funds within Maricopa County ARRA project in July 2009						
GBD09-801	Gila Bend	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements		ARRA	\$33,000	\$ -		\$ -	\$ 33,000	4/22/2009						
GBD09-802	Gila Bend	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements		ARRA	\$339,497	\$ -		\$ -	\$ 339,497	4/22/2009						
GBD09-803	Gila Bend	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	2009	ARRA	\$ 170,000	\$ -		\$ -	\$ 170,000	5/27/2009						
GRC09-801	Gila River Indian Community	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	1.5	ARRA	\$561,349				\$ 561,349	4/22/2009						
GLB09-801	Gilbert	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	14.88	ARRA	\$ 5,306,313	\$ -		\$ -	\$ 5,306,313	4/22/2009						
GLN09-801	Glendale	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	n/a	ARRA	\$ 1,100,000	\$ -		\$ -	\$ 1,100,000	4/22/2009						
GLN09-802	Glendale	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	n/a	ARRA	\$ 550,000	\$ -		\$ -	\$ 550,000	4/22/2009						
GLN09-803	Glendale	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	n/a	ARRA	\$ 90,000	\$ -		\$ -	\$ 90,000	4/22/2009						
GLN09-804	Glendale	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	4.5	ARRA	\$ 230,000	\$ -		\$ -	\$ 230,000	4/22/2009						
GLN09-805	Glendale	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	2.5	ARRA	\$ 200,000	\$ -		\$ -	\$ 200,000	4/22/2009						
GLN09-806	Glendale	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	2	ARRA	\$ 1,170,000	\$ -		\$ -	\$ 1,170,000	4/22/2009						

Project Information					Project Funding						Project Development Status						
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
GLN09-807	Glendale	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	2	ARRA	\$ 510,000	\$ -		\$ -	\$ 510,000	4/22/2009						
GLN09-808	Glendale	25 Miles on Arterial Streets	Install thermoplastic pavement markings	25	ARRA	\$ 358,413	\$ -		\$ -	\$ 358,413	4/22/2009						
GLN08-604	Glendale	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	290 feet	ARRA, CMAQ, & Local	\$ 1,850,000	\$ 3,557,375		\$ -	\$ 5,407,375	4/22/2009	X					
GDY09-801	Goodyear	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	2.5	ARRA & Local	\$ 782,415	\$ -		\$ 15,980	\$ 798,395	4/22/2009						
GDL09-801	Guadalupe	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	1.42	ARRA	\$ 634,022	\$ -		\$ -	\$ 634,022	4/22/2009 & Moving funds from deleted Guadalupe Project - on Project Change Sheet July 2009						
GDL09-803	Guadalupe	Calle Guadalupe-140 to Tempe City Limits	Mill & Asphalt overlay, ADA-Sidewalk-Improvements and landscaping.	0.25	ARRA	\$ 268,022	\$ -		\$ -	\$ 268,022	4/22/2009 - Delete project - On project change sheet July 2009						
LPK09-801	Litchfield Park	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	0.74	ARRA	\$ 613,958	\$ -	\$ -		\$ 613,958	4/22/2009						
MMA09-801	Maricopa County	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	30.09	ARRA & Local	\$ 6,469,193	\$ -		\$ 8,938	\$ 6,478,131	4/22/2009						
MES09-801	Mesa	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	7.5	ARRA	\$ 9,196,045	\$ -	\$ -	\$ -	\$ 9,196,045	4/22/2009 Deleted & Reprogrammed on 5/27/09						
MES09-802	Mesa	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	3.5	ARRA	\$ 1,588,734	\$ -	\$ -	\$ -	\$ 1,588,734	4/22/2009 Deleted & Reprogrammed on 5/27/09						

Project Information					Project Funding						Project Development Status						
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
MES09-801R	Mesa	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	1.5	ARRA	\$ 1,610,892				\$ 1,610,892	5/27/2009						
MES09-802R	Mesa	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	2.5	ARRA	\$ 970,728				\$ 970,728	5/27/2009						
MES09-803	Mesa	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	2	ARRA	\$ 2,559,279				\$ 2,559,279	5/27/2009						
MES09-804	Mesa	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	2	ARRA	\$ 2,333,311				\$ 2,333,311	5/27/2009						
MES09-805	Mesa	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	3	ARRA	\$ 3,310,569				\$ 3,310,569	5/27/2009						
PVY09-801	Paradise Valley	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	3.68	ARRA & Local	\$ 823,174	\$ -		\$ 586	\$ 823,760	4/22/2009						
PEO100-07AC1	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	2	ARRA, STP-MAG & Local	\$ 2,850,401	\$ 5,991,524		\$ 2,647,762	\$ 11,489,687	4/22/2009						
PEO09-801	Peoria	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-stripping	n/a	ARRA & Local	\$ 1,130,050	\$ -		\$ 266,220	\$ 1,396,270	4/22/2009 and 6/24/2009						
PHX07-316	Phoenix	7th St & McDowell Rd	Design & Construction of Intersection Improvements	0.25	ARRA & CMAQ	\$ 1,000,000	\$ 1,256,000		\$ -	\$ 2,256,000	4/22/2009	X					
PHX09-801	Phoenix	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	16	ARRA	\$ 7,136,181	\$ -		\$ -	\$ 7,136,181	4/22/2009						
PHX09-802	Phoenix	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	16	ARRA	\$ 7,150,000	\$ -		\$ -	\$ 7,150,000	4/22/2009						

