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2035 REGIONAL TRANSPORTATION PLAN (RTP)

EXECUTIVE SUMMARY

DECEMBER 2013

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

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INTRODUCTION

The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2035. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety, security and air quality conformity analysis. The RTP is prepared, updated and adopted by the Maricopa Association of Governments, which is the regional planning agency for the Phoenix metropolitan area. The RTP is developed through a cooperative effort among government, business and public interest groups, and includes an aggressive community outreach and public involvement program.

The Maricopa Association of Governments (MAG) was formed in 1967, as the designated Metropolitan Planning Organization (MPO) for transportation planning in Phoenix metropolitan area. On May 9, 2013, the Governor of Arizona approved an expanded metropolitan planning area (MPA) boundary for MAG, which now extends significantly into Pinal County (see Figure ES-1). The new MPA boundary is in accordance with federal regulations, which require that metropolitan planning areas encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast. MAG members include the region's 27 incorporated cities and towns, Maricopa County, Pinal County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee (CTOC), and the Arizona Department of Transportation.

The RTP is developed under the direction of the Transportation Policy Committee (TPC). The TPC is a public/private partnership established by MAG and charged with finding solutions to the region's transportation challenges. The Committee consists of 23 members, including a cross-section of MAG member agencies, community business representatives, and representatives from transit, freight, the Citizens Transportation Oversight Committee, and ADOT. The Committee makes its recommendations to the MAG Regional Council, which adopts the final RTP.

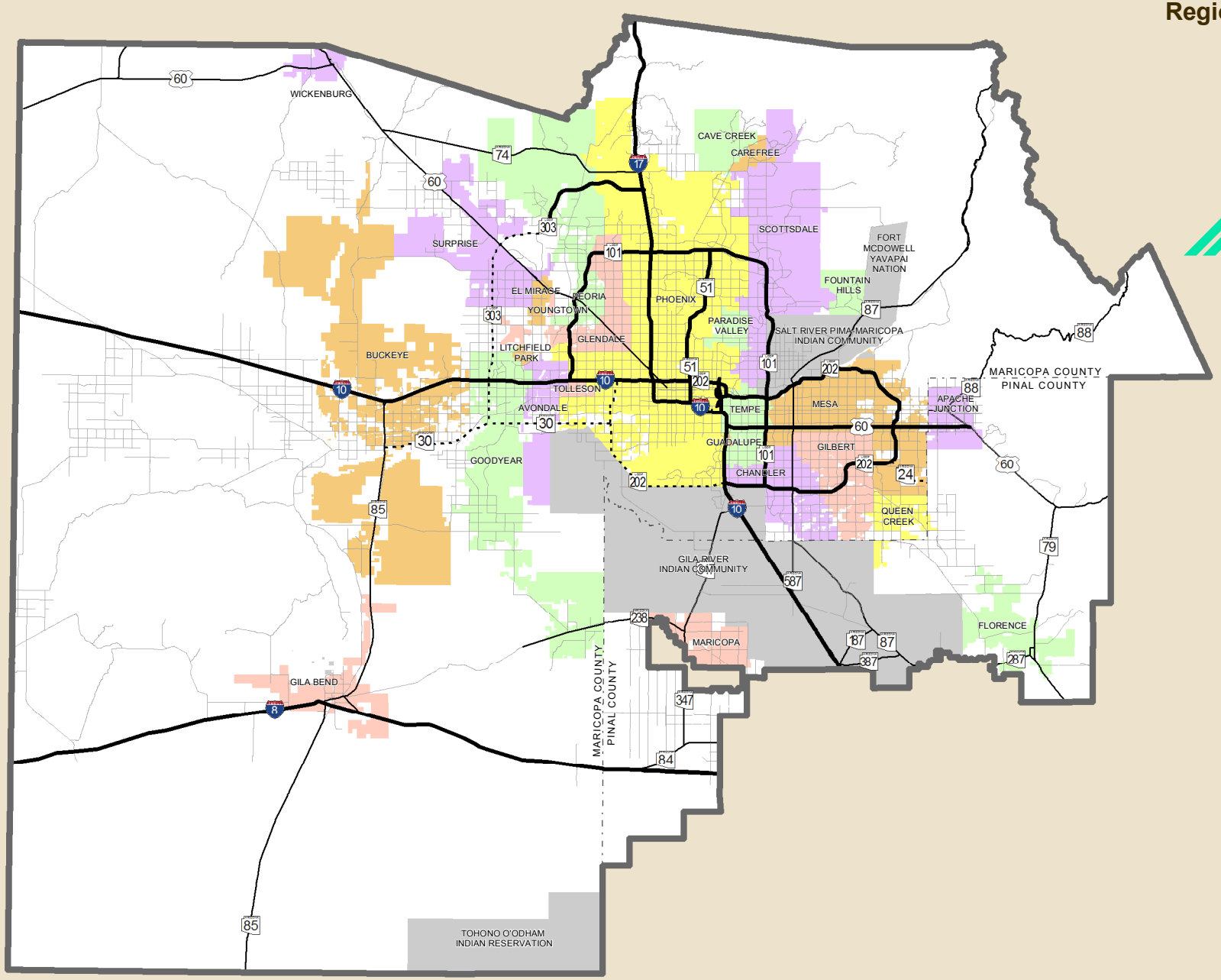
The MAG Regional Council is the final decision-making body of MAG. The Regional Council consists of elected officials from each member agency. The Chairman of CTOC and a Maricopa County representative from the State Transportation Board also sit on the Regional Council, but only vote on transportation-related issues. The MAG Regional Council is the ultimate approving body for the MAG RTP and MAG Transportation Improvement Program. Any changes to the MAG RTP, or the funded projects that affect the Transportation Improvement Program, including priorities, must be approved by the MAG Regional Council.

2035
Regional Transportation Plan

Fig. ES-1

REGIONAL TRANSPORTATION PLAN

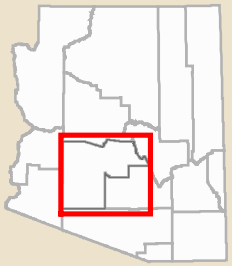
MARICOPA ASSOCIATION of GOVERNMENTS



MAG Region

- Metropolitan Planning Area
- County Boundary
- Indian Communities
- Existing Freeway
- Planned Freeway/Highway
- Highways
- Other Roads

MAP AREA



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REGIONAL TRANSPORTATION PLANNING PROCESS

The RTP is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through FY 2035. The regional transportation planning process followed in developing the RTP is guided by a series of goals, objectives and priority criteria; responds to federal and state transportation planning requirements; and incorporates broad-based public input, which is received as the result of extensive public and agency involvement.

Goals, Objectives and Priority Criteria

Regional goals and objectives provide the planning process with a basis for identifying options, evaluating alternatives and making decisions on future transportation investments. The MAG Transportation Policy Committee has identified a total of four goals and 15 objectives, which were approved on February 19, 2003. The overall RTP goals are listed below:

- System Preservation and Safety: Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.

- Access and Mobility: Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.

- Sustaining the Environment: Transportation improvements that help sustain our environment and quality of life.

- Accountability and Planning: Transportation decisions that result in effective and efficient use of public resources and strong public support.

In addition, as called for in Arizona Revised Statute 28-6354.B, MAG has developed criteria to establish the priority of corridors, corridor segments, and other transportation projects. As part of the regional transportation planning process, MAG has applied these kinds of criteria for the development and implementation of the RTP.

Federal and State Regulations

The 2035 Regional Transportation Plan has been developed consistent with the regional transportation planning requirements of the Federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A legacy for Users (SAFETEA-LU). Although new federal transportation legislation (Moving Ahead for Progress in the 21st Century Act, or MAP-21) was signed into law by President Obama on July 6, 2012, it was clear that new federal planning regulations implementing MAP-21 would not available in time to apply them to the development of the 2035 RTP. This was particularly the case, since the MAG planning process for the 2035 RTP was already underway when the legislation was signed. Using SAFETEA-LU

regulations was confirmed with representatives of the Federal Highway Administration and the Federal Transit Administration in July 2012, and the MAG planning process for the 2035 RTP proceeded under SAFETEA-LU federal planning regulations.

In the Spring 2003 Session of the Arizona State Legislature, Arizona House Bill 2292 established guidelines for the MAG RTP, such as the impact of growth on transportation systems and the use of a performance-based planning approach. It identified key features required in the final Plan, including a twenty-year planning horizon, allocation of funds between highways and transit, and priorities for expenditures. The RTP fully complies with the requirements of House Bill 2292.

Public Involvement and Agency Consultation

The transportation planning process for the development of the RTP benefits greatly from incorporating broad-based public and agency input, which is received as the result of an extensive public involvement process. During the comprehensive update of the RTP in 2002 and 2003, MAG interacted with thousands of people in an effort to identify public issues and concerns regarding future transportation needs. Since that effort, MAG has pursued a continuing public involvement process to educate the public on the Plan and receive input on the future direction of the transportation planning process.

In response to requirements of SAFETEA-LU, in 2006 MAG adopted a new Public Participation Plan as outlined in Section 450.31: Interested parties, participation, and consultation. MAG's previous public involvement process was adopted in 1994 and enhanced in 1998, and was pivotal in obtaining ongoing input for the regional transportation planning process. As required under SAFETEA-LU, the purpose of the new MAG Public Participation Plan is to define a process for providing citizens, affected public agencies, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

MAG also recognizes the significance of transportation to all residents of the metropolitan area and the importance of Title VI/Environmental considerations in the transportation planning process. MAG has prepared a Title VI and Environmental Justice Plan, which was approved on July 27, 2011, to fully integrate the needs of these vulnerable populations as part of MAG's activities. The Title VI and Environmental Justice Plan serves as an important element in the regional transportation planning process. MAG's adopted policy for public involvement identifies opportunities for public input early on in the process, during the planning process, and prior to final hearings. The process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and environmental justice communities.

Consistent with SAFETEA-LU, MAG reached out to federal, state, tribal, regional, and local agencies to consult on environmental and resource issues and concerns, as part of the

development of 2035 RTP. The primary goal of this consultation effort is to make transportation planning decisions and prepare planning products that are sensitive to environmental mitigation and resource conservation considerations. It should also be noted that all MAG member cities and towns, Maricopa County, and ADOT are routinely involved in the RTP and its development. The overall approach to the consultation process has included an agency workshop, individual agency meetings, and participation in the MAG public involvement process.

Costs and Revenue Estimates

Throughout the transportation planning process, it has been recognized that periodic adjustments and updating of the RTP will be needed to respond to changing conditions and new information. In particular, project cost estimates are subject to inflation in the price of materials and construction work, as well as changes in design requirements. In addition, revenue collections in the near-term, as well as the outlook for long-term revenue receipts, are affected by changes in local and national economic conditions.

During the past several years, the life cycle programming process in each of the key transportation modes - freeways, arterials and transit - has had to deal with significantly reduced forecasts of future revenues. For example, current estimates of total 20-year revenues from the half-cent sales tax dedicated to transportation in the MAG area is over 42 percent lower than the estimate prepared before the effects of the 2007-2009 economic recession. Maintaining a balance between program costs and revenues under these circumstances has been an ongoing challenge.

Given the uncertain conditions in the long term outlook, continued adjustments in cost and revenue estimates may be expected in the future.

RTP Planning Period

The planning period for the RTP covers FY 2014 through FY 2035, with fiscal years (FYs) ending on June 30th. To facilitate the discussion of plan concepts and project priorities, three project groupings associated with intervals in the overall planning period have been identified:

- Group 1 (FY 2014 -FY 2018): Corresponds to the period covered by the MAG FY 2014-2018 Transportation Improvement Program (TIP).

