



Cave Creek | Carefree

# Transportation Framework Study

Working Paper No. 6  
Financial Analysis





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## Financial Analysis

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*November 2014*



*This report was funded in part through grant(s) from the Federal Highway Administration and/or Federal Transit Administration, U.S. Department of Transportation. The contents of this report reflect the views and opinions of the author(s) who is responsible for the facts and accuracy of data presented herein. The contents do not necessarily state or reflect the official views or policies of the U.S. Department of Transportation, the Arizona Department of Transportation, or any other State or Federal Agency. This report does not constitute a standard, specification or regulation.*



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## I. INTRODUCTION

### A. Purpose of the Study

The purpose of the Cave Creek/Carefree Transportation Framework Study (TFS) is to develop a comprehensive master plan that will guide transportation development in the communities of Cave Creek and Carefree. As a framework document, this study is intended to serve as a coordinated reference for addressing existing and anticipated transportation issues within and amongst each community, with a particular emphasis placed on local and regional bicycle/pedestrian linkages and special event traffic and parking management.

### B. Purpose of this Working Paper

This Working Paper 6 – Financial Analysis presents estimates of costs for the improvements and possible costs associated with policies or standards. It also identifies traditional funding sources as well as other non-traditional private sources. This Paper also presents a funding matrix that describes each funding source, identifies the types of projects that are eligible, describes any special requirements and describes how the program is administered.

### C. Study Goals and Objectives

The Project Team completed public and stakeholder outreach through focus groups, three online surveys, special event intercept surveys, and three public meetings. These efforts and coordination with the Town staffs provided input for key desired improvements and actions as they relate to transportation in the project area.

The Project Team developed the following Goals from the extensive outreach:

**Goal: Provide transportation improvements that will enhance or preserve and not detract from the natural and social character of the area.**

**Goal: Promote a balanced transportation system that provides adequate capacity for and convenient access to vehicle, transit, bicycle/pedestrian, and equestrian travel modes within the study area.**

**Goal: Support the development of transportation related projects that encourage tourism and promote economic prosperity in the study area**

**Goal: Support transportation projects that are fiscally responsible and preserve existing infrastructure**

**Goal: Improve the safety of the transportation system for all travel modes in the study area.**

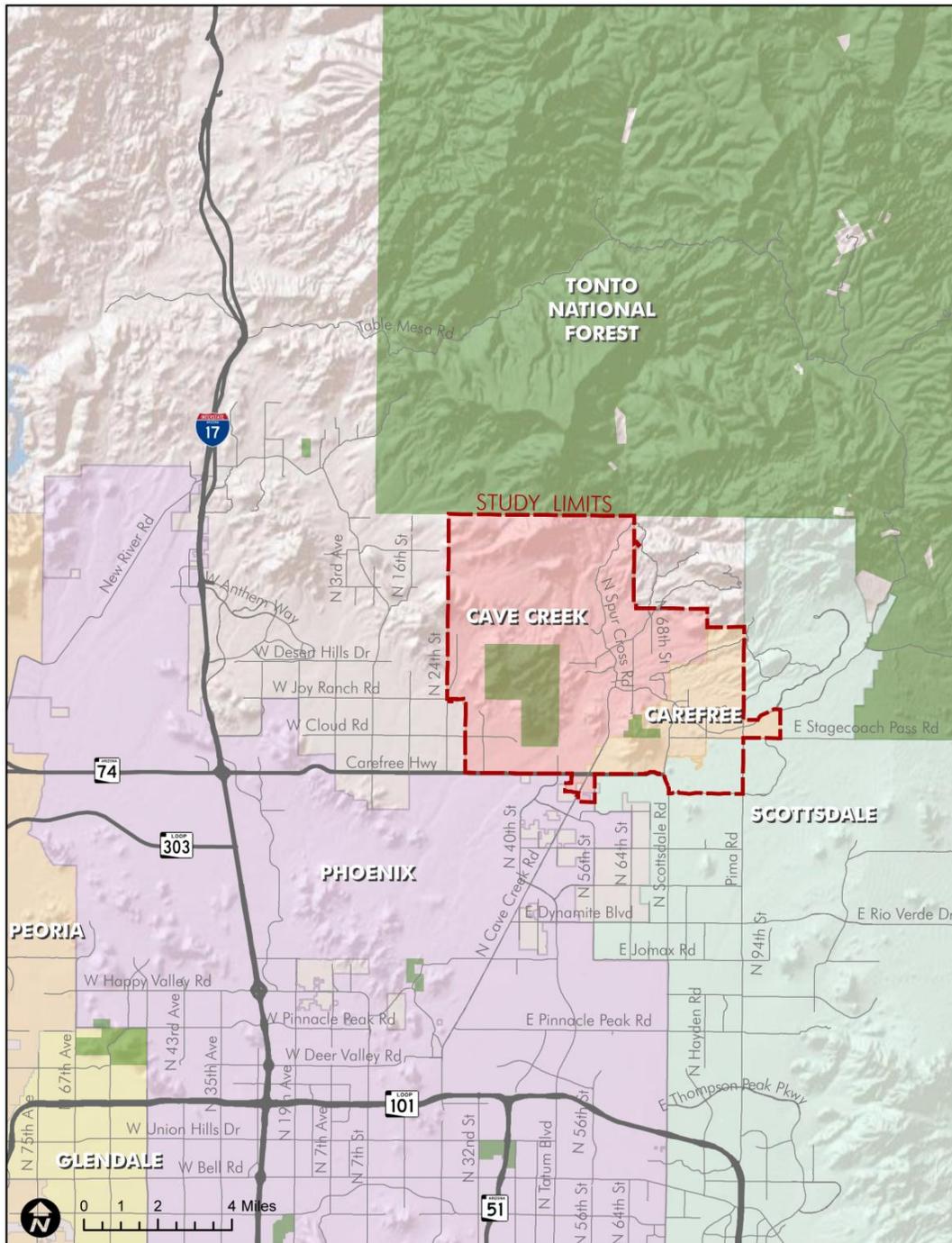




## D. Study Area Overview

The study area for the Cave Creek/Carefree Transportation Framework Study predominantly includes the Municipal Planning Areas (which also align with the Town Limits) for the communities of Cave Creek and Carefree. The study area is generally bounded by the Tonto National Forest boundary on the north, Pima Road on the east, Carefree Highway on the south and 24th Street on the west, but also includes a portion of Scottsdale lying east of Scottsdale Road and north of Westland Road and west of Pima Road. The Study Area is depicted in *Figure 1* below.