Project Information					Project Funding						Project Development Status						
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
PHX09-803	Phoenix	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	16	ARRA	\$ 7,150,000	\$ -		\$ -	\$ 7,150,000	4/22/2009						
PHX09-804	Phoenix	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	N/A	ARRA	\$ 1,750,000	\$ -		\$ -	\$ 1,750,000	4/22/2009						
PHX09-805	Phoenix	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	N/A	ARRA	\$ 1,750,000	\$ -		\$ -	\$ 1,750,000	4/22/2009						
PHX09-806	Phoenix	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	N/A	ARRA	\$ 2,250,000	\$ -		\$ -	\$ 2,250,000	4/22/2009						
PHX09-807	Phoenix	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	N/A	ARRA	\$ 1,250,000	\$ -		\$ -	\$ 1,250,000	4/22/2009						
PHX09-808	Phoenix	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	N/A	ARRA	\$ 3,000,000	\$ -		\$ -	\$ 3,000,000	4/22/2009						
PHX09-809	Phoenix	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	N/A	ARRA	\$ 1,500,000	\$ -		\$ -	\$ 1,500,000	4/22/2009						
PHX09-810	Phoenix	Citywide Corridors	Design & Procure/Install CCTV	N/A	ARRA	\$ 1,000,000	\$ -		\$ -	\$ 1,000,000	4/22/2009						
PHX09-811	Phoenix	Citywide Corridors	Design & Procure/Install Wireless Communications	N/A	ARRA	\$ 500,000	\$ -		\$ -	\$ 500,000	4/22/2009						
QNC09-801	Queen Creek	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	1.00	ARRA	\$ 227,282	\$ -		\$ -	\$ 227,282	4/22/2009						
QNC09-802	Queen Creek	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	1.70	ARRA	\$ 805,816	\$ -		\$ -	\$ 805,816	4/22/2009						
SRP09-801	Salt River Pima-Indian Community	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	2	ARRA	\$ 653,910				\$ 653,910	5/27/2009						

Project Information					Project Funding						Project Development Status						
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
SCT09-644	Scottsdale	Scottsdale Road from Roosevelt Street to Earl Road	Install new bike lanes and enhanced pedestrian facilities, transit shelters, and streetscape	1.8	ARRA, CMAQ, & Local	\$ 4,600,000	\$ 2,458,415		\$ 686,906	\$ 7,745,321	4/22/2009, Delete ARRA funds from project, project programmed with CMAQ in Closeout						
SCT09-802	Scottsdale	Various Locations	Preliminary engineering, design and construction for Mill & Replace	10.5	ARRA	\$ 4,600,000				\$ 4,600,000	On Project Change Sheet July 2009						
SCT09-703	Scottsdale	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	0.75	ARRA; TEA-ARRA	\$ 1,632,333			\$ 98,667	\$ 1,731,000	5/27/2009						
SCT12-813	Scottsdale	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	na	ARRA, & Local	\$ 439,633			\$ 60,367	\$ 500,000	4/22/2009						
SUR09-801	Surprise	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	4.25	ARRA	\$ 2,933,374	\$ -		\$ -	\$ 2,933,374	4/22/2009						
TMP09-801	Tempe	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	0.25	ARRA, & Local	\$ 4,362,619	\$ -		\$ 1,637,381	\$ 6,000,000	4/22/2009						
WKN09-801	Wickenburg	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	1.6	ARRA	\$ 644,140	\$ -	\$ -	\$ -	\$ 644,140	4/22/2009						
YTN09-801	Youngtown	Avenue west by 1950 feet/approx. 115th	Engineer/Design and construct mill	1950LF	ARRA	\$ 645,926				\$ 645,926	4/22/2009						
						\$ 103,328,069	\$ 12,968,899	\$ 3,629,000	\$ 6,800,295	\$ 126,726,263							

Transit Projects																	
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
AVN09-803T	Avondale	Avondale Blvd/I-10	Park-and-Ride site selection	11.31.04	ARRA	\$ 250,000				\$ 250,000	3/25/2009 - Deleted on 6/24/09						
AVN09-804T	Avondale	Citywide	Purchase 2 replacement dial-a-ride vehicles		ARRA	\$ 126,000				\$ 126,000	6/24/2009						
GDY06-204T	Goodyear	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 Litchfield)	11.33.04	ARRA, STP-Flex & Local	\$ 2,036,184	\$ 2,034,665		\$ 122,986	\$ 4,193,835	4/22/2009 and 6/24/2009	X	Grant is under review at FTA				
GDY08-800T	Goodyear	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land-regional park and ride		ARRA, CMAQ-Flex, & Local	\$ 186,500	\$ 746,000		\$ 45,092	\$ 977,592	4/22/2009 and 6/24/2009	X	Grant is under review at FTA				