- Group 2 (FY 2019 - FY 2026): Corresponds to the period beyond the TIP but within the Life Cycle Programs (LCPs), which extends through FY 2026.

- Group 3 (FY 2027 - FY 2035): Corresponds to the period beyond the LCPs but within the RTP planning period, which extends through FY 2035.

REGIONAL DEVELOPMENT OVERVIEW

The MAG Metropolitan Planning Organization (MPO) is geographically situated in the south-central region of the State of Arizona, and encompasses an area of 10,654 square miles. The MAG MPO contains 27 incorporated cities and towns, three Native American Indian Communities and a large area of unincorporated land in both Maricopa County and Pinal County. The region is located in the Sonoran Desert with elevations generally ranging from 500 to 2,500 feet above sea level. In 2010, the MAG MPO contained approximately 63 percent of the population in Arizona, as well as nine of the ten cities in Arizona with populations greater than 100,000 people.

Census 2010 and 2012 Population Update

In April 2010 the US Census Bureau conducted Census 2010. The Census found an April 1, 2010 population for the MAG MPO at 4,055,276 people. This represented an increase of 864,874 people, or about 28 percent since Census 2000 found an April 1, 2000 population of 3,160,402. During this time period, many of the fastest-growing cities in the MAG MPO showed annual percentage increases greater than 20 percent. The City of Maricopa had the highest annual percentage increase of 242.8 percent, followed by the Town of Queen Creek (49.2%), Town of Buckeye (48.8%), unincorporated portions of Pinal County (30.5%), and the City of El Mirage (29.2%) The City of Phoenix had the largest net increase in population, with the addition of 143,682 residents.

Population Forecasts

As calculated by the 2013 MAG and Central Arizona Governments (CAG) socioeconomic projections, by 2035, the MAG MPO is projected to increase its population by more than 54% over the 2010 base population, with an anticipated total of 6.2 million people. This means that the region will experience a growth of approximately 88,000 people annually through 2035.

Table ES-1 shows the total resident population for Municipal Planning Areas (MPAs) from July 1, 2010, to July 1, 2035. Total resident population includes the resident population in households, and the resident population in group quarters (dorms, nursing homes, prisons and military establishments). Over the 25-year period (2010-2035), six MPAs are projected to grow by more than 100,000 persons: Phoenix, Buckeye, Surprise, Mesa, Peoria, and Goodyear. Another nine MPAs are projected to experience population growth greater than 50,000 persons: Glendale, Gilbert, Florence, Scottsdale, Maricopa, Chandler, Avondale, Tempe, and Queen Creek.

Currently, there are six MPAs within the MAG Region with populations of over 200,000 persons: Phoenix, Mesa, Glendale, Chandler, Scottsdale, and Gilbert. By 2020, Peoria will surpass 200,000 in population. By 2035, the largest Municipal Planning Area, Phoenix, will contain over two million persons, followed by Mesa at 638,770, Glendale at 350,434, and Peoria at 309,974.

TABLE ES-1
TOTAL RESIDENT POPULATION BY MPA, 2013 MAG & CAG PROJECTIONS
JULY 1, 2010 and PROJECTIONS JULY 1, 2020 to JULY 1, 2035

MPA	Total Resident Population 2010	Total Resident Population 2020	Total Resident Population 2030	Total Resident Population 2035
Apache Junction	49,671	58,489	76,185	95,430
Avondale	77,900	96,600	121,500	138,667
Buckeye	62,800	103,600	183,800	250,108
Carefree	3,400	3,800	4,200	4,324
Cave Creek	4,900	5,900	7,400	8,150
Chandler	244,600	283,100	307,500	312,041
El Mirage	31,900	34,600	41,000	44,775
Florence	66,555	92,060	126,130	144,849
Fountain Hills	22,400	25,900	31,000	31,112
Fort McDowell	1,000	1,000	1,100	1,100
Gila Bend	2,500	2,800	6,200	11,710
Gila River	11,346	12,153	12,749	12,960
Gilbert	212,400	259,100	293,100	308,051
Glendale	252,800	291,500	343,500	350,434
Goodyear	68,000	115,300	167,700	205,351
Guadalupe	5,500	6,000	6,500	6,657
Litchfield Park	10,500	12,000	13,800	13,800
Maricopa	51,269	73,427	105,157	120,863
Mesa	482,500	543,400	620,300	638,770
Paradise Valley	12,800	13,000	14,100	14,271
Peoria *1	162,500	214,400	276,200	309,974
Phoenix	1,501,300	1,711,600	1,953,800	2,078,320
Queen Creek	35,299	58,328	82,471	87,343
Salt River	6,300	6,400	7,000	7,320
Scottsdale	217,400	252,300	283,000	289,781
Surprise	127,600	159,200	241,900	290,287
Tempe	162,100	183,900	211,700	214,714
Tolleson	6,600	7,000	8,200	8,550
Wickenburg *1	8,000	10,700	16,200	22,068
Youngtown	6,100	6,600	7,400	7,504
Unincorp Maricopa Co	94,600	104,100	119,900	133,929
Unincorp Pinal Co	60,003	66,577	79,951	95,239
TOTAL	**4,062,543**	**4,814,834**	**5,770,643**	**6,258,452**

Notes:

*1 Maricopa County portion only.

Total resident population includes resident population in households and resident population in group quarters

For complete notation on this series please refer to Caveats for Socioeconomic Projections 2013.

Sources: Maricopa Association of Governments, Central Arizona Governments

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FINANCIAL PLAN

A variety of financial resources are devoted to implementing the RTP. These sources are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. Major sources at the regional level include federal, state and county-wide revenues dedicated to the MAG region. In addition to regional level sources, the implementation of the RTP is accomplished through local funds and other state revenues.

Regional Revenue Sources

The major regional level funding sources for the (RTP) include: Half-cent Sales Tax, Arizona Department of Transportation (ADOT) Funds, and MAG Area Federal Transportation Funds.

- Half-Cent Sales Tax: On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region *(*also known as the *Maricopa County Transportation Excise Tax)*. This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement projects and programs identified in the MAG RTP. For purposes of the RTP, it was assumed that the tax would be renewed in January 2026.

- Arizona Department of Transportation Funds: ADOT relies on funding from two primary sources: the Arizona Highway User Revenue Fund (HURF) and Federal transportation funds. The MAG region receives annual funding from ADOT in the form of ADOT 15 Percent Funds, which are allocated from the Highway User Revenue Fund (HURF). In addition, a 37 percent share of ADOT Discretionary Funds is targeted to the MAG region.

- MAG Area Federal Transportation Funds: A number of Federal transportation funding sources are available for use in implementing projects in the MAG RTP. These sources include: Federal Transit Funds, Federal Highway Surface Transportation Funds and Congestion Mitigation and Air Quality Funds.

Revenue Summary

Regional revenue sources for the MAG RTP between FY 2014 and FY 2035 are summarized in Table ES-2 (in YOE $'s) and include: the Proposition 400 half-cent sales tax extension ($13.6 billion); ADOT funds ($6.7 billion); Federal Transit funds ($2.9 billion); Federal Highway Surface Transportation Program (STP) funds ($1.2 billion); Federal Highway Congestion Mitigation and Air Quality (CMAQ) funds ($1.2 billion); and other Federal Highway Funding ($140 million). The total of all these revenue sources is projected to amount to $25.7 billion between FY 2014 and FY 2035.

Table ES-2 also indicates the distribution of regional revenues among the transportation modes

and programs covered by the RTP. This funding is consistent with the allocation of revenues originally adopted by MAG in November 2003, as part of the major plan update that was prepared prior to the vote on Proposition 400. At that time, modal funding levels were established after the facility planning process was completed, and reflected project needs determined through the technical planning process. In addition, the distribution of regional revenues takes into account federal and state restrictions on how individual funding sources may be applied to specific program areas.

As indicated previously, the regional revenue forecasts are presented in terms of "Year of Expenditure" (YOE) dollars. YOE dollars reflect the actual number of dollars collected/expended in a given year, with no correction or discounting for inflation. Specific assumptions regarding bonding or other debt financing are included in the modal chapters.

In addition to the regional level sources summarized in Table ES-2, the implementation of the RTP is accomplished through local funds and other state revenues. Local resources provide funding for capital projects and maintenance/operations in the arterial street and transit programs; and, in the form of transit farebox receipts, contribute significant funding for transit operations. Local and private sources also provide funding for the expansion of street and transit networks throughout the region in parallel with new residential and commercial development. Other state revenues provide funding for the routine maintenance and operation of the regional freeway/highway system, as well as the pavement preservation program. Since local funds and other state revenue sources generally are program-specific, they are identified in the individual modal chapters.

TABLE ES-2
SOURCES AND DISTRIBUTION OF REGIONAL REVENUES: FY 2014-2035
(Year of Expenditure Dollars in Millions)

	Uses						
Sources	**Highways/ Freeways**	**Arterial Streets**	**Transit**	**Bicycle/ Ped.**	**Air Quality**	**Other Programs**	**Total**
Proposition 400: Half Cent Sales Tax Extension	7,620.7	1,423.8	4,515.5				13,560.0
ADOT Funds (Includes HURF and Federal Aid)	6,663.2						6,663.2
Federal Transit Funds			2,937.8				2,937.8
Federal Highway (MAG STP)	80.9	1,150.7					1,231.6
Federal Highway (MAG CMAQ)	221.1	155.2	415.7	196.8	186.8		1,175.6
Federal Highway (MAG Other)						145.1	145.1
Total	**14,585.9**	**2,729.7**	**7,869.0**	**196.8**	**186.8**	**145.1**	**25,713.3**

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FREEWAYS AND HIGHWAYS

The freeway/highway system in the MAG area represents one of the major elements in the Regional Transportation Plan (RTP). The RTP calls for new freeway/highway corridors, as well as added travel lanes on existing facilities. In addition, a series of new interchanges with arterial streets on existing freeways, along with direct connections between HOV lanes at freeway-to-freeway interchanges, are included. The RTP also provides regional funding for maintenance on the freeway system, directed at litter pickup and landscaping. The need to keep traffic flowing smoothly is addressed through funding identified for freeway management functions.

The freeway/highway system currently serving the MAG area includes routes on the Interstate System, urban freeways and highways, and rural highway mileage. All the facilities in this system are on the State Highway System, which is constructed, maintained and operated by the Arizona Department of Transportation (ADOT). A total of 850 existing centerline miles are included in the freeway/highway network, and an additional 71 miles are planned for future development during the planning period. This leads to a system totaling 921 centerline miles in the year 2035.

Planned Freeway/Highway Corridors and Improvements

The Freeway/Highway Element of the RTP includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed. Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, High Occupancy Vehicle (HOV) ramps at system interchanges, and maintenance and operations programs. The anticipated configuration of the freeway/highway system in 2035, including both new freeway corridors and improvements to existing freeway and highway facilities, is shown in Figure ES-2. A detailed listing of specific projects is provided in Appendix A.

- New Corridors: The new freeway/highway corridors in the RTP include the South Mountain Freeway (202L), the Estrella Freeway (303L), the I-10 Reliever (SR 30), and the Gateway Freeway (SR 24).

- Widen Existing Facilities - General Purpose Lanes and HOV Lanes: In addition to new corridors, the RTP calls for additional general purpose and new high occupancy vehicle (HOV) lanes that will be added to the regional freeway/highway system. This includes additional lanes on I-10, I-17, 101L (the Agua Fria, Pima and Price Freeways), 202L (the Red Mountain and Santan Freeways), State Route 51 (Piestewa Freeway), and on US 60 (Grand Avenue and Superstition Freeway). Widening projects are also identified on State Routes in the Pinal County area.