Figure 1: Study Area



Source: ASLD





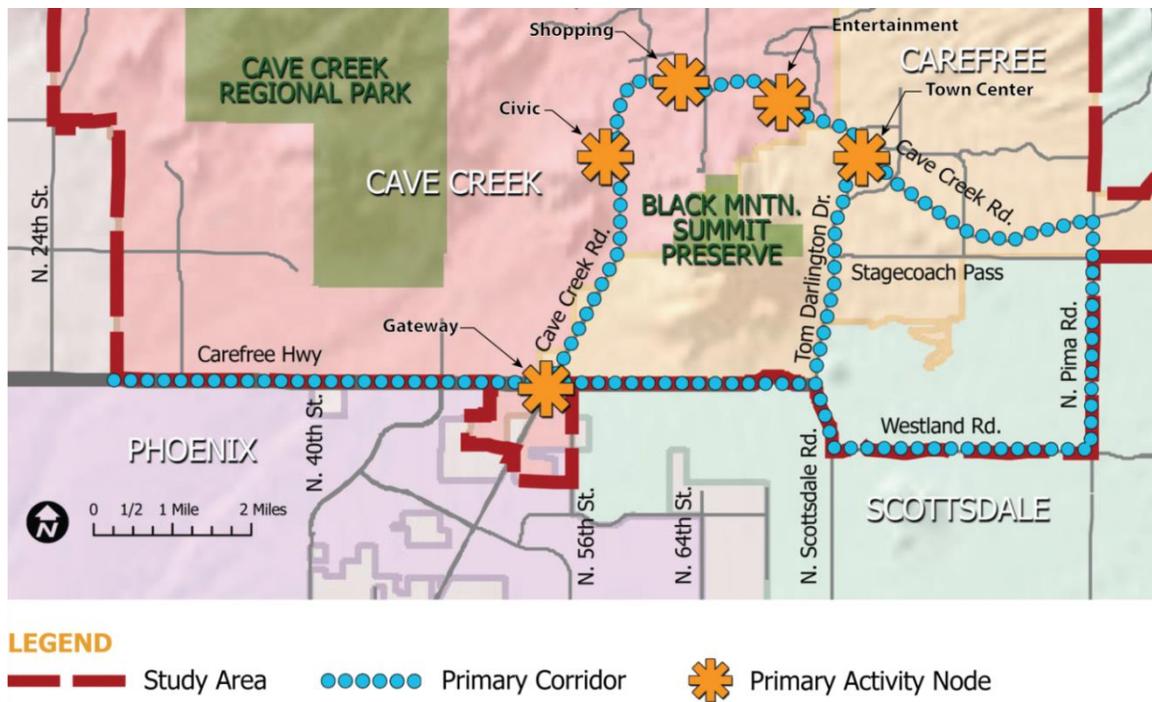
## II. REVIEW OF RECOMMENDATIONS

### A. Nodes

The overarching recommendation for Nodes and Corridors is to create a sense of place at locations of more intense urban activity. The activity nodes will be pedestrian and bicycle friendly and accommodate equestrian uses appropriate in a complete street, context sensitive environment. There are five activity nodes in the study area:

- The Cave Creek “Entertainment District” between Viola Lane and Vermeersch Road
- The Cave Creek “Shopping District” between Spur Cross Road and School House Road
- The Cave Creek “Civic District” between Hohokam Place and Skyline Drive
- The Carefree “Town Center District” between Tom Darlington Dr/Bloody Basin Rd and Cave Creek Rd/Bloody Basin Rd
- The “Gateway District” at the intersection of Carefree Highway and Cave Creek Road

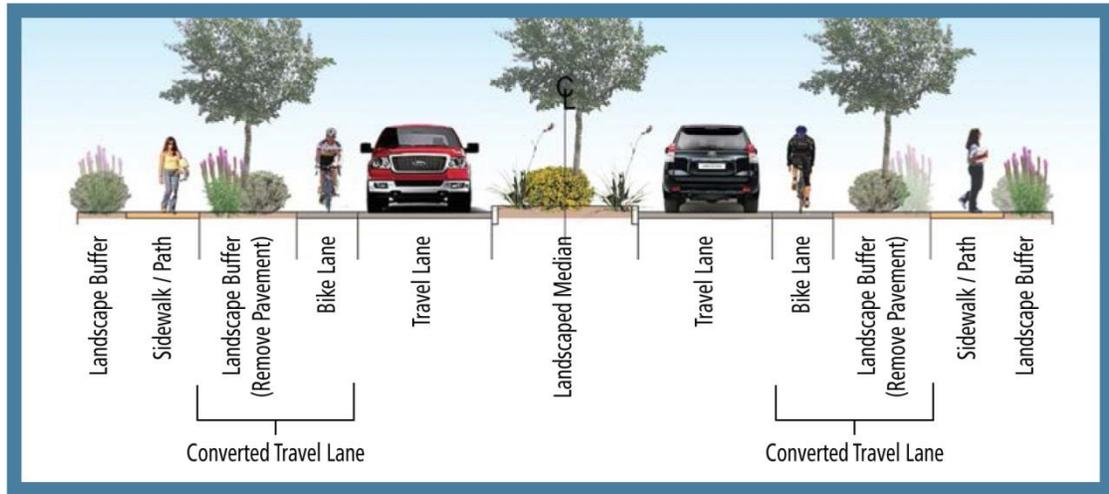
Figure 2: Nodes and Corridors



The nodes include a road diet providing one lane in each direction with a bike lane and sidewalks, an entry feature to provide a sense of arrival including a transition to one travel lane and entry monumentation, additional pedestrian and bicycle amenities and more business parking to promote parking once and walking around.



Figure 3: Typical Activity Node Cross Section in Cave Creek

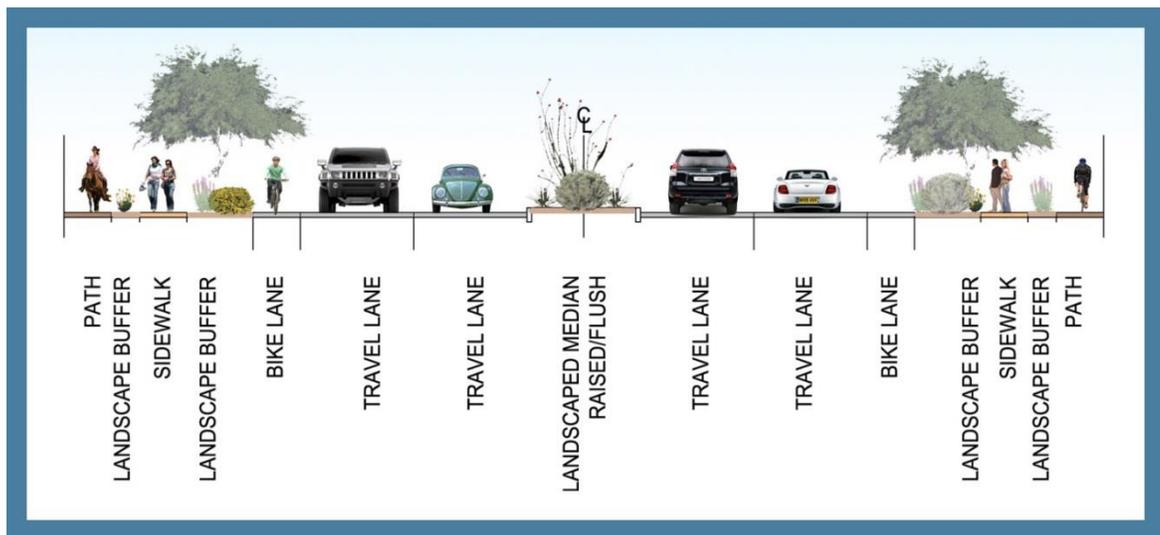


The Gateway District activity node is slightly different in its character and recommendations. A combination of sidewalks, bike lanes, sharrow lanes and multi-use paths with pedestrian crosswalks will enhance non-vehicular connectivity and safety in this vicinity of concentrated student activity in a high speed, high volume vehicular environment. A grade separation like a pedestrian underpass might be appropriate in the future at the Cave Creek Road/Carefree Highway intersection which is the busiest in the study area.

## B. Corridors

Cave Creek Road, Tom Darlington Drive, Pima Road, Carefree Highway and Westland Road are the corridors that connect the activity nodes and will consist of two travel lanes per direction, bike lanes and sidewalks, raised and/or landscaped medians, optional shared use paths and additional pedestrian crosswalks, pedestrian signals and traffic signals where needed. Limited corridor locations require three travel lanes per direction to satisfy 2035 traffic demand: Carefree Highway west of Cave Creek Road, Cave Creek Road south of Carefree Highway, Pima Road north of Hawksnest Road and Cave Creek Road east of Pima Road.