Project Information					Project Funding						Project Development Status						
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
GDY05-202T	Goodyear	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition		ARRA, STP-Flex & Local	\$ 352,216	\$ 1,409,678		\$ 85,209	\$ 1,847,103	4/22/2009 and 6/24/2009	X	Grant is under review at FTA				
MES10-809T	Mesa	Country Club/US 60	Park-and-Ride construction	11.33.04	ARRA	\$ 9,400,000				\$ 9,400,000	3/25/2009	X - Pending approval at FTA	Grants have been submitted to FTA				
PHX09-837T	Phoenix	Bell Rd/SR-51	Bus access crossover	11.23.01	ARRA	\$ 640,070				\$ 640,070	3/25/2009	X	Grants have been submitted to FTA				
PHX10-818T	Phoenix	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	11.34.01	ARRA	\$ 5,000,000				\$ 5,000,000	3/25/2009	X	Grants have been submitted to FTA				
PHX08-705T	Phoenix	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	11.33.04	ARRA	\$ 5,500,000				\$ 5,500,000	3/25/2009	X	Grants have been submitted to FTA				
PHX09-836T	Phoenix	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	11.34.04	ARRA	\$ 3,000,000				\$ 3,000,000	3/25/2009	X	Grants have been submitted to FTA				
PHX09-611T	Phoenix	Regionwide	Preventive Maintenance	11.7A.00	ARRA; 5307	\$ 5,400,000	\$ 5,251,196		\$ 1,312,799	\$ 11,963,995	3/25/2009	X	Grants have been submitted to FTA				
PHX09-839T	Phoenix	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	11.42.08	ARRA	\$ 300,000				\$ 300,000	3/25/2009	X	Grants have been submitted to FTA				
PHX09-840T	Phoenix	Citywide	Bus Stop Improvements	11.32.10	ARRA	\$ 4,321,217				\$ 4,321,217	3/25/2009	X	Grants have been submitted to FTA				
PHX08-704T	Phoenix	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	11.33.04	ARRA	1,100,000				\$ 1,100,000	5/27/2009	X - Pending approval at FTA	Grants have been submitted to FTA				
VMT10-807T	RPTA	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	11.22.01	ARRA	\$ 2,500,000				\$ 2,500,000	3/25/2009		Grants have been submitted to FTA				

Project Information					Project Funding						Project Development Status						
TIP #	Agency	Project Location	Project Description	Leng	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out
VMT10-807T	RPTA	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	11.23.01	ARRA	\$ 12,500,000				\$ 12,500,000	3/25/2009	Underway	Grants have been submitted to FTA				
SCT09-803T	Scottsdale	Loop 101/Scottsdale Rd	Park-and-Ride construction	11.33.04	ARRA	\$ 5,000,000				\$ 5,000,000	3/25/2009	X - Pending approval at FTA	Grants have been submitted to FTA				
TMP09-806T	Tempe	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	11.41.03	ARRA	\$ 6,500,000				\$ 6,500,000	3/25/2009	X	Grants have been submitted to FTA				
VMR09-801T	VMR	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	11.33.04	ARRA	1,400,000				\$ 1,400,000	5/27/2009	X	Grants have been submitted to FTA				
VMR09-802T	VMR	Regionwide	LRT Park and Ride Shade Canopes	11.34.04	ARRA	2,500,000				\$ 2,500,000	5/27/2009	X	Grants have been submitted to FTA				
						\$ 67,762,187	\$ 9,441,539	\$	\$ 1,566,086	\$ 78,769,812							