2035 Regional Transportation Plan

Fig. ES-2

REGIONAL TRANSPORTATION PLAN

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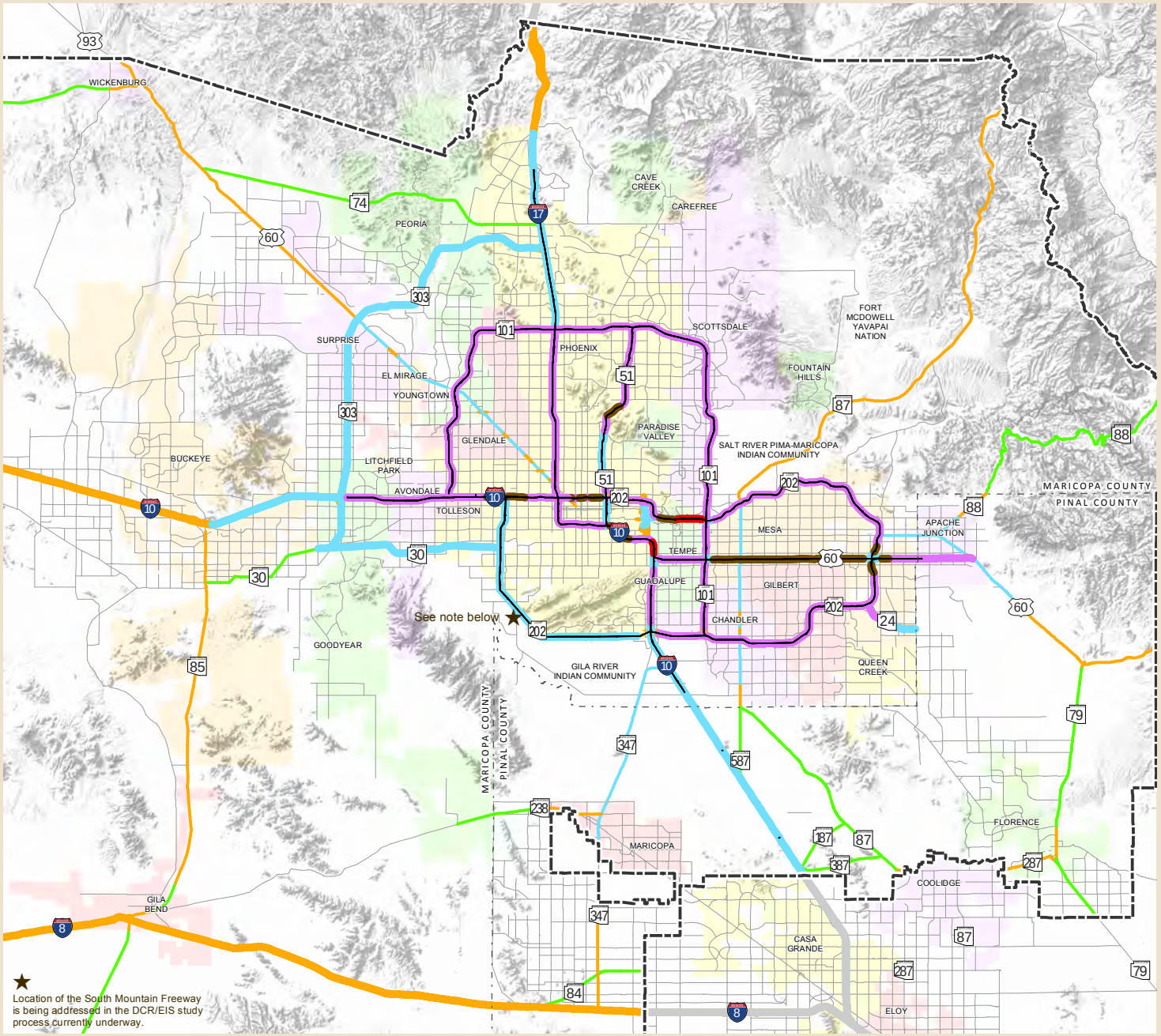
2035 Freeway/Highway System Number of Lanes

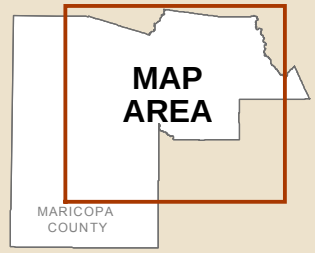


★ Location of the South Mountain Freeway is being addressed in the DCR/EIS study process currently underway.

Freeway lanes are represented with thicker lines

- 2 General Use Lanes
- 4 General Use Lanes
- 6 General Use Lanes
- 8 General Use Lanes
- 10 General Use Lanes
- 12 General Use Lanes
- High Occupancy Vehicle (HOV) Lanes
- Other Roads
- County Boundary
- Metropolitan Planning Area Boundary

**The HOV line represents 1 lane in each direction*



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- New Interchanges and New HOV Ramps on Existing Facilities: In addition to new corridors and additional travel lanes, the RTP call for a number of new interchanges on existing freeways at arterial street crossings, as well as improvements at a freeway-to-freeway interchanges to provide direct connections between HOV lanes.

- System-wide Programs: The RTP also identifies programs that address needs throughout the regional freeway/highway system in the MAG area, such as noise mitigation, freeway system management, and maintenance.

- System Operation, Maintenance and Preservation: The RTP includes a block of funding for maintenance of the regional freeway system in the MAG region. These regional resources are focused on litter pick-up, landscaping maintenance, landscaping restoration, and quiet pavements. Routine maintenance and operation of the regional freeway/highway network in the MAG area are accomplished by ADOT using state-level funding through its maintenance districts. Also, the ADOT Pavement Management Section has the responsibility to provide a cost effective pavement rehabilitation program.

Funding and Expenditure Summary

Table ES-3 has been prepared to provide an overview of the funding and expenditures for the freeway/highway element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The revenue sources included in Table ES-3 are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. As indicated, projected future funding is in balance with estimated future program expenditures, indicating that the freeway/highway element can be accomplished using reasonably available funding sources over the planning period.

Funding sources shown in Table ES-3 for the freeway/highway element include the half-cent sales tax ($7.6 billion); MAG area ADOT funds ($6.7 billion); Federal Highway Congestion Mitigation/Air Quality funds and Surface Transportation Program funds ($302 million); ADOT statewide funding ($1.5 billion); other funding ($105 million); bond proceeds ($1.0 billion); and an estimated available beginning cash balance of $750 million. Debt service and other expenses totaling $3.1 billion are deducted from these sources, yielding a net total of $14.9 billion (YOE $'s) for use on freeway/highway construction projects and programs.

Table ES-3 also lists estimated future costs for the freeway/highway element of the RTP, expressed in YOE $'s. Expected expenditures during the planning period also total $14.9 billion. This includes: $6.2 billion for construction of new corridors; $5.1 billion for construction of additional lanes and new interchanges on existing freeways; and $1.0 billion for system-wide programs, such as preliminary engineering, right-of-way administration, and freeway system traffic management. In addition, $2.7 billion is identified for roadway operations and maintenance functions, including routine roadway and right-of-way maintenance, quiet pavement rehabilitation, and litter pick-up, sweeping and landscape maintenance.

TABLE ES-3
FREEWAY/HIGHWAY FUNDING PLAN FY 2014 - 2035

FUNDING (Year of Expenditure $'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	7,620.7	
MAG Area ADOT Funds	6,663.2	
MAG Federal CMAQ and STP	302.0	
Other Income	105.2	
Beginning Available Cash	750.1	
Bond Proceeds	1,040.0	
Allowance for Debt Service and Other Expenses	(3,063.6)	
Total Regional Funds		13,417.6
Other Funding		
ADOT Statewide Funding	1,526.4	
Total Other Funding		1,526.4
Total Funding		**14,944.0**
EXPENDITURES (Year of Expenditure $'s in Millions)		
		Totals
Regionally Funded Projects		
New Corridors	6,214.5	
Improvements to Existing Facilities: General Purpose Lanes, HOV Lanes, Interchanges	5,051.7	
Freeway Management System, Freeway Safety Patrol	253.0	
Preliminary Engr., Risk Mgmt., R/W Management, Advance R/W Acquisition	444.6	
Quiet Pavement Rehab.	204.0	
Litter Pick-Up, Sweeping, Landscaping	437.4	
Other Maintenance Programs	504.3	
Other Regionally Funded Projects	308.1	
Total Regionally Funded Projects		13,417.6
Other Funded Projects		
System Operation, Maintenance and Preservation		1,526.4
Total Expenditures		**14,944.0**

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ARTERIAL STREETS

The arterial street grid system is a vital component of the regional transportation system in the MAG area and is a key element of the Regional Transportation Plan (RTP). Development of this system is accomplished through regionally funded projects, as well as projects constructed through a combination of local government and private sources. Local jurisdictions are also responsible for the maintenance of these facilities.

Planned Arterial Facilities and Improvements

As the MAG area grows in the future, the continued expansion and improvement of the arterial street system will be vital to the functioning of the regional transportation system. The Regional Transportation Plan identifies a long-range regional arterial grid system that provides for access to existing and newly developing areas in the region. This system is characterized by a one-mile grid network of streets and will be developed through a combination of public and private funding sources. The RTP identifies regional funding for improving the arterial grid system. A detailed listing of the specific projects covered by these improvements is provided in Appendix B. In addition, local government and private sources provide funding for a variety of projects for the construction of new arterial linkages, widening of existing streets, and improvement of intersections. The anticipated configuration of the arterial street system in 2035 is shown in Figure ES-3.

MAG member agencies also seek to maintain and operate the arterial street system in a way that preserves past investments and obtains the maximum capacity from existing facilities. To achieve this goal, agencies apply local funds and their share of State Highway User Revenue Funds to a range of expenditures, including street lighting, street sweeping, landscaping, sign maintenance, lane markings, pavement maintenance, storm drains, the operation of traffic signals, and other recurring costs necessary to maintain the arterial street network. A particularly important part of the maintenance effort involves the application of pavement management systems. MAG member agencies have developed a range of pavement management programs for roads within their jurisdictions.