Figure 4: Typical Corridor Cross Section – Cave Creek Road from Carefree Highway to Civic Node





## C. Traffic

Six intersections that are currently unsignalized are expected to meet traffic signal warrants in 2035. Many are coincident with activity node entry points and should be considered for roundabouts. The locations meeting warrants are the intersections of Cave Creek Road at Tom Darlington Drive, Cave Creek Road at Spur Cross Road, Cave Creek Road at School House Road and Cave Creek Road at Pima Road. Other intersections expected to meet warrants include Carefree Highway at 32<sup>nd</sup> Street and Tom Darlington Drive at Stagecoach Pass Road. The road diet of one travel lane per direction in the activity nodes will perform at acceptable levels of service.

## D. Special Event Traffic and Parking

A series of recommendations to enhance the current service include refined manual traffic control procedures for periodic clearing of traffic queues, additional access to Cave Creek remote parking, continued development of the Cave Creek by-pass route, additional event parking, improved shoulder parking in Carefree, enhanced parking wayfinding signage and web page guidance, a “Park Once” strategy, sufficiently lit sidewalk and path accessibility, shuttle service for major Cave Creek events, and priority carpool parking for larger events.

## E. Transit

Transit recommendations include continued funding for Foothills Caring Corps for services to seniors and persons with disabilities along with support for their donation and driver recruitment campaigns. The Towns should pursue a transit study to better define needs and demand and encourage a consortium of stakeholders to develop a seasonal shuttle to connect local resorts with local businesses and possible linkage to public transportation in northern Phoenix and Scottsdale.



## F. Bicycle Tourism



The Towns, in their efforts to enhance their status as a bicycle tourism destination, should evaluate existing cycling assets, continue to foster a welcoming and vibrant bicycling environment including bike races and adventure events, create and publicize bike linkages and tourism corridors and pursue grants for bicycle amenities.



### III. FRAMEWORK ESTIMATES OF COSTS

#### A. Corridors

There are approximately 14.5 miles of recommended corridor roadway improvements in the study area totaling just over \$24.0M in estimated improvement costs. The estimates include construction, design and construction management as well as a 25% contingency. The estimates do not include right-of-way costs. There are approximately 3.7 miles of interim roadway improvements totaling just over \$2.5M in estimated improvement costs. The Appendix contains itemized estimates for each of the corridor segments.

CORRIDORS	
Carefree Highway	
interim: Cave Creek Road to Tom Darlington Drive	\$1,678,600
west of Cave Creek Road	\$9,082,800
Cave Creek Road to Tom Darlington Drive	\$3,073,800
<b>Total Interim Carefree Highway</b>	<b>\$1,678,600</b>
<b>Total Ultimate Carefree Highway</b>	<b>\$12,156,600</b>
Cave Creek Road	
south of Carefree Highway	\$1,243,200
Gateway District to Civic District	\$1,904,600
Civic District to Shopping District	\$354,200
Shopping District to Entertainment District	\$277,200
Entertainment District to Town Center District	\$400,400
Town Center District to Carefree east Town boundary	\$2,719,200
<b>Total Cave Creek Road</b>	<b>\$6,898,800</b>
Tom Darlington Drive	
Carefree Highway to Town Center District	
<b>Total Tom Darlington Drive</b>	<b>\$1,196,580</b>
Westland Road	
82nd Street to Pima Road	\$922,040
<b>Total Westland Road</b>	<b>\$922,040</b>
Pima Road	
interim: Westland Road to Stagecoach Pass Road	\$711,000
interim: Stagecoach Pass Road to Cave Creek Road	\$138,600
Westland Road to Hawksnest Road	\$2,156,600
Hawksnest Road to Stagecoach Pass Road	\$1,420,320
Stagecoach Pass Road to Cave Creek Road	\$484,200
<b>Total Interim Pima Road</b>	<b>\$849,600</b>
<b>Total Ultimate Pima Road</b>	<b>\$4,061,120</b>
<b>TOTAL INTERIM CORRIDORS</b>	<b>\$2,528,200</b>
<b>TOTAL ULTIMATE CORRIDORS</b>	<b>\$25,235,140</b>





## B. Activity Nodes

There are five activity nodes identified in the study area with an estimated improvement cost of \$7.8M. The estimates include construction, design and construction management as well as a 25% contingency. The estimates do not include right-of-way costs. The Appendix contains itemized estimates for each of the activity nodes.

ACTIVITY NODES	
Gateway District	\$709,388
Civic District	\$1,180,888
Shopping District	\$1,733,894
Entertainment District	\$1,424,700
Town Center District	\$2,752,288
<b>TOTAL ACTIVITY NODES</b>	<b>\$7,801,158</b>

## C. Signalized Intersections

There are six intersections that are predicted to satisfy traffic warrants for signalization by 2035. The estimated total improvement cost for the signalization is \$1.5M. The estimates include construction, design and construction management and a contingency. The estimates do not include right-of-way costs.

SIGNALIZED INTERSECTIONS	
Carefree Highway at 32nd Street	\$250,000
Cave Creek Road at Spur Cross Road	\$250,000
Cave Creek Road at School House Road	\$250,000
Cave Creek Road at Tom Darlington Drive	\$250,000
Cave Creek Road at Pima Road	\$250,000
Tom Darlington Drive at Stagecoach Pass Road	\$250,000
<b>TOTAL SIGNALIZED INTERSECTIONS</b>	<b>\$1,500,000</b>

## D. Special Event Traffic and Parking

The following estimate for Special Event Traffic and Parking assumes 5,000 feet of Cave Creek Bypass paving and 1,200 feet of 20-foot wide paving for supplemental access to the Bob Kite property. The estimates include construction, design and construction management and a contingency. The estimates do not include right-of-way costs.

SPECIAL EVENT TRAFFIC AND PARKING	
Cave Creek Road Bypass	\$533,333
Bob Kite Property Supplemental Access	\$128,000
<b>TOTAL SPECIAL EVENT TRAFFIC AND PARKING</b>	<b>\$661,333</b>





Additional recommendations for Special Event Traffic and Parking are primarily related to manual traffic control and additional parking. Costs for Maricopa County Sheriff's Office personnel and for property acquisition are not estimated.

## E. Transit

The Transit recommendations include:

- Funding for seniors and persons with disabilities (currently through Foothills Caring Corps)
- Conduct a transit study
- Encourage a consortium of stakeholders to develop a seasonal shuttle service

Valley Metro recently conducted separate transit analyses for Fountain Hills and Queen Creek with costs of approximately \$50,000 each. Cave Creek and Carefree could anticipate a similar cost for a comparable study. This framework study did not develop specific transit service recommendations or estimates of costs for senior/disabled transit or for a seasonal shuttle.

## F. Bicycle Tourism

The Bicycle Tourism recommendations include:

- Inventory of cycling assets
- Develop and implement a Promotional and Communications Strategy
- Create and publicize a bicycle route map
- Foster a bicycle friendly community through an education campaign
- Install bicycling signage
- Stage and sponsor bike races and cycling adventure events

This framework study did not develop specific estimates of costs for the bicycle tourism recommendations; however, \$50,000 would be an order of magnitude amount for an assets inventory combined with development of a promotional/communications and education campaign and bike map.





## IV. FUNDING

### A. Overview

There are several federal, state, local, and private funding sources to consider for the implementation of the Transportation Framework Study. The most significant Federal Source is MAP-21, Moving Ahead for Progress, administered by the U.S. Department of Transportation and was adopted by Congress in 2012. MAP-21 was due to expire in October of 2014 but Congress passed, and President Obama signed legislation extending funding through May 31, 2015. For the purposes of this funding strategy, it is assumed that Congress will extend the program at that time.