Project Information					Project Funding						Project Development Status							
TIP #	Agency	Project Location	Project Description	Leng.	Fund Type	Federal Cost ARRA	Federal Cost - Other	Region. Funds	Local Cost	Total Cost	Project Approved by MAG RC	Design & Federal Clearance	Obligate	Advert.	Bid Opened	Under Const.	Closed Out	
<b>Local Sponsored Projects - Transportation Enhancement</b>																		
CHN09-805	Chandler	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	n/a	TEA-ARRA	\$ 750,000			\$ 411,610	\$ 1,161,610	5/27/2009							
GLB04-303R	Gilbert	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	n/a	TEA-ARRA	\$ 270,000			\$ 410,000	\$ 680,000	5/27/2009							
GLB08-801	Gilbert	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	1	TEA-ARRA	\$ 578,670			\$ -	\$ 578,670	5/27/2009							
GLN08-611	Glendale	Old Roma Alley	Design and construct pedestrian enhancements and landscape	0.05	TEA-ARRA	\$ 732,562			\$ -	\$ 732,562	5/27/2009							
MMA09-725	Maricopa County	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	4.6	TEA-ARRA	\$ 750,000			\$ 367,817	\$ 1,117,817	5/27/2009							
MES09-806	Mesa	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	1.3	TEA-ARRA	\$ 750,000			\$ 759,375	\$ 1,509,375	5/27/2009 and 6/24/2009							
PHX08-641	Phoenix	Arcadia Drive Ind. Sch. Rd. to AZ Canal	Design and construct multi-use trail enhancements	0.15	TEA-ARRA	\$ 750,000			\$ 70,282	\$ 820,282	5/27/2009							
PHX08-642	Phoenix	Historic Street Light Rehabilitation Project	Restore 123 historic streetlights	n/a	TEA-ARRA	\$ 377,970			\$ -	\$ 377,970	5/27/2009 - July Project Change Sheet, project funding changed back to STP-TEA, no ARRA funding							
SCT09-801	Scottsdale	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	n/a	TEA-ARRA	\$ 600,000			\$ 25,402	\$ 625,402	5/27/2009							
TMP09-704	Tempe	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	1	TEA-ARRA	\$ 750,000			\$ 650,000	\$ 1,400,000	5/27/2009							
						\$ 5,931,232	\$ -	\$ -	\$ 2,694,466	\$ 8,625,718								

## Local Sponsored Projects

MAG was notified by ADOT on March 16, 2009 that the MAG region will receive \$104,578,340 of American Recovery and Reinvestment Act (ARRA) funds. These funds are known as the sub-allocated ARRA transportation funds. On March 23, 2009 Regional Council approved the policy direction for the sub-allocated ARRA funds of: a Minimum Agency Allocation of \$500,000 plus population in accordance with the following:

1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects.
2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and or Regional Transportation Plan as appropriate.
3. Have MAG conduct the air quality consultation/conformity if necessary.
4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

Jurisdiction	Minimum Agency Allocation of \$500K Plus Population
Apache Junction (a)	\$ 1,348,343
Avondale	\$ 2,214,899
Buckeye	\$ 1,621,878
Carefree	\$ 588,340
Cave Creek	\$ 614,813
Chandler	\$ 5,967,599
El Mirage	\$ 1,252,805
Fort McDowell	\$ 518,436
Fountain Hills	\$ 1,081,614
Gila Bend	\$ 542,497
Gila River (b)	\$ 561,349
Gilbert	\$ 5,306,313
Glendale	\$ 6,058,413
Goodyear	\$ 1,829,797
Guadalupe	\$ 634,022
Litchfield Park	\$ 613,958
Mesa	\$ 10,784,779
Paradise Valley	\$ 823,174
Peoria (b)	\$ 3,980,451
Phoenix	\$ 35,436,181
Queen Creek (a)	\$ 1,033,098
Salt River	\$ 653,910
Scottsdale	\$ 5,921,966
Surprise	\$ 2,933,374
Tempe	\$ 4,362,619
Tolleson	\$ 652,890
Wickenburg	\$ 644,140
Youngtown	\$ 645,926
Maricopa County (c)	\$ 5,950,757
<b>Total</b>	<b>\$ 104,578,340</b>

**Local Sponsored Projects - Project Details JULY 2009**

<b>APACHE JUNCTION</b>		
TIP #	Project Description	Federal Cost - ARRA
APJ09-801	Design and Reconstruction of Pavement	\$ 1,348,343
<b>TOTAL</b>		\$ 1,348,343

<b>AVONDALE</b>		
TIP #	Project Description	Federal Cost - ARRA
AVN09-801	Preliminary engineering, design and construction for Mill & Replace	\$ 2,035,200
AVN09-802	Preliminary engineering, design and construction for Mill & Replace	\$ 179,699
<b>TOTAL</b>		\$ 2,214,899

<b>BUCKEYE</b>		
TIP #	Project Description	Federal Cost - ARRA
BKY09-801	Pre-engineer/Design and Pavement Rehabilitation and Preservation	\$ 1,621,878
<b>TOTAL</b>		\$ 1,621,878

<b>CAREFREE</b>		
TIP #	Project Description	Federal Cost - ARRA
CFR09-801	Pre-engineer/Design and construct Pedestrian crossing	\$ 35,000
CFR09-802	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	\$ 553,340
<b>TOTAL</b>		\$ 588,340

<b>CAVE CREEK</b>		
TIP #	Project Description	Federal Cost - ARRA
CVK09-807	Pre-Engineer/Design and Construct Pavement Rehab projects	\$ 614,813
<b>TOTAL</b>		\$ 614,813

<b>CHANDLER</b>		
TIP #	Project Description	Federal Cost - ARRA
CHN120-07C	Intersection and Capacity Improvement	\$ 2,288,700
CHN09-801	Design and reconstruction of pavement	\$ 3,678,899
<b>TOTAL</b>		\$ 5,967,599

<b>EL MIRAGE</b>		
TIP #	Project Description	Federal Cost - ARRA
ELM09-801	Pre-Engineer/Design and Mill and Replace Existing Road.	\$ 952,805
DOT09-801	Transportation Landscaping Enhancement	\$ 300,000
<b>TOTAL</b>		\$ 1,252,805