Funding and Expenditure Summary

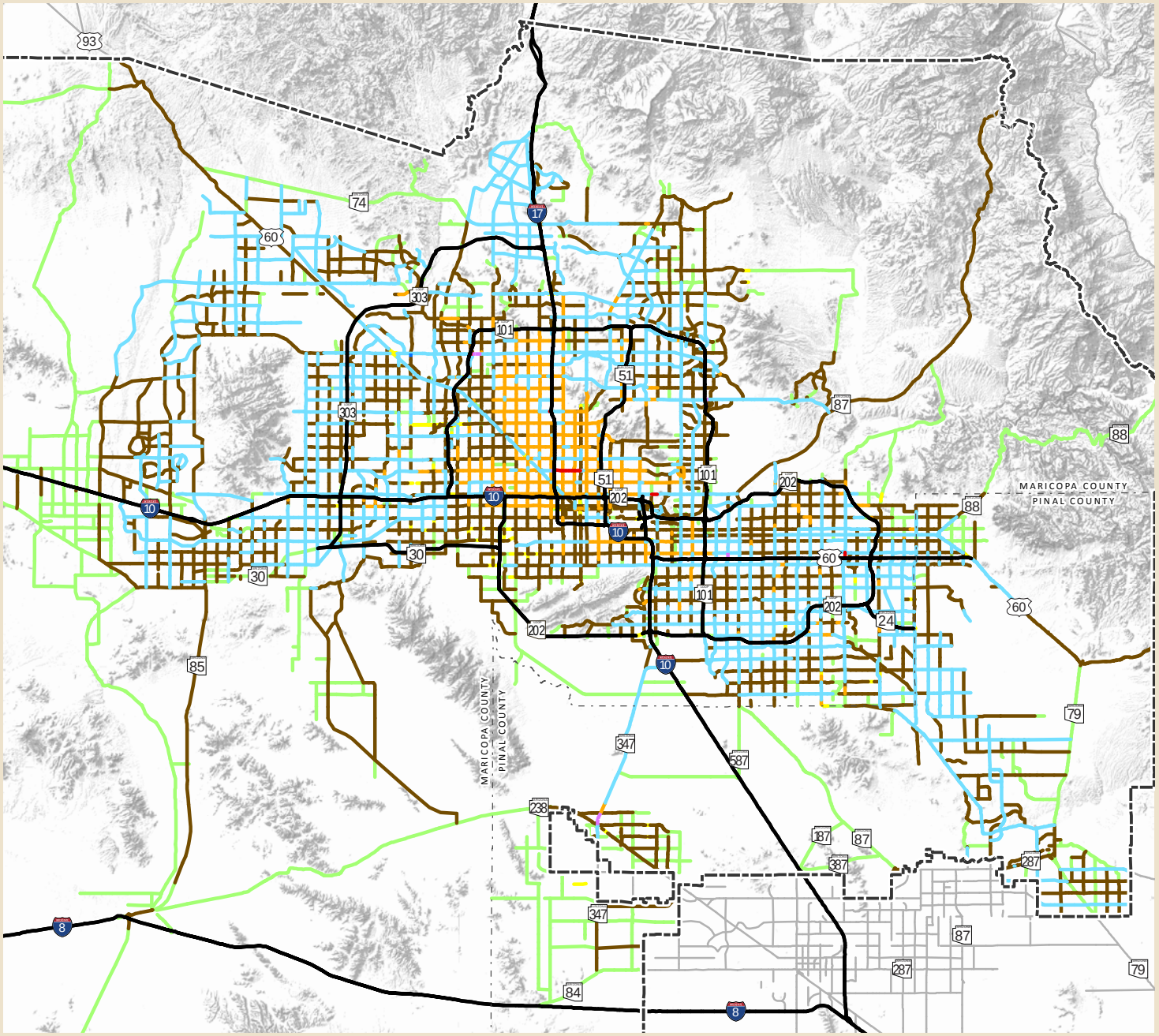
Table ES-4 has been prepared to provide a summary of the funding scenario for the streets element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between the funds that are available and the potential expenditures indicates that the arterial element of the RTP can be accomplished by using reasonably available funding sources over the planning period.

Regional funding sources for the arterial streets element of the RTP total $2.9 billion (YOE $'s). These regional funds are complemented by local/other sources totaling $22.5 billion, for a total

2035
Regional Transportation Plan
Fig. ES-3

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

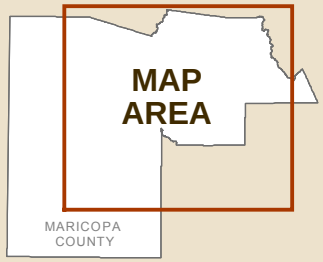


2035 Arterial Street System Total Through Lanes

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 10 Lanes
- Freeways
- Other Roads
- County Boundary
- Metropolitan Planning Area Boundary

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.



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of $25.4 billion for use on arterial street projects and programs. Estimated expenditures during the planning period also total $25.4 billion, including $11.1 billion for street improvements and $14.3 billion for operations, maintenance and preservation.

TABLE ES-4
ARTERIAL STREET FUNDING PLAN FY 2014 - 2035

FUNDING (Year of Expenditure $'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	1,423.8	
MAG Federal STP	1,150.7	
MAG Federal CMAQ (For arterial improvements)	155.2	
MAG Federal CMAQ (For PM-10 and other air quality programs)	186.8	
Beginning Balance (Regional Funds)	2.0	
Total Regional Funds		2,918.5
Local/Other Funds		
City/County Highway User Revenue Funds and County VLT	10,231.8	
Local Sources (General Funds, Local Sales Taxes, etc.)	9,998.3	
Private Funds (PAD Improvements, Developer Contributions, etc.)	2,251.6	
Total Local/Other Funds		22,481.7
Total Funding		**25,400.2**
EXPENDITURES (Year of Expenditure $'s in Millions)		
		Totals
Regionally Funded Projects		
Capacity/Intersection Improvements (ALCP)	1,368.7	
Intelligent Transportation Systems (ALCP)	25.9	
MAG Implementation Studies (ALCP)	52.0	
PM-10 and Other Air Quality Programs	186.8	
Other Arterial Grid Improvements	1,285.1	
Total Regionally Funded Projects		2,918.5
Local/Other Funded Projects		
Match for Regionally Funded and Other Projects	2,019.9	
Future Arterial Grid Extensions, Widenings and Improvements	6,121.5	
System Operation, Maintenance and Preservation	14,340.3	
Total Local/Other Funded Projects		22,481.7
Total Expenditures		**25,400.2**

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PUBLIC TRANSIT

The 2035 Regional Transportation Plan (RTP) includes a regional transit network that encompasses all transit modes in the region, including bus operations, paratransit, and light rail transit/high capacity transit. The regional transit system is supported by federal, regional, and local funding sources. With the passage of Proposition 400 in November 2004, approximately one-third of the regional half-cent sales tax for transportation will be devoted to mass transit. The RTP reflects transit plans and programs that provide for expanded regional bus service and new light rail transit/high capacity transit facilities throughout the region. A detailed listing of the timing and cost of planned transit services and capital improvements that are regionally funded are provided in Appendix C.

Planned Transit Facilities and Service Improvements

The 2035 Regional Transportation Plan includes a broad vision for future transit facilities and services in the region. Future bus service in the MAG Region will be a critical component of the planned regional transportation network. Paratransit services will also be essential, providing transportation for passengers unable to access conventional transit services. High capacity transit, which typically operates in an exclusive guideway, addresses higher volume transit needs and has demonstrated the ability to provide significant economic development benefits.

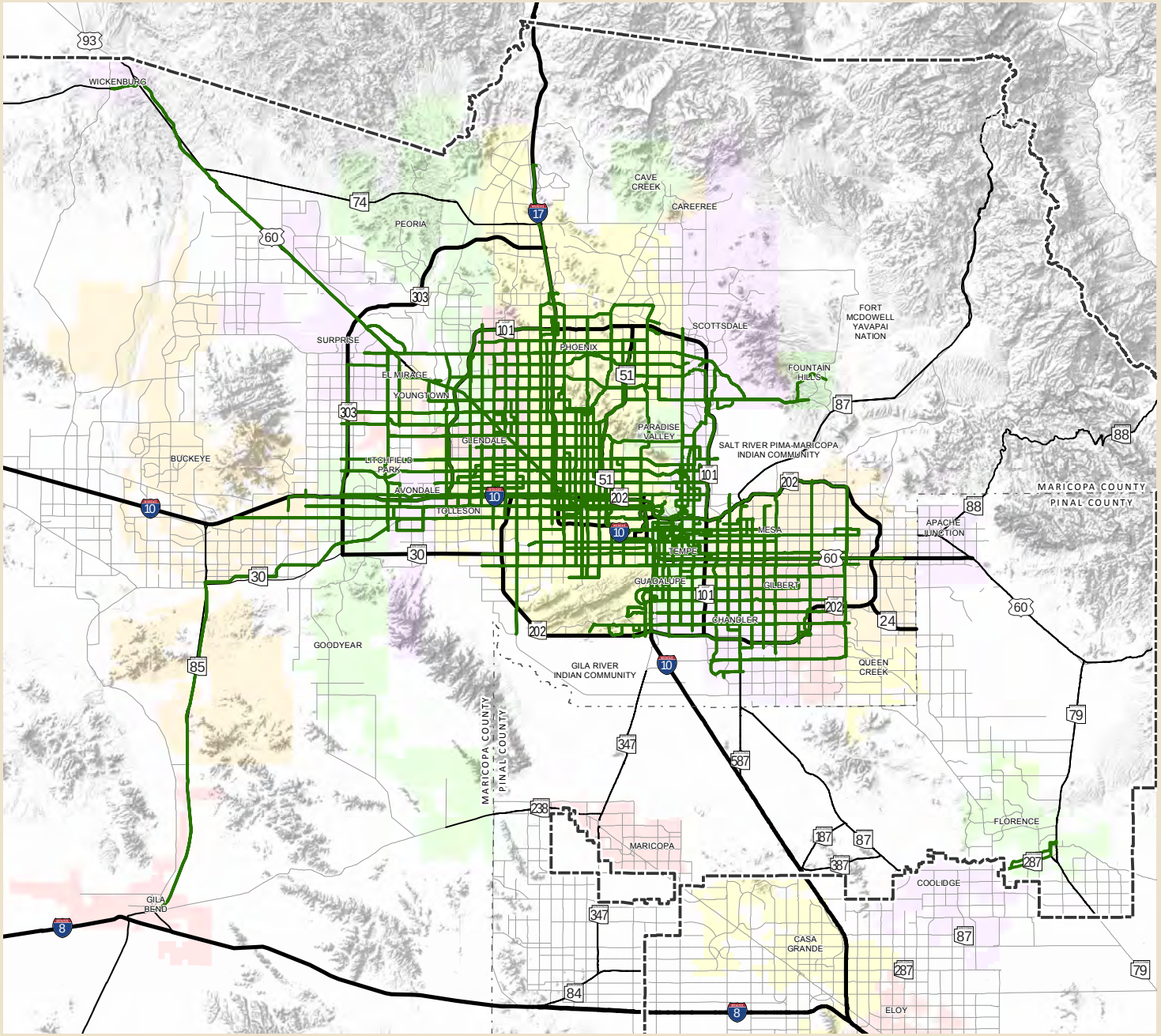
- Bus Service: Fixed route bus service in the MAG region represents an increasingly important component of the regional transportation network. These services operate on arterial streets, and in some cases on freeways, to serve a range of trip needs, including work, shopping, medical appointments and school trips. Types of bus services include: circulators/shuttles, local, regional super grid, rural/flex, limited routes, RAPID/express, and LINK. The anticipated configuration of the bus network in 2035 is shown in Figure ES-4.

- Paratransit Service: Paratransit service includes various types of passenger transportation that offers a shared-ride origin to destination service that provides transportation for passengers unable to access fixed route local bus service. It can also allow groups of employees to self-organize and operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling.

- Light Rail Transit (LRT)/High Capacity Transit (HCT): LRT/HCT operates in an exclusive guideway, providing higher speed higher volume transit service. Typically passenger access is available at stations located approximately every half-mile to one-mile. The RTP includes a 59.7-mile HCT system, which incorporates existing 20-mile LRT system, which was completed in December 2008, and eight future extensions. The anticipated configuration of the LRT/HCT network in 2035 is shown in Figure ES-5. Extensions are tabulated in Table ES-5.