For Cave Creek and Carefree in the MAG region, the most probable funding sources are:

- Federal or Regional funding programmed through MAG
- Local funding
- Private funding

### B. Federal or Regional Funds programmed through MAG

There are several sources of transportation funding that MAG administers for its member agencies. So that its management of the funds is transparent to all, MAG annually publishes a Transportation Programming Guidebook. The current Fiscal Year 2015 Guidebook, published in September 2014, can be found at:

[http://www.azmag.gov/Documents/TIP\\_2014-09-08\\_ModalApps\\_Sept-2015-Transportation-Programming-Guidebook.pdf](http://www.azmag.gov/Documents/TIP_2014-09-08_ModalApps_Sept-2015-Transportation-Programming-Guidebook.pdf)

The guidebook provides a concise overview of the various transportation funds that MAG and its member agencies program for transportation improvements. Table 1 in Appendix B and Table 3 in Appendix C show the percentage distribution and available funds respectively in FY 2014-2018.

#### i. Regional Funds

The Prop 400, one-half cent sales tax went into effect in January 2006 and is in effect until December 2025. The proceeds are deposited in the Regional Area Road Fund (RARF) and the Public Transportation Fund (PTF). As specified in ARS 42-6105.E, 56.2% and 10.5% of the revenues are dedicated to freeways and arterial streets (combined these constitute the RARF program) and 33.3% of the revenues is dedicated to transit (PTF). See the following link for more information:

<https://www.azdot.gov/about/FinancialManagementServices/transportation-funding/regional-area-road-fund>

#### ii. Federal Funds

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established by ISTEA in 1991 and subsequently in SAFETEA-LU and TEA-21. Many of the highways funding programs were restructured into two new formula programs, one of which is the Transportation Alternatives (TA) program. Funding for TA is derived from the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Metropolitan Planning Programs. Programs that fall within TA include transportation enhancements,





Safe Routes To School, and recreational trails. There are also a number of transit funds available such as Urbanized Area Formula Program (5307), Job Access and Reverse Commute (5307-JARC), and Transportation for Elderly Persons and Persons with Disabilities (5310).

For more information about Federal Transit Funds, see the Grants Program webpage at:

<http://www.fta.dot.gov/grants/15926.html>

For more information about Federal Highway funds, see the FHWA webpage at:

<http://www.fhwa.dot.gov/map21/>

## C. Local

Cities and Towns have the ability to charge development impact fees, impose a transaction privilege tax (TPT) and issue obligation or revenue bonds. Depending upon the project one or more of these revenue streams could be used for infrastructure improvements, pedestrian safety, trails and bike paths.

The Highway Users Fund (HURF) is a state shared source where Arizona collects taxes on vehicle license and registration, and gasoline and other fuel. These funds can be used for Town road or street purpose at the full discretion of the local jurisdiction.

## D. Private

PeopleforBikes, is an industry coalition of bicycling suppliers and retailers, as well as a charitable foundation. They focus exclusively on bicycle infrastructure and advocacy and provide grant monies to nonprofit organizations and local governments. Their grant guidelines indicate that they look at leverage and funding partnerships very carefully and do not want to represent 50 percent or more of the total grant monies requested.

In addition to PeopleforBikes, there are a few other state and national foundations that focus on economic development, capital improvements, the environment and sustainability. Each of these foundations have their specific funding requirements which could include eligible projects, organization type, match requirements, and minimum/maximum grant monies provided.

Last, some communities have created a “planned giving program” that focuses on donors who would like to give back to the community through a combination of cash, a planned gift during their lifetime or a gift through their estate.

## E. State Funding

There are a few state programs that can be accessed for plan implementation.

The Heritage Fund is administered by the State Game and Fish Department and is focused on the conservation and protection of wildlife. Funding can be used to provide access to public lands such as trails.

The Greater Arizona Development Authority (GADA) is currently administered by the Water Infrastructure Finance Authority (WIFA). Projects include funding for infrastructure owned and operated by the Town.

The following table provides a description of funding sources, describes the types of projects that are eligible, describes any requirements and describes how the program is administered.



Source	Program	Description	Eligible Project Types	Requirements	Administration/Funding FY14 – FY18
<b>FEDERAL FUNDING - HIGHWAY</b>					
Federal – MAP-21	Surface Transportation Program (STP)	The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals	<ul style="list-style-type: none"> <li>• Recreational trails projects</li> <li>• bicycle transportation and pedestrian walkways</li> <li>• most transportation alternatives</li> <li>• highways</li> <li>• bridges and tunnels</li> <li>• transit</li> <li>• carpool projects</li> <li>• highway and transit safety projects</li> <li>• planning</li> <li>• transportation alternatives</li> <li>• high accident rate intersections</li> </ul>	<p>Projects must be identified in the STIP/TIP and they must be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan</p> <p>Funding: Generally, 94.3% federal / 5.7% matching</p>	<p>In general, obligated through competitive local or statewide grant programs</p> <p>From MAG TIP:</p> <ul style="list-style-type: none"> <li>• GAN debt service: \$80.9M</li> <li>• Planning/other: \$28.5M</li> <li>• Non-Life Cycle: \$6.1M</li> <li>• Arterial – ALCP: \$146.7M</li> </ul> <p>TOTAL FY14 – FY18: \$262.1M</p>
Federal – MAP-21	Transportation Alternatives Program (TA) - <i>Includes Recreational Trails Program set aside</i>	MAP-21 establishes a new program to provide for a variety of alternative transportation projects. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs	<ul style="list-style-type: none"> <li>• Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation</li> <li>• Infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs</li> <li>• Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.</li> <li>• recreational trails program</li> <li>• Safe routes to school program</li> </ul>	<p>Funding: Generally, 94.3% federal / 5.7% matching</p>	<p>In general, obligated through competitive local or statewide grant programs</p> <p>From MAG TIP:</p> <ul style="list-style-type: none"> <li>• TOTAL FY14 – FY18: \$22.7M</li> </ul>
Federal – MAP-21	Congestion Mitigation and Air Quality Program (CMAQ)	The Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds transportation projects to improve air quality and reduce traffic congestion in	<ul style="list-style-type: none"> <li>• Pedestrian/bicycle off-road or on-road facilities</li> <li>• Traffic congestion relief strategies</li> </ul>	<p>Funding: Generally, 94.3% federal / 5.7% matching</p>	<p>In general, obligated through competitive local or statewide grant programs</p>

Source	Program	Description	Eligible Project Types	Requirements	Administration/Funding FY14 – FY18
		areas that do not meet air quality standards.	<ul style="list-style-type: none"> <li>• Transit projects</li> <li>• Alternative fuel projects</li> <li>• Rideshare programs</li> <li>• Public education and outreach activities</li> <li>• Fare/fee subsidy programs</li> <li>• Paving dirt roads, unpaved shoulders, alleys</li> </ul>		From MAG TIP: <ul style="list-style-type: none"> <li>• CMAQ: \$3.4M</li> <li>• FLCP: \$43.7M</li> <li>• Arterial ITS: \$30.6M</li> <li>• Transit: \$82.1M</li> <li>• Bike/Ped: \$38.9M</li> <li>• Air Quality: \$33.4M</li> </ul> TOTAL FY14 – FY18: \$232.0M
Federal – MAP-21	Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a Federal Highway Administration (FHWA) program that funds highway safety projects aimed at reducing highway fatalities and serious injuries.	<ul style="list-style-type: none"> <li>• Intersection improvements</li> <li>• Construction of shoulders</li> <li>• Traffic calming</li> <li>• Bike lanes, bike parking, crosswalks, and signage</li> </ul>	Bicycle safety must be included in state’s Strategic Highway Safety Plan (SHSP).  Funding: 94.3% federal / 5.7% matching	In general, obligated through competitive local or statewide grant programs  From MAG TIP:  TOTAL FY14 – FY18: \$9.0M
Federal	Federal Highway Safety (Section 402) Grant Program	Highway Safety Funds are used to support State and community programs to reduce deaths and injuries on the highways	<ul style="list-style-type: none"> <li>• Conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Funds can also be used for some limited safety-related engineering projects</li> </ul>		Program administered through the Governor’s Office of Highway safety