<b>FOUNTAIN HILLS</b>		
TIP #	Project Description	Federal Cost - ARRA
FTH07-301	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	\$ 410,000
FTH09-800	Saguaro Blvd: Shea to Palmer Way	\$ 671,614
<b>TOTAL</b>		\$ 1,081,614

<b>FT. MCDOWELL YAVAPAI NATION</b>		
TIP #	Project Description	Federal Cost - ARRA
Ft. McDowell Yavapai Nation will be doing a joint project with Maricopa County. \$518,436 of Maricopa County's project is for paving and rehab of roads in the Ft. McDowell community.		

<b>GILA BEND</b>		
TIP #	Project Description	Federal Cost - ARRA
GBD09-801	Design and Construct Signage Improvements	\$33,000
GBD09-802	Design and Construct Pedestrian and Landscape Improvements	\$339,497
GBD09-803	Design and Construct Carpool and Transit Park & Ride Lot	\$ 170,000
<b>TOTAL</b>		<b>\$ 542,497</b>

<b>GILA RIVER INDIAN COMMUNITY</b>		
TIP #	Project Description	Federal Cost - ARRA
GRC09-801	Pre-Engineer/Design and Construct Pavement Rehab projects	\$561,349
<b>TOTAL</b>		<b>\$ 561,349</b>

<b>GILBERT</b>		
TIP #	Project Description	Federal Cost - ARRA
GLB09-801	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	\$ 5,306,313
<b>TOTAL</b>		<b>\$ 5,306,313</b>

<b>GLENDALE</b>		
TIP #	Project Description	Federal Cost - ARRA
GLN09-801	New traffic signal cabinets and controllers	\$ 1,100,000
GLN09-802	Modernize traffic signals	\$ 550,000
GLN09-803	CCTV Camera Installations	\$ 90,000
GLN09-804	Install wireless communication with traffic signals	\$ 230,000
GLN09-805	Install wireless communication with traffic signals	\$ 200,000
GLN09-806	Pre-Engineer/Design and construct pavement overlay	\$ 1,170,000
GLN09-807	Pre-Engineer/Design and construct pavement surface treatment	\$ 510,000
GLN09-808	Install thermoplastic pavement markings	\$ 358,413
GLN08-604	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	\$ 1,850,000
<b>TOTAL</b>		<b>\$ 6,058,413</b>

<b>GOODYEAR</b>		
TIP #	Project Description	Federal Cost - ARRA
GDY09-801	Pre-Engineer/Design and construct mill, patch and replace	\$ 782,415
GDY06-204T	Construct regional park-and-ride (1/10 - Litchfield)	\$ 508,666
GDY08-800T	Acquire land- regional park and ride	\$ 186,500
GDY05-202T	Park and Ride Land Acquisition	\$ 352,216
<b>TOTAL</b>		<b>\$ 1,829,797</b>

<b>GUADALUPE</b>		
TIP #	Project Description	Federal Cost - ARRA
GDL09-801	Design and Mill & Asphalt overlay roadways	\$ 634,022
<b>TOTAL</b>		<b>\$ 634,022</b>

<b>LITCHFIELD PARK</b>		
TIP #	Project Description	Federal Cost - ARRA
LPK09-801	Pre-Engineer/Design and mill and replace pavement resurfacing/reconstruction	\$ 613,958
<b>TOTAL</b>		\$ 613,958

<b>MARICOPA COUNTY</b>		
TIP #	Project Description	Federal Cost - ARRA
MMA09-801	Pre-Engineer/Design and construct AR Overlay	\$ 6,469,193
<b>TOTAL</b>		\$ 6,469,193

<b>MESA</b>		
TIP #	Project Description	Federal Cost - ARRA
MES09-801R	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	\$ 1,610,892
MES09-802R	Pre-Engineer/Design and construct mill and replace pavement	\$ 970,728
MES09-803	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	\$ 2,559,279
MES09-804	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	\$ 2,333,311
MES09-805	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	\$ 3,310,569
<b>TOTAL</b>		\$ 10,784,779

<b>PARADISE VALLEY</b>		
TIP #	Project Description	Federal Cost - ARRA
PVY09-801	Pre-Engineer/Design and construct pavement resurface projects	\$ 823,174
<b>TOTAL</b>		\$ 823,174

<b>PEORIA</b>		
TIP #	Project Description	Federal Cost - ARRA
PEO100-07AC1	Construct Beardsley Road extension and bridge over New River	\$ 2,850,401
PEO09-801	Pavement Preservation: Major Arterial mill, overlay and re-striping	\$ 1,130,050
<b>TOTAL</b>		\$ 3,980,451