2035 Regional Transportation Plan

Fig. ES-4



2035 Bus Service Network

- Bus Network
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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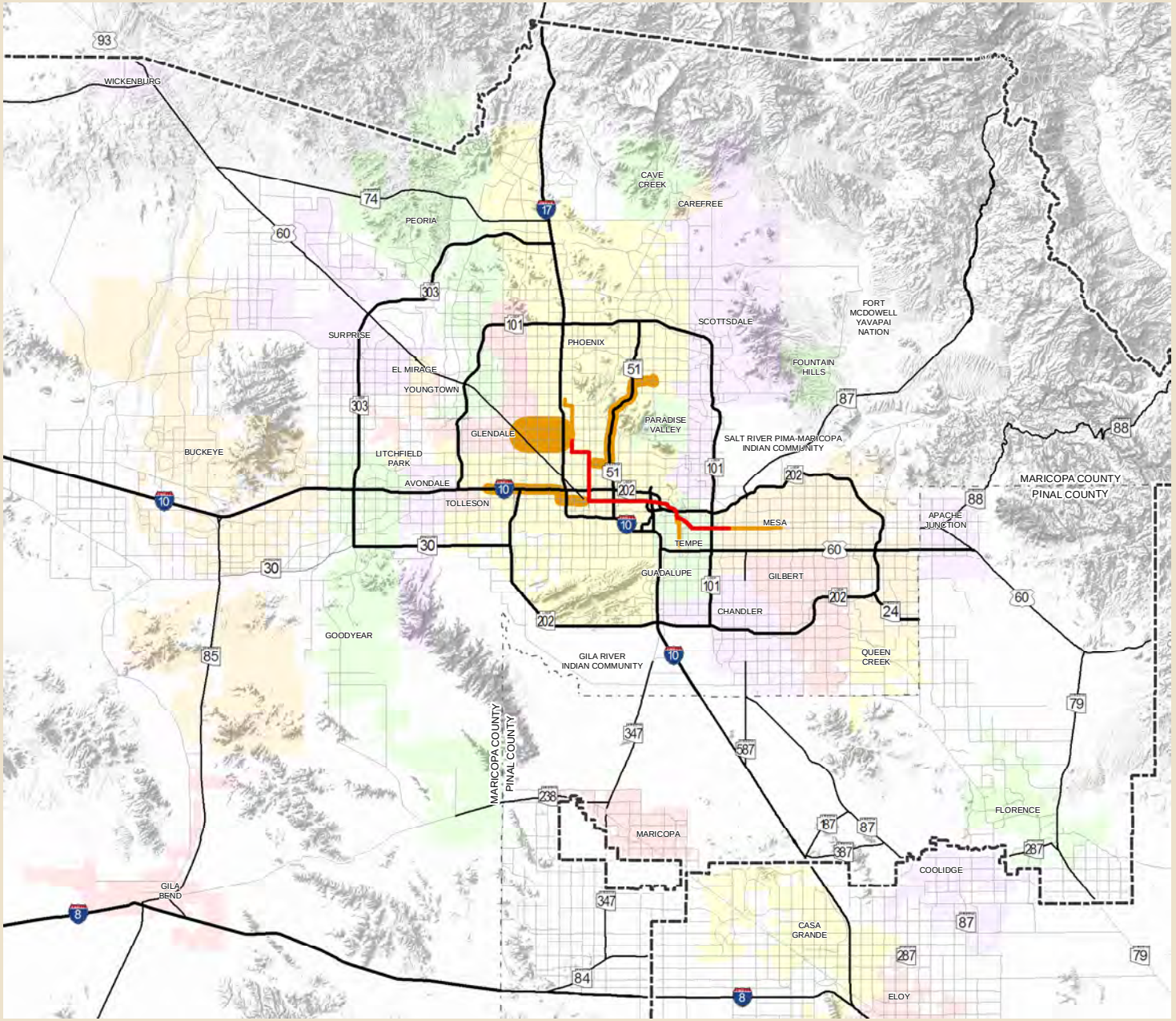
2035
Regional Transportation Plan
Fig. ES-5

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

2035
Light Rail Transit (LRT)/ High Capacity Transit



Completed Minimum Operating Segment

Future High Capacity Transit Corridor

Freeways

Highways

Other Roads

Metropolitan Planning Area Boundary

County Boundary

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Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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TABLE ES-5
HIGH CAPACITY TRANSIT/LIGHT RAIL - EXTENSIONS

Extension Route Name	Technology	Length	Year Open
Main Street, Mesa	LRT	3.1	2016
Northwest Phoenix - Phase 1	LRT	3.2	2016
Northwest Phoenix - Phase 2	LRT	To be determined	2026
Tempe Street Car	Street Car	2.6	2017
West Phoenix/Central Glendale	To be determined	5.0	2026
Phoenix West/I-10	LRT	11.0	2023
Paradise Valley Mall	To be determined	12.0	2034
Gilbert Rd., Mesa	LRT	1.9	2018

- Commuter Rail: The RTP recognizes that commuter rail corridors may potentially serve a vital function in addressing future travel needs in the region, and commuter rail studies are being pursued for continuing development of commuter rail concepts for the region.

- Sky Harbor Automated Train System: The Sky Train is a fully automated, grade separated transit system that connects the major facilities at Sky Harbor International Airport with the LRT system. The 1.7 mile long, Stage-One service opened in April 2013. Stage One-A, which continues for an additional 0.7 miles, will open in early 2015.

Funding and Expenditure Summary

Table ES-6 has been prepared to provide a summary of the funding plan for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between funds available and expended indicates that the transit element can be accomplished within reasonably available funding sources over the planning period.

Regional funding sources for transit for the period FY 2014-2035 total $7.8 billion in terms of YOE $'s. These regional funds are complemented by $9.3 billion from local/other sources, which include passenger fares, lottery transportation funds (LTAF), and local funding sources. This yields a net total of $17.1 billion (YOE $'s) for use on transit services and projects.

Table ES-6 also lists estimated future costs for the transit element of the RTP, expressed in YOE $'s. Expected expenditures during the planning period total $17.1 billion. This includes $11.0 billion for bus capital and operating (including vanpool, dial-a-ride and rideshare); and $6.1 billion for light rail transit capital and operating.

TABLE ES-6: TRANSIT FUNDING PLAN: FY 2014 through FY 2035

FUNDING (Year of Expenditure $'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	4,515.5	
MAG Federal Transit Funds	2,937.8	
MAG Federal CMAQ	415.7	
Beginning Balance (Regional Funds)	68.1	
Bond Proceeds	225.0	
Allowance for Debt Service and Other Expenses	(381.4)	
Total Regional Funds		7,780.7
Local / Other		
Fixed Route Bus Fares	1,675.4	
Light Rail Transit/High Capacity Transit Fares	498.1	
Paratransit Vehicle Fares	130.6	
Vanpool Fares	68.1	
LTAF	299.1	
Local Funds	6,602.4	
Total Local/Other Funds		9,273.7
Total Funding		**17,054.4**
EXPENDITURES (Year of Expenditure $'s in Millions)		
		Totals
Regionally Funded Projects		
Capital		
Regional Bus Fleet	1,084.7	
Bus Maintenance and Passenger Facilities	357.4	
Light Rail Transit/High Capacity Transit Regional Infrastructure	350.2	
Light Rail Transit/High Capacity Transit Extensions	3,063.1	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	79.9	
Vanpool	42.0	
Rural/Non-Fixed Route Transit	2.2	
Total Capital		4,979.5
Operating		
Supergrid	1,457.3	
Freeway Rapid Bus and Express Bus	269.2	
LINK Service	148.8	
Regional Passenger Support Services	203.3	
Paratransit (ADA-compliant)	768.5	
Light Rail Transit/High Capacity Transit	0.0	
Rural/Non-Fixed Route Transit	10.5	
Vanpool	68.1	
Planning and Programming	97.5	
Total Operating		3,023.2
FTA Funds Forecast Contingency		(222.0)
Total Regionally Funded Projects		7,780.7
Locally / Other Funded Projects		
Capital		
Local Fixed Route Service	964.2	
Paratransit	52.5	
Light Rail Transit/High Capacity Transit	841.6	
Total Capital		1,858.3
Operating Costs		
Local Fixed Route Bus Service	4,485.8	
Paratransit	694.6	
Light Rail Transit/High Capacity Transit	1,836.2	
Planning, Programming and Other Support	176.8	
Total Operating		7,193.4
FTA Funds Forecast Contingency		222.0
Total Locally/Other Funded Projects		9,273.7
Total Expenditures		**17,054.4**

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ILLUSTRATIVE CORRIDORS/PROJECTS

Long range, transportation studies represent collaborative efforts between MAG and other agencies, communities, counties and regions, and have implications for the extended planning effort beyond the currently adopted MAG RTP. An important aspect in identifying potential new corridors/projects or other transportation improvements that might be considered for inclusion in future updates of the RTP is the concept of illustrative projects.

Illustrative Corridor/Project Concept

Federal regulations for metropolitan transportation planning identify the concept of "illustrative projects" as an element of the planning process. These are projects that could potentially be included in the plan, if additional resources beyond the reasonably available financial resources identified in the plan were available. They are discussed in the metropolitan transportation plan for illustrative purposes only, and are not included in the financial plan or air quality conformity determination. There is no requirement to select any project from an illustrative list of projects in a metropolitan transportation plan at some future date, when funding might become available. In addition, no priorities are stated or implied by inclusion as an illustrative corridor.

An illustrative project may not be needed until after the planning horizon of the RTP. However, illustrative projects can be helpful in guiding transportation and land use planning efforts at both the regional and local level, and in seeking funding from other sources to implement the project, since the project has been vetted through a planning study or process and through MAG.

An illustrative project must be identified through a transportation planning process such as a framework study, corridor or modal analysis, or other similar transportation studies. The illustrative project must be for a regionally significant project and is a corridor or link in the regional transportation system that enhances mobility in the region. The inclusion of an illustrative project in the Regional Transportation Plan does not imply in any way that the project has priority for future funding over other illustrative projects in the RTP or future projects yet be identified. The MAG Regional Council, acting on a recommendation from the Transportation Policy Committee, can add or delete an illustrative project in the MAG Regional Transportation Plan.

2035 RTP

The illustrative corridors/projects included in the 2035 Regional Transportation Plan are listed below.

- Interstate 10/Hassayampa Valley Transportation Framework Study: On February 27, 2008, the MAG Regional Council accepted the findings and implementation strategies as

described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

- Interstates 8 and 10/ Hidden Valley Transportation Framework Study: On September 30, 2009, the MAG Regional Council accepted the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

- New River Corridor: On November 25, 2003, the Regional Council approved inclusion of a connection between Loop 303 and I-17 in the vicinity of New River Road as a corridor for further study.

- Sky Harbor Automated Train System: On April 22, 2009, the Regional Council approved inclusion of Stage Two of the Sky Harbor Automated Train System (Sky Train) as an illustrative project in the RTP.

- Regional Transit Framework Study: On March 31, 2010, the MAG Regional Council accepted the Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the RTP, as well as the future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process.

- Central Mesa Light Rail Transit - Phase II: On September 30, 2009, the Regional Council approved a recommendation to improve service frequency on the Main Street LINK Bus Rapid Transit to match the LRT, as an illustrative project in the RTP.

- Tempe South Alternatives Analysis: On December 8, 2010 the MAG Regional Council approved a recommendation for inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road, as an illustrative transit corridor in the MAG Regional Transportation Plan.

- Potential Improvements to the Existing Freeway/Highway System: Certain additional projects to improve the existing freeway/highway system have been identified as a result of various ADOT corridor and design concept studies. These illustrative projects are:

  - I-10 (SR-101L/Agua Fria to I-17) - Capacity improvements after completion of the I-10/SR-202L interchange and possible enhancements to the I-10 “Stack”.

  - SR-85 (I-10 to I-8) - Upgrading SR-85 to a full freeway, including construction of a fully directional interchange at I-8.

  - SR-101L (Agua Fria Freeway) - Installation of direct HOV ramps at the system interchanges with I-17 and I-10.

OTHER TRANSPORTATION MODES

The RTP includes a full range of transportation modes and transportation functions. In addition to freeways, streets and public transit, the Plan covers needs that address airport facilities, freight, bicycle and pedestrian travel, special transportation functions and transportation enhancement projects.