Source	Program	Description	Eligible Project Types	Requirements	Administration/Funding FY14 – FY18
<b>STATE FUNDING - FORMULA ALLOCATION</b>					
State	Vehicle License Tax - Highway User Revenue Fund, non-HURF portion	The State of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state. These collections include gasoline and use fuel taxes, motor carrier taxes, vehicle license taxes, motor vehicle registration fees, and other miscellaneous fees.	<ul style="list-style-type: none"> <li>Expenditures of HURF must be for improvements in the public roadway right-of-way. They can also be used for the acquisition of right-of-way. Examples of eligible expenditures can include the installation of new pavement, curbing, sidewalks, street lights, traffic control devices, landscaping, distinctive banner treatments and culverts. Administrative and engineering costs are also eligible expenses and will be included in the cost of any Back to Basics project</li> </ul>		<p>HURF revenues are distributed to counties, cities, towns and the State Highway Fund for obligation</p> <p>Combined HURF/VLT                      From ADOT, FY14 Distributions:</p> <ul style="list-style-type: none"> <li>Cave Creek: \$463,075</li> <li>Carefree: \$309,956</li> <li>Projected 25% increase through FY18</li> </ul>
<b>STATE FUNDING – DISCRETIONARY</b>					
State	Heritage Fund	Arizona voters created the Heritage Fund in 1990, designating up to \$10 million a year from lottery ticket sales for the conservation and protection of the state’s wildlife and natural areas.	<ul style="list-style-type: none"> <li>Projects that help to enhance wildlife viewing or provide access to public lands</li> </ul>		<p>Funds obligated by Arizona Game and Fish Department</p> <p>Capped at \$10M per year.</p>
State	Greater Arizona Development Authority	The Greater Arizona Development Authority (GADA) was created by the Arizona Legislature in 1997 to assist local and tribal governments and special districts with the development of public infrastructure. In fiscal year 2011, the Arizona Legislature passed H.B. 2001 which assigned the Water Infrastructure Finance Authority of Arizona (WIFA) to provide general administrative support, equipment, office and meeting space to GADA.	<ul style="list-style-type: none"> <li>A project is eligible if it is an infrastructure project, is publicly-owned and operated, and applied for by a city, town, county, special district, or Indian tribe.</li> </ul>		<p>Projects are solicited annually or semi-annually as determined by the authority</p>

Source	Program	Description	Eligible Project Types	Requirements	Administration/Funding FY14 – FY18
<b>LOCAL FUNDING SOURCES</b>					
Local	Development Impact Fees	An impact fee is a fee that is determined by a municipality and is placed on a proposed project to help cover the additional costs associated with upgrading affected public facilities resulting from new construction.			Local Government
Local	Development Stipulations	Development requirements are typically placed on proposed projects at the time of entitlement approval to help develop necessary public facilities.		Project developer must agree to proposed stipulations prior to entitlement approval.	Local Government
Local	Sales Tax	Funds from a portion of a municipality's sales tax	<ul style="list-style-type: none"> <li>• Pedestrian facilities and programs</li> </ul>		Local Government
Local	General Obligation bonds	Bonds are a common mechanism that jurisdictions use to borrow money for transportation projects. Most general obligation pledges at the local government level include a pledge to levy a property tax to meet debt service requirements.			Local Government
<b>PRIVATE FUNDING SOURCES</b>					
Other	Shared Revenues from Tribal Gaming	With the passage of Proposition 202, gaming tribes in Arizona volunteered to share a portion of shared gaming revenues with the state of Arizona and local governments to support specific state and local programs. Twelve percent (12 %) of the total monies is directed to city, town and county governments for government services benefitting the general public such as public safety and promotion of commerce and economic development. An additional 9% of the total funds the State's regulatory expenses. The remainder is contributed to the Arizona Benefits Fund for education, emergency services, wildlife and habitat, tourism, and treatment of problem gambling.			Grants to City, Town and County governments are made directly from tribes.
Other	PeopleForBikes Community Grant Program (formerly	The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage	PeopleForBikes focuses most grant funds on bicycle infrastructure projects such as:	Non Profit organizations and local governments	Applications must be submitted online <a href="http://www.peopleforbikes.org">http://www.peopleforbikes.org</a>

Source	Program	Description	Eligible Project Types	Requirements	Administration/Funding FY14 – FY18
	Bikes Belong)	federal funding and build momentum for bicycling in communities across the U.S.  Support is provided to nonprofit organizations with a focus on bicycling, active transportation, or community development; to city or county agencies or departments; and to state or federal agencies working locally.	<ul style="list-style-type: none"> <li>• bike paths, lanes, trails, and bridges;</li> <li>• mountain bike facilities;</li> <li>• bike parks and pump tracks;</li> <li>• BMX facilities;</li> <li>• end-of-trip facilities such as bike racks, bike parking, and bike storage.</li> </ul> <p>PeopleForBikes also funds some advocacy projects, such as:</p> <ul style="list-style-type: none"> <li>• programs that transform city streets, such as Open Streets Days; and,</li> <li>• initiatives designed to increase ridership or the investment in bicycle infrastructure</li> </ul>		
Foundation	Arizona Community Foundation	The Arizona Community Foundation supports and collaborates with nonprofit organizations on the front lines working to meet community needs and enhance the shared quality of life throughout Arizona.	<p>Proposals are solicited from nonprofits within certain fields and in broad focus areas including:</p> <ul style="list-style-type: none"> <li>• arts and culture;</li> <li>• children and youth;</li> <li>• community and economic development;</li> <li>• education;</li> <li>• housing;</li> <li>• environment and sustainability;</li> <li>• health; and,</li> <li>• human services.</li> </ul>	Nonprofit organizations, educational institutions, American Indian tribes and their component agencies, and governmental entities	Application guidelines are available on the Foundation’s website.  <a href="http://www.azfoundation.org/">http://www.azfoundation.org/</a>
Foundation	Fidelity Foundation	The Fidelity Foundation, the charitable arm of Fidelity Investments, supports projects from organizations of regional or national importance throughout the United States.	<ul style="list-style-type: none"> <li>• planning initiatives;</li> <li>• organizational development;</li> <li>• technology upgrades; and,</li> <li>• capital improvements.</li> </ul>	Nonprofit organizations. Grants are generally made only to organizations with operating budgets of \$500,000 or more. Grants are made to fund only significant, transformative projects usually budgeted at \$50,000 or more	Application guidelines are available on the Foundation's website.  <a href="http://www.fidelityfoundation.org">http://www.fidelityfoundation.org</a>
Foundation	The Funder’s Network - Partners for Places	Partners for Places is a matching grant program that creates opportunities for cities and counties in the United States and Canada to improve communities by building partnerships between local government sustainability offices and place-based foundations. National funders	Any project that advances a key aspect of a local sustainability, climate action, or comprehensive plan provision that specifically addresses sustainability, or any plan endorsed by the mayor or city manager that states the goal of balancing economic development, environmental quality, and equity	Partnerships of local place-based foundations, local government foundations, and nonprofit organizations	Application guidelines are available on the TFN website.  <a href="http://www.fundersnetwork.org/participate/green-building/partners-for-places">http://www.fundersnetwork.org/participate/green-building/partners-for-places</a>

Source	Program	Description	Eligible Project Types	Requirements	Administration/Funding FY14 – FY18
		invest in local projects to promote a healthy environment, a strong economy, and well-being of all residents. Through these projects, Partners for Places fosters long-term relationships that make urban areas more prosperous, livable, and vibrant.			
Philanthropic	Planned Giving Program	A planned giving program is created locally and aimed at raising money from private donors and estates.	Develop policies and guidelines for the types of planned gifts to be sought.	Develop criteria for accepting gifts, administration of gifts and recognition of planned gifts.	Staff or an appointed committee.