<b>PHOENIX</b>		
TIP #	Project Description	Federal Cost - ARRA
PHX07-316	Design & Construction of Intersection Improvements	\$ 1,000,000
PHX09-801	Design & Construction of Pavement Preservation	\$ 7,136,181
PHX09-802	Design & Construction of Pavement Preservation	\$ 7,150,000
PHX09-803	Design & Construction of Pavement Preservation	\$ 7,150,000
PHX09-804	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	\$ 1,750,000
PHX09-805	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	\$ 1,750,000
PHX09-806	Design & Costruct Bridge Deck Rehabilitations	\$ 2,250,000
PHX09-807	Design & Costruct Bridge Joint Rehabilitations	\$ 1,250,000
PHX09-808	Inventory / Programming & Procure / Install Traffic Control Signs	\$ 3,000,000
PHX09-809	Design & Procure/Install Fiber Optic Backbone System	\$ 1,500,000
PHX09-810	Design &Procure/Install CCTV	\$ 1,000,000
PHX09-811	Design &Procure/Install Wireless Communications	\$ 500,000
<b>TOTAL</b>		\$ 35,436,181

<b>QUEEN CREEK</b>		
TIP #	Project Description	Federal Cost - ARRA
QNC09-801	Pre-Engineer/Design and construct resurfacing roadway	\$ 227,282
QNC09-802	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	\$ 805,816
<b>TOTAL</b>		\$ 1,033,098

<b>SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY</b>		
TIP #	Project Description	Federal Cost - ARRA
SRP09-801	Design & Construction of Pavement Preservation/Chip-Seal	\$ 653,910
<b>TOTAL</b>		\$ 653,910

<b>SCOTTSDALE</b>		
TIP #	Project Description	Federal Cost - ARRA
SCT09-802	Preliminary engineering, design and construction for Mill & Replace	\$ 4,600,000
SCT09-703	Construct new pedestrian/bicycle bridge and multi-use path	\$ 882,333
SCT12-813	Replace traffic signal controllers and cabinets	\$ 439,633
<b>TOTAL</b>		\$ 5,921,966

<b>SUPRISE</b>		
TIP #	Project Description	Federal Cost - ARRA
SUR09-801	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	\$ 2,933,374
<b>TOTAL</b>		\$ 2,933,374

<b>TEMPE</b>		
TIP #	Project Description	Federal Cost - ARRA
TMP09-801	Construct replacement bridge over the Western Canal	\$ 4,362,619
<b>TOTAL</b>		\$ 4,362,619

<b>TOLLESON</b>		
TIP #	Project Description	Federal Cost - ARRA
DOT07-323	99th Ave from I-10 to MC-85: Road Widening	\$ 652,890
<b>TOTAL</b>		\$ 652,890

<b>WICKENBURG</b>		
TIP #	Project Description	Federal Cost - ARRA
WKN09-801	Design and Complete Pavement Mill and Replace	\$ 644,140
<b>TOTAL</b>		\$ 644,140

<b>YOUNGTOWN</b>		
TIP #	Project Description	Federal Cost - ARRA
YTN09-801	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	\$ 645,926
<b>TOTAL</b>		\$ 645,926

**List of Highway Projects in the MAG Region for the ADOT/State Portion of  
American Recovery and Reinvestment Act - 2009 Funds  
Approved at Regional Council 2-25-2009**

On March 3, 2009, the Arizona State Transportation Board met March 3, 2009 approve projects for the Arizona Department of Transportation (ADOT) portion of the American Recovery and Reinvestment Act (ARRA). The Board reaffirmed the previous action of the Board to allocate the \$350 million of funding with 37 percent of the funding would be allocated to the MAG region, 13 percent to the PAG region, and 50 percent the remaining 13 counties. The allocation to the MAG region is about \$129.4 million. The project lists below were approved by the MAG Regional Council on February 25, 2009. There were originally five projects funded through ARRA State/Highway Allocation.

COOPERATIVELY DEVELOPED ADOT PROJECTS									
Priority Order	Current Funding	TIP #	Prop. 400 Project	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	Cummulative Total
1	State (STAN)	DOT09-815	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	2009	\$43,200,000	This project was advanced from Phase IV (2021-2026). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded.	\$43,200,000
2	State (STAN)	DOT09-818	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	2009	\$22,500,000	This project was advanced from Phase IV (2021-2026). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded. The project was originally programmed with \$30.5 million in State-STAN funds, but project estimate is lower.	\$65,700,000
3*	State (STAN)	Not in TIP	Yes	SR802: L202 to Ellsworth	Design & ROW	Not in TIP	\$20,400,000	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this time. This project will not be ready to obligate in 120 days.*	
4	NHS	DOT09-6C00R	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	2009	\$45,000,000	The project is projected to be ready to advertise by June 2009.	\$110,700,000
5	NHS	DOT07-332	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	\$11,200,000	Project is ready to advertise.	\$121,900,000
6	State	DOT12-840	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	2009	\$9,125,000	This project is connected to the Prop. 400 Arterial Projects - PEO100-07AC2 & PEO100-07AC1. The Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hill - \$20,000,000 is currently being funded with 100% of Peoria funds; ADOT is the lead on both the TI, and Frontage U-turn.	\$131,025,000

7	NHS	DOT06-613	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.	\$151,025,000
8	State	DOT08-673	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.	\$154,625,000
9	State	Not in TIP	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.	\$157,625,000
10*	Not in TIP	Not in TIP	Yes	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*	\$160,625,000
11*	State	DOT10-6C32	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*	\$162,625,000
12*	Not in TIP	Not in TIP	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*	\$164,125,000
13*	Not in TIP	Not in TIP	Yes	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*	\$174,125,000
							<b>TOTAL</b>	<b>\$194,525,000</b>	

\* The five projects in the Cooperatively Developed list will not be ready to obligate in 120 days.