Aviation

The existing airport system in the MAG region consists of 16 airports, including one major commercial facility, Phoenix Sky Harbor International Airport, seven general aviation reliever airports and six additional general aviation airports. One of the airports, Phoenix-Mesa Gateway, is currently classified as a non-hub commercial airport, providing commercial flights around the United States that supplement Phoenix Sky Harbor International Airport.

In 2006 the MAG aviation planning program was completed. The program examined the future air transportation needs of the region with the aim of maximizing the transportation and economic benefits of airports which minimizing any adverse impacts related to congestion, the environment and airspace. The Federal Aviation Administration (FAA) is the agency responsible for the planning and management of airspace.

Future planning efforts will focus upon ground access needs to airports in terms of both highway and transit facilities, interacting with the region's airport personnel and exploring opportunities for improving the regional aviation system, and developing an aviation database that will support the MAG airport model that develops air pollutant emissions inventory for airports in Maricopa County.

Bicycle and Pedestrian Facilities

The Maricopa Association of Governments (MAG) has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists and pedestrians for many years. MAG is also a leader in promoting improvement in the Valley's street-side environments to better accommodate pedestrian travel.

In 2007, MAG developed the MAG Regional Bikeway Master Plan, which provides a guide for the development of a convenient and efficient transportation system where people can bike safely to all destinations. MAG also develops and prints a regional bikeway map indicating bike lanes, shared use paths, off street trails, and canals. In 2012, MAG expanded the print version of the map to include an electronic version for the smart phone. In 2011 MAG, completed a Complete Streets Guide. The purpose of the Guide is to ensure that bicycle and pedestrian facilities are included in all street designs, to the greatest extent possible, and are ultimately being considered as integral to a street as a fundamental component of community mobility, health, and safety.

The MAG Pedestrian Design Assistance Program encourages the development of designs for pedestrian facilities according to the MAG *Pedestrian Policies and Design Guidelines*. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. Through the program, the design of pedestrian facilities that are compatible with existing land use and transportation practices is promoted.

Freight

Freight transport involves a complexity of networks and users who use a variety of methods, modes, and equipment to move raw materials, and processed goods through regional, national and international markets for the purpose of commerce. The movement of goods is conducted through the utilization of multiple modes of transport, such as air, pipeline, water, truck, rail, or other non-traditional means. Freight issues are very complex and usually are not restrained by a county border or to a state. Supply chains, market demand and competitive transportation corridors are constantly changing, requiring neighboring regions and countries to collaborate and create unified plans for moving freight efficiently and keeping the region globally competitive.

In 2012, MAG in cooperation with the Joint Planning Advisory Council (JPAC) completed the Freight Transportation Framework Study. The goal of the Freight Transportation Framework Study was to identify freight related economic development opportunities in the Arizona Sun Corridor. The framework study completed an extensive freight survey that: (1) included 2,500 shippers and carriers across the United States, (2) conducted phone and in-person interviews with local freight stakeholders, (3) evaluated commodity flows and truck rates, (4) identified 16 freight focus areas, (5) analyzed the industry real estate market, (6) completed a detailed assessment of four emerging focus areas that included the evaluation of the industry market, land use plans (existing and future), inventory of existing businesses, education, travel times, commodities, transportation infrastructure and economic development incentives.

Building on the findings from the Freight Transportation Framework Study, MAG will be initiating, in late (FY) 2013, the MAG Freight Plan, which will analyze the flow of goods through Maricopa County, identify hazardous cargo routes, freight sub-corridors, bottlenecks, and link freight corridors to major clusters located throughout the region. This effort will be structured to complement the freight infrastructure needs identified in the Freight Transportation Framework Study, and advance the effort to stake out a prominent role in global freight distribution for the MAG region and the Sun Corridor.

Special Needs Transportation

The transportation needs of special populations are a regional concern. Limitations caused by age or disability often complicate the process of securing transportation for a portion of the population. In addition, those who are seeking employment or training and those who lack financial resources, find limited transportation options available to reach second or third shifts

and weekend employment. In the MAG region, human services transportation is facing increasing demand.

As part of the effort to plan and coordinate special needs transportation services, MAG has prepared a Public Transit/Human Services Transportation Plan. The plan is developed and updated through a process that includes representatives of the public and private sectors, non-profit transportation and human services providers, and members of the general public. The first plan was approved by the MAG Regional Council in 2007. Updates have been approved from 2008 through 2013. The plan seeks to standardize operations and policies among the human services transportation service providers, and to maximize the capacity of the current system by providing more rides for the targeted populations for the same or fewer resources.

The plan's strategies aim to: (1) simplify customer access to transportation, (2) reduce duplication of transportation services, (3) streamline federal rules and regulations that may impede the coordinated delivery of services, and (4) improve the efficiency of services by using existing resources to provide more rides at the same or lower cost.

Transportation Enhancement Activities

Transportation Enhancements are a category of federal funding that comes directly to the State of Arizona through federal transportation legislation known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Transportation Enhancement Program was originally enacted by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was created to improve surface transportation activities by developing projects that go "above and beyond" normal, or routine transportation activities and funding.

Since the inception of the Transportation Enhancement Program, the MAG region has been awarded funding for: (1) multi-use or shared use pathways along existing routes and canals, including projects for sidewalks and pedestrian crossings, (2) projects directly related to bike routes and bike facilities, and (3) projects pertaining to streetscapes and pedestrian alleyways, historic preservation and lighting, transportation-related museums, archaeological projects and street signs. Although the majority of enhancement projects within the MAG Region have focused on the provision of facilities for pedestrians and bicycles, many of these projects have strong intermodal ties to regional transit activities.

In July 2012, federal transportation legislation -- the Moving Ahead for Progress in the 21st Century Act (MAP-21) -- was enacted. MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. MAG is working closely with ADOT to interpret the new transportation alternatives program and identify procedures for transitioning enhancement project funding from SAFETEA-LU to MAP-21.

SYSTEM OPERATION AND MANAGEMENT

The efficient operation of the transportation system is vital in the effort to obtain the maximum capacity from the region's investment in existing transportation facilities and services. This includes activities involving functions such as intelligent transportation system (ITS) management, demand management, congestion management, and transportation safety and security.

System Management / ITS Planning

Transportation System Management (TSM) programs help accommodate the safe and efficient movement of people and vehicles within the transportation system. The full spectrum of transportation technology applications, known as Intelligent Transportation Systems (ITS), now forms the basis for all of these programs. Since 1996, the Maricopa Association of Governments (MAG) has taken progressive steps toward mainstreaming the development of regional ITS within the transportation planning process. All planning activities for public sector owned, regional ITS infrastructure are currently coordinated and led by MAG.

In April 2001, MAG approved the first comprehensive ITS Strategic Plan and ITS Architecture for the region. This Plan has provided direction for ITS implementation throughout the region. In December 2012, a new ITS Strategic Plan was approved by MAG. Oversight for this Plan was provided by members of the MAG ITS Committee. The Plan recommended a shift of focus from specific future projects to programs or emphasis areas. It identified the following emphasis areas for future investments in ITS in the MAG region: (1) improving freeway operations, (2) improving transit operations, (3) improving arterial operations, and (4) improving road safety. In 2003, MAG developed the Regional Concept of Transportation Operations (RCTO), a high-level plan for the coordination of transportation operations in the region.

Demand Management

The MAG Region benefits from a broad range of travel demand management (TDM) techniques and programs. These programs lessen vehicular congestion by helping to reduce the number of vehicles on the roadway network and making more efficient use of existing transportation facilities. This reduction in vehicle miles of travel also helps improve air quality by decreasing the level of vehicular emissions that contribute to the total amount of pollutants in the air. A number of demand management activities are utilized throughout the MAG region.

TDM programs encourage reductions in travel demand within the transportation system. TDM activities generally focus on both improved travel choice and incentives to reduce driving alone. These programs promote alternatives to driving alone, including carpooling, vanpooling, transit, walking, and bicycling. TDM also encourages alternative work schedules that reduce trips, including teleworking and compressed work schedules. TDM activities generally focus on commute trips and student trips during peak travel periods. In this region, MAG provides funding for TDM activities conducted by the Regional Public Transportation Authority (Valley

Metro/RPTA), the Arizona Department of Administration, and Maricopa County Air Quality Department.

Performance Monitoring and Congestion Management

MAG maintains an ongoing transportation system performance monitoring and assessment program. This program has developed various reporting methodologies and web-based components, allowing policymakers, technical users and the public in general easy access to performance data and visualization. MAG publishes performance reports in various formats including hard-copy, web-based, map and interactive dashboards. Recognizing the close relationship between performance monitoring and congestion management, key performance measurement indicators are aligned with the congestion management process.

As part of the regional transportation planning effort, MAG maintains a congestion management process (CMP) to improve traffic flow and mitigate congestion throughout the metropolitan area. The CMP makes use of the performance measurement systems that monitor and report on the status of the transportation network. These measures are an integral part of the CMP analysis process, which incorporates evaluative elements for each of the modes. The CMP provides input to the development of the Transportation Improvement Program (TIP), using quantitative and qualitative methods to assist MAG committees in considering the merits of proposed projects under consideration for competitive funding. As new funding sources become available, the updated CMP will play a greater role in the planning and programming of future transportation investments in the MAG Region.

Transportation Safety and Security

Transportation safety is addressed at two levels within the MAG planning process. The first involves the consideration of road safety as a criterion in comprehensive planning, such as the RTP. Decision-making is supported by an assessment of different regional transportation alternatives from a safety viewpoint. At the second level, transportation safety planning addresses short to medium-term needs, comprehensively described in the 2005 MAG Strategic Transportation Safety Plan. This Plan identifies general strategies and potential actions to be carried out with oversight provided by the MAG Transportation Safety Committee. A study to update the MAG Strategic Transportation Safety Plan is planned to commence in 2013.

Safety can be described as the “freedom from danger,” whereas security is the “freedom from *intentional* danger.” Agencies in the MAG region that address transportation security issues include: Arizona Office of Homeland Security, Arizona Department of Public Safety, Arizona Department of Transportation, Maricopa County Department of Emergency Management, MAG 9-1-1 Emergency Telephone, Valley Metro/Regional Public Transportation Authority, and local municipalities. Although it does not currently have a direct role in transportation security policy decisions, MAG will work to coordinate activities with local, state and federal agencies, as appropriate, in order to provide a regional forum on security issues.

AIR QUALITY CONFORMITY

As required by the Clean Air Act, an air quality conformity analysis will be conducted on the MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) as a whole. For a finding of conformity, the analysis must demonstrate that the TIP and RTP are in conformance with regional air quality plans and will not contribute to air quality violations. The conformity analysis must also demonstrate that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A description of the conformity tests and results of the conformity analysis will be provided upon completion of the 2013 Conformity Analysis.

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are:

- The TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate or approved by EPA for transportation conformity purposes, or interim emissions tests.

- The latest planning assumptions and emission models in force at the time the conformity analysis begins must be employed.

- The TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans.

- Consultation generally occurs at the beginning of the conformity analysis process; on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed; and at the end of the process, on the draft conformity analysis report.