## V. APPENDIX





## Appendix A – Cost Estimate Worksheets





### Gateway District Activity Node

(bike lanes and sidewalks along Carefree Highway and Cave Creek Road estimated in those corridor segments)

Length: 5,200 feet

item	item	unit	unit rate	quantity	total
1	56th Street sidewalk Dove Valley to Carefree 5,280' less existing swk	SF	\$5	5,973	\$29,867
2	60th Street sidewalk Dove Valley to Carefree 5,280' less existing swk	SF	\$5	1,213	\$6,067
3	curb and gutter	LF	\$18	-	\$0
4	soft path	SF	\$12	3,466	\$41,592
5	roundabout	EA	\$ 100,000.00	-	\$0
6	entry monument	EA	\$ 8,000.00	2	\$16,000
7	bicycle amenities	LSUM	\$ 5,000.00	1	\$5,000
8	pedestrian amenities	LSUM	\$ 80,000.00	1	\$80,000
9	Landscape / irrigation areas	SF	\$ 4.00	52,000	\$208,000.00
10	enhanced crosswalks	ea	\$ 6,800.00	8	\$54,400.00
11	wayfinding features	ea	\$ 4,000.00	8	\$32,000.00
			<b>Total Construction Cost =</b>		<b>\$472,925</b>
12	Design and Construction Management	LSUM	N/A	25% of construction	\$118,231
13	Contingency	LSUM	N/A	25% of construction	\$118,231
			<b>Order of Magnitude Cost =</b>		<b>\$709,388</b>





### Civic District Activity Node

Length: 700 feet

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	933	\$29,866.67
2	sidewalk	SF	\$5	8,400	\$42,000.00
3	curb and gutter	LF	\$18	-	\$0.00
4	soft path	SY	\$12	466	\$5,592.00
5	roundabout	EA	\$ 100,000.00	2	\$200,000.00
6	entry monument	EA	\$ 200,000.00	2	\$400,000.00
7	bicycle amenities	LSUM	\$ 5,000.00	1	\$5,000.00
8	pedestrian amenities	LSUM	\$ 28,000.00	1	\$28,000.00
9	pavement removal	SY	\$ 3.00	1,867	\$5,600.00
10	Landscape / irrigation areas	SF	\$ 4.00	7,000	\$28,000.00
11	enhanced crosswalks	ea	\$ 6,800.00	4	\$27,200.00
12	wayfinding features	ea	\$ 4,000.00	4	\$16,000.00
			<b>Total Construction Cost =</b>		<b>\$787,258.67</b>
13	Design and Construction Management	LSUM	N/A	25% of construction	\$196,814.67
14	Contingency	LSUM	N/A	25% of construction	\$196,814.67
			<b>Order of Magnitude Cost =</b>		<b>\$1,180,888.00</b>





## Shopping District Activity Node

Length: 2,600 feet

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	3,467	\$110,933
2	sidewalk	SF	\$5	31,200	\$156,000
3	curb and gutter	LF	\$18	-	\$0
4	soft path	SY	\$12	1,733	\$20,796
5	roundabout	EA	\$ 100,000.00	2	\$200,000
6	entry monument	EA	\$ 200,000.00	2	\$400,000
7	bicycle amenities	LSUM	\$ 5,000.00	1	\$5,000
8	pedestrian amenities	LSUM	\$ 52,000.00	1	\$52,000
9	pavement removal	SY	\$ 3.00	6,933	\$20,800
10	Landscape / irrigation areas	SF	\$ 4.00	26,000	\$104,000.00
11	enhanced crosswalks	ea	\$ 6,800.00	8	\$54,400.00
10	wayfinding features	ea	\$ 4,000.00	8	\$32,000.00
			<b>Total Construction Cost =</b>		<b>\$1,155,929</b>
13	Design and Construction Management	LSUM	N/A	25% of construction	\$288,982
14	Contingency	LSUM	N/A	25% of construction	\$288,982
			<b>Order of Magnitude Cost =</b>		<b>\$1,733,894</b>





## Entertainment District Activity Node

Length: 2,400 feet

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	3,200	\$102,400
2	sidewalk	SF	\$5	28,800	\$144,000
3	curb and gutter	LF	\$18	-	\$0
4	soft path	SY	\$12	1,600	\$19,200
5	roundabout	EA	\$100,000	2	\$200,000
6	entry monument	EA	\$200,000	2	\$400,000
7	bicycle amenities	LSUM	\$5,000	1	\$5,000
8	pedestrian amenities	LSUM	\$60,000	1	\$60,000
9	pavement removal	SY	\$3	6,400	\$19,200
10	Landscape / irrigation areas	SF	\$ 4.00	24,000	\$96,000.00
11	enhanced crosswalks	ea	\$ 6,800.00	4	\$27,200.00
12	wayfinding features	ea	\$ 4,000.00	12	\$48,000.00
<b>Total Construction Cost =</b>					<b>\$949,800</b>
13	Design and Construction Management	LSUM	N/A	25% of construction	\$237,450
14	Contingency	LSUM	N/A	25% of construction	\$237,450
<b>Order of Magnitude Cost =</b>					<b>\$1,424,700</b>





## Town Center District Activity Node

Length: 5,200 feet

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	6,933	\$221,867
2	sidewalk	SF	\$5	62,400	\$312,000
3	curb and gutter	LF	\$18	-	\$0
4	soft path	SF	\$12	3,466	\$41,592
5	roundabout	EA	\$100,000.00	3	\$300,000
6	entry monument	EA	\$200,000.00	3	\$600,000
7	bicycle amenities	LSUM	\$5,000.00	1	\$5,000
8	pedestrian amenities	LSUM	\$60,000.00	1	\$60,000
9	pavement removal	SY		13,867	\$0
10	Landscape / irrigation areas	SF	\$ 4.00	52,000	\$208,000.00
11	enhanced crosswalks	ea	\$ 6,800.00	8	\$54,400.00
12	wayfinding features	ea	\$ 4,000.00	8	\$32,000.00
			<b>Total Construction Cos =</b>		<b>\$1,834,859</b>
13	Design and Construction Management	LSUM	N/A	25% of construction	\$458,715
14	Contingency	LSUM	N/A	25% of construction	\$458,715
			<b>Order of Magnitude Cost =</b>		<b>\$2,752,288</b>





## Roundabout

For inclusion in activity nodes estimates

Outer Diameter: 120'

Inner Diameter: 85'

Based on Cactus Rd at 104th St in Scottsdale

item	item	unit	unit rate	quantity	total
1	pavement	SY	\$32	626	\$20,032.00
2	sidewalk	SF	\$5	2,450	\$12,250.00
3	curb and gutter	LF	\$18	-	\$0.00
4	concrete apron	SF	\$5	2,355	\$11,775.00
5	outside curb	LF	\$18	408	\$7,344.00
6	inside curb	LF	\$18	267	\$4,806.00
7	landscaping	SF	\$4	3,316	\$13,264.00
<b>Total Construction Cost =</b>					<b>\$69,471.00</b> <b>Use \$100,000</b>