<b>OTHER ADOT PROJECTS - NON-PRIORITIZED PROP. 400 PROJECTS</b>							
<b>Current Funding</b>	<b>TIP #</b>	<b>Prop. 400 Project</b>	<b>Project Location</b>	<b>Project Description</b>	<b>Fiscal Year</b>	<b>Total Cost</b>	<b>Project Notes</b>
RARF	DOT10-828	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.
NHS/RARF	Breakout from the DOT12-846	Yes	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.
STP-AZ/State	DOT07-323	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.	2010	\$2,500,000	This is a carry-over from Prop. 300.
						<b>TOTAL</b>	<b>\$160,500,000</b>

**OTHER ADOT PROJECTS - NON-PRIORITIZED & NON-PROP. 400 PROJECTS**

Current Funding	TIP #	Prop. 400 Project	Project Location	Project Description	Fiscal Year	Total Cost	Project Notes
Not in TIP	Not in TIP	No	SR 87: Gilbert - Shea	Pavement Preservation	Not in TIP	\$3,000,000	
Not in TIP	Not in TIP	No	Loop 202: MP 10 - MP 17	Sign Replacement	Not in TIP	\$1,150,000	
Not in TIP	Not in TIP	No	SR 51: MP 7 - MP 14	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-10: MP 112 - MP 129	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-10: MP 129 - MP 146	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-17: MP 194 - MP 201	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-8: Gila Bend Rest Area	Pavement Preservation	Not in TIP	\$10,000,000	
Not in TIP	Not in TIP	No	I-8: MP 121 - Rest Area	Pavement Preservation	Not in TIP	\$21,000,000	
Not in TIP	Not in TIP	No	US 60: San Domingo - Whitmann	Pavement Preservation	Not in TIP	\$11,000,000	
Not in TIP	Not in TIP	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation	Not in TIP	\$3,777,000	
Not in TIP	Not in TIP	No	Various Routes	Guard Rails	Not in TIP	\$1,800,000	
Not in TIP	Not in TIP	No	I-17: 19th Avenue - 16th Street	Pavement Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	Not in TIP	\$3,000,000	
				<b>TOTAL</b>		<b>\$62,227,000</b>	

**Current Costs: 7-13-09**

**List of Highway Projects in the MAG Region for the ADOT/State Portion of  
American Recovery and Reinvestment Act - 2009 Funds**