The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

Appendix A

Regional Freeway/Highway Projects

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TABLE A-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL FREEWAY/ HIGHWAY PROJECTS

PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
I-10 PAPAGO CORRIDOR				
GPL	10	SR101L, Agua Fria - I-17 (Utilities)	14,400	Group 1
TI	10	Fairview Dr (TI)	20,300	Group 2
GPL	10	SR85 - Verrado Way	42,800	Group 3
		Sub-total	77,500	
I-10 MARICOPA CORRIDOR				
GPL	10	32nd St. - 202L, Santan	492,300	Group 2
HOV/GPL	10	SR202L, Santan - Riggs Rd	73,700	Group 2
TI	10	Sky Harbor West Airport Access	50,600	Group 2
TI	10	Chandler Heights	22,900	Group 2
GPL	10	Riggs Rd - MPA Boundry ***	216,000	Group 2
		Sub-total	855,500	
I-17 BLACK CANYON CORRIDOR				
MISC	17	Peoria Ave - Greenway Rd (Drainage Improvements)	16,500	Group 2
HOV/GPL	17	I-10/I-17 Split -SR101L, Agua Fria	877,400	Group 2
HOV	17	SR74, Carefree Highway - Anthem Way	89,500	Group 3
GPL	17	Anthem Way - New River	57,400	Group 3
		Sub-total	1,040,800	
SR24 GATEWAY CORRIDOR				
NEW	24	SR202L, Santan - Ellsworth Rd Ph 2 (Full Freeway Upgrade)	46,900	Group 3
NEW	24	Ellsworth Rd - Meridian Rd	212,600	Group 3
		Sub-total	259,500	
SR30 I-10 RELIEVER CORRIDOR				
NEW	30	SR303L - SR202L, South Mountain (R/W Protection)	55,900	Group 2-3
NEW	30	SR85 - SR303L	192,700	Group 3
NEW	30	303L - Estrella Pkwy	279,400	Group 3
NEW	30	Estrella Pkwy - Dysart Rd	243,400	Group 3
NEW	30	Dysart Rd - Avondale Blvd	116,600	Group 3
NEW	30	Avondale Blvd - 97th Ave	148,900	Group 3
NEW	30	97th Ave - 67th Ave	223,200	Group 3
NEW	30	67th Ave - 202L South Mountain	296,800	Group 3
		Sub-total	1,556,900	
SR51 PIESTEWA CORRIDOR				
GPL	51	Shea Blvd - SR101L, Pima	60,200	Group 3
US60 GRAND AVENUE CORRIDOR				
TI	60G	Bell Rd TI	45,000	Group 1
TI	60G	Thompson Ranch/Thunderbird (TI)	13,000	Group 1
IMP	60G	SR101L, Agua Fria - Van Buren St (Phase 2)	22,825	Group 1
GPL/IMP	60G	SR101L, Agua Fria - Van Buren St (Phase 3)	86,200	Group 3
		Sub-total	167,025	
US60 SUPERSTITION CORRIDOR				
TI	60S	Meridian Rd (Half Interchange)	11,700	Group 1
HOV/GPL	60S	Crismon Rd - Meridian Rd	28,400	Group 2
GPL	60S	Mountain Rd - Ren. Fest. (Az Parkway) ***	24,000	Group 3
TI	60S	Lindsay Rd Half Interchange	8,200	Group 3
		Sub-total	72,300	
SR74 CAREFREE CORRIDOR				
GPL	74	US60, Grand - SR303L, Bob Stump (R/W Protection)	1,860	Group 3
GPL	74	US60, Grand Ave - I-17 Black Canyon (R/W Protection)	40,100	Group 3
		Sub-total	41,960	

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PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
SR79 PINAL PARKWAY				
GPL	79	Butte Ave. - CAP ***	15,000	Group 3
SR85 CORRIDOR				
GPL	85	Warner Street Bridge	5,300	Group 1
SR87 DUTHIE-MARTIN CORRIDOR			0	N/A
SR88 CORRIDOR			0	N/A
US93 CORRIDOR			0	N/A
101L AGUA FRIA CORRIDOR				
GPL	101AF	I-10 - US60, Grand Ave	116,400	Group 3
GPL	101AF	US60, Grand Ave - I-17	150,400	Group 3
		Sub-total	266,800	
101L PIMA CORRIDOR				
MISC	101PI	Pima Road Extension (JPA)	3,931	Group 1
GPL	101PI	Shea Blvd - SR202L, Red Mountain	91,000	Group 1
GPL	101PI	Princess Dr - Shea Blvd	56,400	Group 2
GPL	101PI	SR51 - Princess Dr	77,900	Group 2
GPL	101PI	I-17 - SR51	73,500	Group 2
		Sub-total	302,731	
101L PRICE CORRIDOR				
MISC	101PR	Balboa Dr, Multi-use Path, Local	2,000	Group 1
GPL	101PR	Baseline Rd - SR202L, Santan	53,400	Group 2
		Sub-total	55,400	
SR143 HOHOKAM CORRIDOR			0	N/A
202L RED MOUNTAIN CORRIDOR				
GPL	202RM	SR101L - Gilbert Rd ** (R/W only)	4,500	Group 1
HOV	202RM	Broadway Rd - US60, Superstition	5,650	Group 2
HOV	202RM	Gilbert Rd - Broadway Rd **	0	Group 1
GPL	202RM	Gilbert Rd - Higley Rd	51,900	Group 3
GPL	202RM	Higley Rd - US60, Superstition	108,300	Group 3
RAMP	202RM	US60, Superstition System TI	42,100	Group 3
TI	202RM	Mesa Dr, Ramps Only	13,500	Group 3
		Sub-total	225,950	
202L SANTAN CORRIDOR				
HOV	202SAN	US60, Superstition - Gilbert	50,200	Group 2
GPL	202SAN	Dobson Rd - I-10	50,300	Group 3
GPL	202SAN	Val Vista Dr - Dobson Rd	83,500	Group 3
GPL	202SAN	US60, Superstition - Val Vista Dr	104,000	Group 3
		Sub-total	288,000	
202L SOUTH MOUNTAIN CORRIDOR				
NEW	202SM	17th Ave - 51st Ave	387,240	Group 1
NEW	202SM	Salt River Bridge	92,900	Group 1
NEW	202SM	Salt River - Buckeye Rd	181,000	Group 1
NEW	202SM	24th St - 17th Ave	138,800	Group 1
NEW	202SM	I-10 Maricopa - 24th St	178,300	Group 1
NEW	202SM	I-10 Papago/ SR202L System Interchange	594,100	Group 1
NEW	202SM	Baseline Rd - Salt River	53,200	Group 2
NEW	202SM	51st Ave - Elliot Rd	69,400	Group 2
NEW	202SM	Elliot Rd - Baseline Rd	96,800	Group 2
		Sub-total	1,791,740	

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PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
SR238 MOBILE HIGHWAY				
GPL	238	SR347 - Warren Rd. ***	25,000	Group 3
SR287 FLORENCE-COOLIDGE HIGHWAY				
GPL	287	SR79 - SR87 ***	15,000	Group 3
303L ESTRELLA CORRIDOR				
LNDSCP	303	I-10/SR303L TI - US60 Grand Avenue	18,490	Group 1
TI	303	US60 Grand Avenue/SR303L (Interim TI)	48,400	Group 1
NEW	303	I-10/303L TI, Phase II	62,000	Group 1
TI	303	El Mirage Rd TI	33,500	Group 1
TI	303	US60 Grand Avenue/SR303L (Final TI)	124,600	Group 2
NEW	303	Van Buren Street - MC85/I-10 Reliver	248,800	Group 2-3
NEW	302	US60, Grand Ave -Happy Valley Rd (Final Freeway) ** (R/W only)	1,000	Group 1
NEW	303	Happy Valley Rd - I-17 (Final Freeway)	227,400	Group 3
TI	303	Northern Parkway System (Final TI)	85,600	Group 3
NEW	303	Riggs Rd - I-10 Reliever (R/W Protection)	46,600	Group 3
		Sub-total	896,390	
SR347 MARICOPA ROAD				
TI	347	Casa Grande Hwy/R.R. Overpass ***	60,000	Group 1
GPL	347	I-10 - SR238 ***	80,000	Group 3
		Sub-total	140,000	
NORTH-SOUTH FREEWAY CORRIDOR				
NEW	N/A	R/W Protection (Including SR24 Corridor)	65,000	Group 3
FREEWAY MANAGEMENT SYSTEM (FMS)				
FMS	SW	Freeway Management System Preservation and Projects	160,130	Group 1-2
MAINTENANCE				
MAINT	SW	Maintenance (Landscape, Litter & Sweep)	321,600	Group 1-3
MINOR PROJECTS				
MISC	SW	Freeway Service Patrol	25,900	Group 1-3
NOISE MITIGATION				
NOISE	SW	Quiet Pavement Preservation	150,000	Group 3
PRELIMINARY ENGINEERING				
ADMIN	SW	Preliminary Engineering	258,900	Group 1-3
RIGHT OF WAY				
R/W	SW	R/W Management and Advance Acquisition	67,950	Group 1-3
		GRAND TOTAL	9,268,476	

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PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP

* Plan Groups:
  Group 1 - (FY 2014 - FY 2018)
  Group 2 - (FY 2019 - FY 2026)
  Group 3 - (FY 2027 - FY 2035)

** Amended into FY 2013 on June 19, 2013.

*** Project is not part of Freeway/Highway Life Cycle Program. Cost covers MAG area portion only.

For freeway/expressway projects, the Plan Group generally indicates the period in which a project is programmed for construction activity. Projects may be programmed for design and/or right-of-way acquisition in earlier periods.

Abbreviations:

FMS - Freeway Management System
GPL - General Purpose Lanes
HOV - High Occupancy Vehicle (Lanes)
IMP - Spot Roadway and Access Control Improvements
LNDSCP - Landscaping
NEW - New Freeway on New Right-of-Way
RAMP - Ramps to HOV Lanes in Interchanges
R/W - Right-of-Way
SW - Systemwide
TI - Traffic Interchange

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Appendix B

Regional Arterial Street Projects

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TABLE B-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONALLY FUNDED ARTERIAL STREET PROJECTS

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
CHANDLER				
Arizona Ave/Chandler Blvd	0	0	0	Project Completed
Arizona Ave/Elliot Rd	0	0	0	Project Completed
Arizona Ave/Ray Rd	0	0	0	Project Completed
Arizona Ave: Ocotillo Rd to Hunt Highway	4,433	3,018	16,692	Group 2
Chandler Blvd/Alma School Rd	2,606	942	10,832	Group 1
Chandler Blvd/Dobson Rd	0	0	0	Project Completed
Chandler Blvd/Kyrene Rd	0	3,776	8,385	Group 3
Gilbert Rd: SR-202L to Hunt Hwy				
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	0	0	0	Project Completed
Gilbert Rd: Queen Creek to Hunt Hwy	0	0	0	Project Completed
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	1,869	0	0	Project Completed
Gilbert Rd: Ocotillo Rd to Chandler Heights	6,160	0	4,853	Group 1
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	3,528	2,649	5,298	Group 1
Kyrene Rd/Ray Rd	3,775	0	8,753	Group 2
Price Rd Substitute Projects				
Chandler Heights Rd: Arizona Avenue to McQueen Road	7,325	0	11,157	Group 2
Chandler Heights Road: McQueen Road to Gilbert Road	6,535	0	27,903	Group 2
McQueen Road: Ocotillo Road to Riggs Road	6,482	0	10,766	Group 1
Ocotillo Road: Arizona Avenue to McQueen Road	5,295	1,408	13,486	Group 1
Ocotillo Road: Cooper Road to Gilbert Road	6,499	0	13,637	Group 2
Price Rd at Germann Rd: Intersection Improvements	3,178	0	5,415	Group 2
Price Rd at Queen Creek Rd: Intersection Improvements	5,222	0	6,687	Group 2
Price Rd: Santan to Germann	0	0	0	Project Completed
Ray Rd/Alma School Rd	0	0	0	Project Completed
Ray Rd/Dobson Rd	6,718	0	10,515	Group 2
Ray Rd/McClintock Dr	5,646	0	8,419	Group 1
Ray Rd/Rural Rd	3,775	0	7,907	Group 2
CHANDLER/GILBERT				
Queen Creek Rd: Arizona Ave to Higley Rd				