## Carefree Highway: west of Cave Creek Road

Length: 17,500 feet

(2,600 feet of 3-lane exists eastbound between 45th St and 51st St)

lanes (total/new): 6/2

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	64,800	\$2,073,600.00
2	sidewalk	SF	\$5	194,400	\$972,000.00
3	curb and gutter	LF	\$18	6,200	\$111,600.00
4	Cave Creek Wash structure	SF	\$175	13,500	\$2,362,500.00
5	Wash structure at 28th St	SF	\$175	3,060	\$535,500.00
Total Construction Cost =					\$6,055,200.00
6	Design and Construction Management	LSUM	N/A	25% of construction	\$1,513,800.00
7	Contingency	LSUM	N/A	25% of construction	\$1,513,800.00
Order of Magnitude Cost =					\$9,082,800.00





## Interim Carefree Highway Cave Creek Road to Tom Darlington Drive

Length: 10,900  
 lanes (total/new): 2/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	14,533	\$465,066.67
2	sidewalk	SF	\$5	130,800	\$654,000.00
3	curb and gutter	LF	\$18	-	\$0.00
<b>Total Construction Cost =</b>					<b>\$1,119,066.67</b>
4	Design and Construction Management	LSUM	N/A	25% of construction	\$279,766.67
5	Contingency	LSUM	N/A	25% of construction	\$279,766.67
<b>Order of Magnitude Cost =</b>					<b>\$1,678,600.00</b>





## Carefree Highway Cave Creek Road to Tom Darlington Drive

Length: 10,900  
 lanes (total/new): 4/2

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	43,600	\$1,395,200.00
2	sidewalk	SF	\$5	130,800	\$654,000.00
3	curb and gutter	LF	\$18	-	\$0.00
			Total Construction Cost =		\$2,049,200.00
4	Design and Construction Management	LSUM	N/A	25% of construction	\$512,300.00
5	Contingency	LSUM	N/A	25% of construction	\$512,300.00
			Order of Magnitude Cost =		\$3,073,800.00





## Cave Creek Road South of Carefree Highway

Length: 3,700 feet

lanes (total/new): 6/2

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	14,800	\$473,600.00
2	sidewalk	SF	\$5	44,400	\$222,000.00
3	curb and gutter	LF	\$18	7,400	\$133,200.00
<b>Total Construction Cost =</b>					<b>\$828,800.00</b>
4	Design and Construction Management	LSUM	N/A	25% of construction	\$207,200.00
5	Contingency	LSUM	N/A	25% of construction	\$207,200.00
<b>Order of Magnitude Cost =</b>					<b>\$1,243,200.00</b>





## Cave Creek Road Gateway District to Civic District

Length: 10,700 feet  
 lanes (total/new): 4/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	14,267	\$456,533.33
2	sidewalk	SF	\$5	128,400	\$642,000.00
3	curb and gutter	LF	\$18	-	\$0.00
4	soft path	SY	\$12	14,267	\$171,200.00
<b>Total Construction Cost =</b>					<b>\$1,269,733.33</b>
4	Design and Construction Management	LSUM	N/A	25% of construction	\$317,433.33
5	Contingency	LSUM	N/A	25% of construction	\$317,433.33
<b>Order of Magnitude Cost =</b>					<b>\$1,904,600.00</b>





## Cave Creek Road Civic District to Shopping District

Length: 2,300 feet

lanes (total/new): 4/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	3,067	\$98,133.33
2	sidewalk	SF	\$5	27,600	\$138,000.00
3	curb and gutter	LF	\$18	-	\$0.00
4	soft path	SY	\$12	-	\$0.00
<b>Total Construction Cost =</b>					<b>\$236,133.33</b>
5	Design and Construction Management	LSUM	N/A	25% of construction	\$59,033.33
6	Contingency	LSUM	N/A	25% of construction	\$59,033.33
<b>Order of Magnitude Cost =</b>					<b>\$354,200.00</b>





## Cave Creek Road Shopping District to Entertainment District

Length: 1,800 feet  
 lanes (total/new): 4/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	2,400	\$76,800.00
2	sidewalk	SF	\$5	21,600	\$108,000.00
3	curb and gutter	LF	\$18	-	\$0.00
4	soft path	SY	\$12	-	\$0.00
<b>Total Construction Cost =</b>					<b>\$184,800.00</b>
5	Design and Construction Management	LSUM	N/A	25% of construction	\$46,200.00
6	Contingency	LSUM	N/A	25% of construction	\$46,200.00
<b>Order of Magnitude Cost =</b>					<b>\$277,200.00</b>





## Cave Creek Road Entertainment District to Town Center District

Length: 2,600 feet  
 lanes (total/new): 4/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	3,467	\$110,933.33
2	sidewalk	SF	\$5	31,200	\$156,000.00
3	curb and gutter	LF	\$18	-	\$0.00
4	soft path	SY	\$12	-	\$0.00
			<b>Total Construction Cost =</b>		<b>\$266,933.33</b>
5	Design and Construction Management	LSUM	N/A	25% of construction	\$66,733.33
6	Contingency	LSUM	N/A	25% of construction	\$66,733.33
			<b>Order of Magnitude Cost =</b>		<b>\$400,400.00</b>





## Cave Creek Road Town Center District to Carefree East Town Boundary

Length: 8,500 feet  
 lanes (total/new): 4/0  
 Length: 3,300 feet  
 lanes (total/new): 6/2  
 Length: 2,200 feet  
 lanes (total/new): 6/1

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	30,400	\$972,800.00
2	sidewalk	SF	\$5	168,000	\$840,000.00
3	curb and gutter	LF	\$18	-	\$0.00
<b>Total Construction Cost =</b>					<b>\$1,812,800.00</b>
4	Design and Construction Management	LSUM	N/A	25% of construction	\$453,200.00
5	Contingency	LSUM	N/A	25% of construction	\$453,200.00
<b>Order of Magnitude Cost =</b>					<b>\$2,719,200.00</b>





## Tom Darlington Drive Carefree Highway to Town Center District

Length: 7,770 feet  
 lanes (total/new): 4/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	10,360	\$331,520.00
2	sidewalk	SF	\$5	93,240	\$466,200.00
3	curb and gutter	LF	\$18	-	\$0.00
<b>Total Construction Cost</b>					<b>\$797,720.00</b>
4	Design and Construction Management	LSUM	N/A	25% of construction	\$199,430.00
5	Contingency	LSUM	N/A	25% of construction	\$199,430.00
<b>Order of Magnitude Cost</b>					<b>\$1,196,580.00</b>





## Westland Road 82nd Street to Pima Road

Length: 3,560 feet  
 lanes (total/new): 4/2  
 Length: 640 feet  
 lanes (total/new): 4/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	11,867	\$379,733.33
2	sidewalk	SF	\$5	21,360	\$106,800.00
3	curb and gutter	LF	\$18	7,120	\$128,160.00
			<b>Total Construction Cost =</b>		<b>\$614,693.33</b>
4	Design and Construction Management	LSUM	N/A	25% of construction	\$153,673.33
5	Contingency	LSUM	N/A	25% of construction	\$153,673.33
			<b>Order of Magnitude Cost =</b>		<b>\$922,040.00</b>