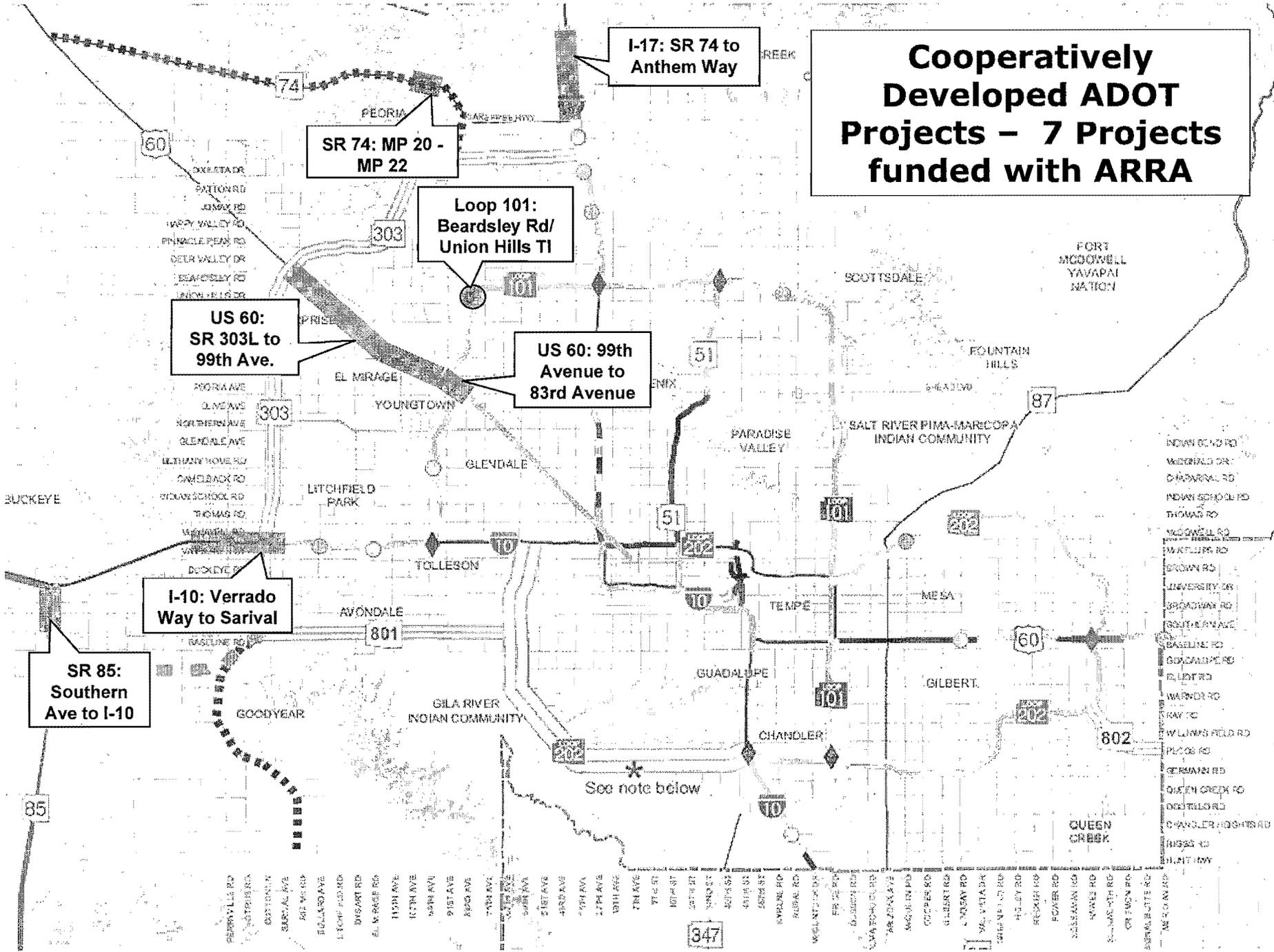
Since approval of amendments and modifications to the MAG 2008-2012 TIP, projects have move forward and estimates for the projects have come in under the estimate. This is noted in the total cost, as well, more projects have been programmed for funding. here were originally five projects funded through ARRA State/Highway Allocation, and now there are seven. The allocation to the MAG region is about \$129.4 million.

COOPERATIVELY DEVELOPED ADOT PROJECTS									
Priority Order	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	Cummulative Total
1	DOT09-815	Yes	ADOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	2009	\$28,200,000	This project was advanced from Phase IV (2021-2026). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded.	\$28,200,000
2	DOT09-818	Yes	ADOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	2009	\$13,368,488	This project was advanced from Phase IV (2021-2026). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded. The project was originally programmed with \$30.5 million in State-STAN funds, but project estimate is lower.	\$41,568,488
3*	Not in TIP	Yes	ADOT	SR802-L202-to-Ellsworth	Design & ROW	Not in TIP	\$20,400,000	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded. The design component is \$12-million. The completion of the Environmental Assessment is uncertain at this time. This project will not be ready to obligate in 120 days.*	
4	DOT09-6C00R	Yes	ADOT	US 60: SR 303L - 99th Ave	10 Miles Widening	2009	\$45,000,000	The project is projected to be ready to advertise by June 2009.	\$86,568,488
5	DOT07-332	Yes	ADOT	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	\$11,200,000	Project is ready to advertise.	\$97,768,488
6	DOT12-840	Yes	ADOT	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	2009	\$9,100,000	This project is connected to the Prop. 400 Arterial Projects - PEO100-07AC2 & PEO100-07AC1. The Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hill - \$20,000,000 is currently being funded with 100% of Peoria funds; ADOT is the lead on both the TI, and Frontage U-turn.	\$106,868,488
7	DOT06-613	Yes	ADOT	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$18,600,000	Project is ready to advertise.	\$125,468,488
8	DOT08-673	Yes	ADOT	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,900,000	Added to Freeway Life Cycle Program in 2006.	\$129,368,488
9	Not in TIP	Yes	ADOT	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.	\$132,368,488
10*	Not in TIP	Yes	ADOT	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*	\$135,368,488

11*	DOT10-6C32	Yes	ADOT	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*	\$137,368,488
12*	Not in TIP	Yes	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*	\$138,868,488
13*	Not in TIP	Yes	ADOT	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*	\$148,868,488
							TOTAL	\$169,268,488	

\* The five projects in the Cooperatively Developed list will not be ready to obligate in 120 days.

# Cooperatively Developed ADOT Projects – 7 Projects funded with ARRA



I-17: SR 74 to Anthem Way

SR 74: MP 20 - MP 22

Loop 101: Beardsley Rd/ Union Hills TI

US 60: SR 303L to 99th Ave.

US 60: 99th Avenue to 83rd Avenue

I-10: Verrado Way to Sarival

SR 85: Southern Ave to I-10

See note below