## Interim Pima Road Westland Road to Stagecoach Pass Road

Length: 7,900 feet  
 lanes (total/new): 2/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	-	\$0
2	sidewalk	SF	\$5	94,800	\$474,000
3	curb and gutter	LF	\$18	-	\$0
Total Construction Cost =					\$474,000
4	Design and Construction Management	LSUM	N/A	25% of construction	\$118,500
5	Contingency	LSUM	N/A	25% of construction	\$118,500
Order of Magnitude Cost =					\$711,000





## Interim Pima Road Stagecoach Pass Road to Cave Creek Road

Length: 900 feet  
 lanes (total/new): 2/0

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	1,200	\$38,400
2	sidewalk	SF	\$5	10,800	\$54,000
3	curb and gutter	LF	\$18	-	\$0
			Total Construction Cost =		\$92,400
4	Design and Construction Management	LSUM	N/A	25% of construction	\$23,100
5	Contingency	LSUM	N/A	25% of construction	\$23,100
			Order of Magnitude Cost =		\$138,600





## Pima Road Westland Road to Hawksnest Road

Length: 5,260 feet  
 lanes (total/new): 4/2

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	35,067	\$1,122,133
2	sidewalk	SF	\$5	63,120	\$315,600
3	curb and gutter	LF	\$18	-	\$0
			<b>Total Construction Cost =</b>		<b>\$1,437,733</b>
4	Design and Construction Management	LSUM	N/A	25% of construction	\$359,433
5	Contingency	LSUM	N/A	25% of construction	\$359,433
			<b>Order of Magnitude Cost =</b>		<b>\$2,156,600</b>





## Pima Road Hawksnest Road to Stagecoach Pass Road

Length: 2,640 feet  
 lanes (total/new): 6/4

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	24,640	\$788,480
2	sidewalk	SF	\$5	31,680	\$158,400
3	curb and gutter	LF	\$18	-	\$0
			Total Construction Cost =		\$946,880
4	Design and Construction Management	LSUM	N/A	25% of construction	\$236,720
5	Contingency	LSUM	N/A	25% of construction	\$236,720
			Order of Magnitude Cost =		\$1,420,320





## Pima Road Stagecoach Pass Road to Cave Creek Road

Length: 900 feet  
 lanes (total/new): 6/4

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	8,400	\$268,800
2	sidewalk	SF	\$5	10,800	\$54,000
3	curb and gutter	LF	\$18	-	\$0
<b>Total Construction Cost =</b>					<b>\$322,800</b>
4	Design and Construction Management	LSUM	N/A	25% of construction	\$80,700
5	Contingency	LSUM	N/A	25% of construction	\$80,700
<b>Order of Magnitude Cost =</b>					<b>\$484,200</b>





## Cave Creek Road Bypass

Length: 5,000 feet

lanes (total/new): 2/2 @ 20' total width

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	11,111	\$355,555.56
2	sidewalk	SF	\$5	-	\$0.00
3	curb and gutter	LF	\$18	-	\$0.00
Total Construction Cost =					\$355,555.56
4	Design and Construction Management	LSUM	N/A	25% of construction	\$88,888.89
5	Contingency	LSUM	N/A	25% of construction	\$88,888.89
Order of Magnitude Cost =					\$533,333.33





## Bob Kite Property Supplemental Access

Length: 1,200 feet

lanes (total/new): 2/2 @ 20' total width

item	item	unit	unit rate	quantity	total
1	pavement incl bike lane	SY	\$32	2,667	\$85,333.33
2	sidewalk	SF	\$5	-	\$0.00
3	curb and gutter	LF	\$18	-	\$0.00
Total Construction Cost =					\$85,333.33
4	Design and Construction Management	LSUM	N/A	25% of construction	\$21,333.33
5	Contingency	LSUM	N/A	25% of construction	\$21,333.33
Order of Magnitude Cost =					\$128,000.00





## Appendix B - Percentage Distribution of Regional Revenues: FY 2014-2018





**Table 1:**  
**PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2014-2018**  
 (Percentage of Funding Source Total)

Life Cycle Program	Modes	1/2 Cent	ADOT Funds	FTA (5307)	FTA 5337 & 5339	FTA (5309)	ADOT STP-Flex	MAG-STP	CMAQ	CMAQ-2.5	HSIP	TA	Total Regional Mode Portion
<b>FLCP</b>	Freeway	56.20%	100.00%					30.86%	19.10%				57.41%
<b>ALCP</b>	Arterial & ITS	10.50%						55.96%	13.40%				8.82%
<b>TLCP</b>	Bus Transit	18.90%		93.11%	95.40%	0.00%	100.00%		3.00%				29.91%
	Light Rail Transit	14.40%		3.41%	4.60%	100.00%			32.90%				
	Transit Non-TLCP			3.48%									0.54%
	Bicycle/Ped.								17.00%				1.37%
	Air Quality								14.60%	100.00%			0.84%
	Planning							10.87%					0.65%
	TA											100.00%	0.52%
	Safety										100.00%		0.25%
	Non-ALCP							2.31%					0.14%
	<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Amounts are rounded, variance may be displayed.

\* The Transportation Alternatives program includes Safety, Bicycle, Pedestrian, and Transit components.

Transit distributions between TLCP Bus and Rail are subject to change.

Source: Fiscal Year 2015 Transportation Programming Guidebook  
 Maricopa Association of Governments  
 September 8, 2014





# Appendix C - MAG Federal Highway Administration Transportation Funds: FY 2014-2018





**Table 3:**  
**MAG FEDERAL HIGHWAY ADMINISTRATION TRANSPORTATION FUNDS: FY 2014-2018**  
 (Year of Expenditure Dollars in Millions)

OA Rate	Fiscal Year	STP Breakout - with OA applied					CMAQ Breakout - with OA applied					Other Funding - with OA applied			
		Fwy/Hwy GAN Debt Service*	MAG Planning and Sub programs	Non Life-cycle	Arterial -ALCP	Arterial Total	CMAQ 2.5	FLCP	Arterial-ITS-ALCP	Transit	Bicycle/Ped.	Air Quality	CMAQ Total	HSIP	Trans- portation Alternatives (TA)
94.9%	2014	34.1	5.1	1.2	12.1	52.6	.7	8.8	6.1	16.5	7.8	46.5	1.8	4.6	6.4
94.6%	2015	34.1	5.4	1.2	11.7	52.4	.7	8.7	6.1	16.4	7.8	46.4	1.8	4.5	6.4
94.6%	2016	12.7	5.7	1.2	32.8	52.4	.7	8.7	6.1	16.4	7.8	46.4	1.8	4.5	6.4
94.6%	2017	.0	6.0	1.2	45.2	52.4	.7	8.7	6.1	16.4	7.8	46.4	1.8	4.5	6.4
94.6%	2018	.0	6.3	1.2	44.9	52.4	.7	8.7	6.1	16.4	7.8	46.4	1.8	4.5	6.4
<b>Total 2014-2018</b>		<b>80.9</b>	<b>28.5</b>	<b>6.1</b>	<b>146.7</b>	<b>262.1</b>	<b>3.4</b>	<b>43.7</b>	<b>30.6</b>	<b>82.1</b>	<b>38.9</b>	<b>232.0</b>	<b>9.0</b>	<b>22.7</b>	<b>31.8</b>

Amounts are rounded, variance may be displayed. Obligation Authority Rate (OA) and projections are subject to substantial changes based on federal authorizations.  
 \* GAN Debt Service concludes in FY2016 and completes early advancement of RTP-FP STP funding.  
 MAP-21 expires September 30, 2014, estimates based on a continuing resolution or new surface transportation authorization.

(Year of Expenditure Dollars in Millions)

Source: Fiscal Year 2015 Transportation Programming Guidebook Maricopa Association of Governments September 8, 2014