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Queen Creek Rd: Arizona Ave to McQueen Rd (CHA)	0	0	0	Project Completed
Queen Creek Rd: McQueen Rd to Gilbert Rd (CHA)	7,448	5,112	18,146	Group 2
Queen Creek Rd: Greenfield Rd to Higley (GIL)	0	0	0	Project Completed. Savings reallocated to AIIGUD3003 and ACIGER2003B
EL MIRAGE/MARICOPA COUNTY				
El Mirage Rd: Northern Ave to Bell Rd (Phase I)				
El Mirage Road Design Concept Report	0	0	0	Project Completed
El Mirage Rd: Bell Rd to Picerne Dr (MC)	0	0	2,570	Group 1
El Mirage Rd: Northern Ave to Cactus (MC)	0	0	0	Project Completed
El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand (ELM)	1,788	0	1,044	Group 1
El Mirage Rd: Northern Ave to Peoria Ave (MC)	9,856	0	12,604	Group 1
Thunderbird Rd: 127th Ave to Grand Avenue (ELM)	2,817	0	4,024	Group 1
El Mirage Rd: Peoria Ave to Cactus Rd (ELM)	7,612	0	10,875	Group 1
El Mirage Rd: Northern Ave to Bell Rd (Phase II)				
El Mirage Rd: Cactus to Grand Avenue (ELM)	13,553	0	19,361	Group 2
El Mirage Rd: Grand Avenue to Picerne Drive (MC)	0	0	2,000	Group 3
FOUNTAIN HILLS				
Shea Blvd: Palisades Blvd to Cereus Wash				
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	0	0	0	Project Completed
Shea Blvd: Technology Dr to Cereus Wash	2,803	0	4484.78	Group 1
Shea Blvd: Fountain Hills Blvd to Technology Dr	2,131	692	4,826	Group 2
GILBERT				
Elliot Rd/Cooper Rd	4,140	0	7,615	Group 1
Elliot Rd/Gilbert Rd	3,775	3,600	9,382	Group 2
Elliot Rd/Greenfield Rd	3,774	0	7,895	Group 2
Elliot Rd/Higley Rd	3,775	1,137	7,615	Group 2
Elliot Rd/Val Vista Dr	3,775	699	7,615	Group 2
Germann Rd: Gilbert Rd to Power Rd				
Germann Rd: Gilbert Rd to Val Vista Dr	5,285	1,458	12,386	Group 2
Germann Rd: Val Vista Dr to Higley Rd	17,816	0	20,257	Group 1
Greenfield Rd: Elliot Rd to Ray Rd	3,775	0	5,254	Group 3

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Guadalupe Rd/Cooper Rd	3,518	0	5,937	Group 1
Guadalupe Rd/Gilbert Rd	2,775	0	6,670	Group 1
Guadalupe Rd/Greenfield Rd	2,992	1,919	9,534	Group 2
Guadalupe Rd/Power Rd	2,379	3,901	9,704	Group 2
Guadalupe Rd/Val Vista Dr	3,775	0	7,615	Group 2
Ray Rd: Val Vista Dr to Power Rd	16,683	0	21,239	Group 2
Ray Rd/Gilbert Rd	0	3,775	7,615	Group 2
Val Vista Dr: Warner Rd to Pecos	0	0	0	Project Completed
Warner Rd/Cooper Rd	0	0	0	Project Completed
Warner Rd/Greenfield Rd	3,775	0	7,615	Group 2
GILBERT/MESA/MARICOPA COUNTY				
Power Rd: Santan Fwy to Chandler Heights				
Power Rd/Pecos (GIL)	0	0	0	Project Completed
Power Rd: Santan Fwy to Pecos Rd (MES)	11,957	0	17,738	Group 1
Power Rd: Pecos to Chandler Heights (GIL)	0	0	27,993	Group 2
Power Rd: Baseline Rd to Santan Fwy				
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202 (MES)	8,193	0	11,785	Group 2
Power Rd: Baseline Rd to East Maricopa Floodway (MC)	0	0	11,507	Group 1
MARICOPA COUNTY				
Dobson Rd: Bridge over Salt River	18,632	0	47,110	Group 2
El Mirage Rd: Bell Rd to Jomax Rd				
El Mirage Rd: Bell Rd to Deer Valley Dr	9,725	0	0	Project Completed
El Mirage Rd: L303 to Jomax	0	0	17,889	Group 3
El Mirage Rd: Deer Valley Dr to L303	0	0	0	Project Completed
Gilbert Rd: Bridge over Salt River	12,332	0	41,200	Group 2
Jomax Rd: SR-303L to Sun Valley Parkway	6,830	17,761	35,130	Group 2
McKellips Rd: Bridge over Salt River	0	14,005	27,418	Group 3
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	22,885	14,567	44,715	Group 2
Northern Pkwy: Sarival to Grand (Phase I)				
Northern Parkway: Sarival to Dysart	0	0	0	Project Completed
Northern Parkway: ROW Protection	0	0	0	Project Completed
Northern Pkwy: Sarival to Grand (Phase II)				
Northern Parkway: Sarival to Dysart	2,410	0	2,545	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Northern Pkwy: Dysart to 111th	23,639	0	30,989	Group 1
Northern Parkway: Reems and Litchfield Overpasses	6,866	0	12,495	Group 1
Northern Pkwy: Northern Ave at L101	8,448	0	12,299	Group 1
Northern Pkwy: Dysart Overpass	23,357	0	33,066	Group 1
Northern Pkwy: ROW Protection	1,400	0	2,000	Group 1
Northern Parkway: Interim Construction	17,880	0	23,630	Group 2
Northern Pkwy: Sarival to Grand (Phase III)				
Northern Pkwy: El Mirage Alternative Access	2,915	0	4,164	Group 2
Northern Pkwy: El Mirage Overpass	21,515	0	30,587	Group 2
Northern Pkwy: Agua Fria to 111th	2,817	0	3,874	Group 2
Northern Pkwy: 111th to 107th	15,424	0	21,883	Group 2
Northern Pkwy: 107th to 99th	20,572	0	29,239	Group 2
Northern Pkwy: Loop 101 to 91st	3,575	0	4,957	Group 2
Northern Pkwy: 91st to Grand Intersection Improvements	5,907	0	8,229	Group 2
Northern Pkwy: ROW Protection	0	0	4,250	Group 2
Northern Pkwy: Ultimate Construction	15,840	0	18,591	Group 2
MESA				
Baseline Rd: Power Rd to Meridian Rd				
Baseline Rd: Power Rd to Ellsworth Rd	8,936	0	LRT Deletion	LRT Deletion
Baseline Rd: Ellsworth Rd to Meridian Rd	9,361	0	LRT Deletion	LRT Deletion
Broadway Rd: Dobson Rd to Country Club	3,751	4,741	20,002	Group 2
Country Club/University Dr	8,325	0	21,138	Group 2
Country Club/Brown Rd	4,030	0	LRT Deletion	LRT Deletion
Crismon Rd: Broadway Rd to Germann Rd				
Crismon Rd: Broadway Rd to Guadalupe Rd	0	9,919	17,965	Group 2
Crismon Rd: Guadalupe Rd to Ray Rd	12,406	0	18,094	Group 2
Crismon Rd: Ray Rd to Germann Rd	12,327	0	LRT Deletion	LRT Deletion
Dobson Rd/Guadalupe Rd	0	0	0	Project Completed
Dobson Rd/University Dr	0	4,921	8223.7	Group 3
Elliot Rd: Power Rd to Meridian Rd				
Elliot Rd: Power Rd to Ellsworth Rd	0	8,646	13,396	Group 2
Elliot Rd: Ellsworth Rd to Meridian Rd	9,330	0	13,607	Group 2
Germann Rd: Ellsworth Rd to Signal Butte Rd	12,795	0	LRT Deletion	LRT Deletion
Gilbert Rd/University Dr	0	0	0	Project Completed

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Greenfield Rd: University Rd to Baseline Rd				
Greenfield Rd: Baseline Rd to Southern Ave	0	0	0	Project Completed
Greenfield Rd: Southern Ave to University Rd	0	6,585	11,756	Group 2
Guadalupe Rd: Power Rd to Meridian Rd				
Guadalupe Rd: Power Rd to Hawes Rd	8,790	0	LRT Deletion	LRT Deletion
Guadalupe Rd: Hawes Rd to Crimson Rd	8,921	0	LRT Deletion	LRT Deletion
Guadalupe Rd: Crimson Rd to Meridian Rd	7,558	0	LRT Deletion	LRT Deletion
Hawes Rd: Broadway Rd to Ray Rd				
Hawes Rd: Broadway Rd to US60	0	0	10,697	Group 2
Hawes Rd: Baseline Rd to Elliot Rd	7,108	0	10,368	Group 2
Hawes Rd: Elliot Rd to Santan Freeway	4,415	0	5,581	Group 2
Hawes Rd: Santan Freeway to Ray Rd	0	0	0	Project Completed
Higley Rd Parkway: US 60 to SR-202L				
Higley Rd Parkway: SR-202L to Brown Rd	8,582	0	LRT Deletion	LRT Deletion
Higley Rd Parkway: Brown Rd to US-60	8,582	0	LRT Deletion	LRT Deletion
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	22,490	0	LRT Deletion	LRT Deletion
Lindsay Rd/Brown Rd	3,919	0	5,565	Group 2
McKellips Rd: East of Sossaman to Meridian				
McKellips Rd: East of Sossaman to Crismon Rd	12,283	0	17,444	Group 2
McKellips Rd: Crismon Rd to Meridian Rd	0	0	11,545	Group 2
McKellips Rd: Gilbert Rd to Power Rd				
McKellips Rd/Lindsay Rd	6,137	0	9,690	Group 2
McKellips Rd/Greenfield Rd	2,630	0	3,396	Group 2
McKellips Rd/Higley Rd	6,310	0	9,157	Group 2
McKellips Rd/Power Rd	3,393	0	LRT Deletion	LRT Deletion
McKellips Rd/Recker Rd	3,393	0	5,210	Group 2
McKellips Rd/Val Vista Dr	2,911	0	LRT Deletion	LRT Deletion
Meridian Rd: Baseline Rd to Germann Rd				
Meridian Rd: Baseline Rd to Ray Rd	17,224	0	LRT Deletion	LRT Deletion
Meridian Rd: Ray Rd to Germann Rd	12,721	0	LRT Deletion	LRT Deletion
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd				
Mesa Dr: US 60 to Southern Ave	6,461	0	23,131	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Mesa Dr/Broadway Rd	8,217	0	19,990	Group 1
Pecos Rd: Ellsworth Rd to Meridian Rd	15,381	0	22,158	Group 2
Ray Rd: Sossaman Rd to Meridian Rd				
Ray Rd: Sossaman Rd to Ellsworth Rd	0	0	0	Project Completed
Ray Rd: Ellsworth Rd to Meridian Rd	21,848	0	31,865	Group 2
Signal Butte Rd: Broadway to Pecos Rd				
Signal Butte Rd: Broadway Rd to Elliot Rd	17,217	0	25,051	Group 2
Signal Butte Rd: Elliot Rd to Pecos Rd	16,576	0	24,175	Group 2
Southern Ave: Country Club Dr to Recker Rd				
Southern/Country Club Dr	5,559	0	7,453	Group 1
Southern Ave/Stapley Dr	8,948	0	20,450	Group 2
Southern Ave/Lindsay Rd	4,251	0	6,189	Group 2
Southern Ave/Higley Rd	6,287	0	9,170	Group 2
Southern Ave: Sossaman Rd to Meridian Rd				
Southern Ave: Sossaman Rd to Crismon Rd	0	8,014	15,735	Group 2
Southern Ave: Crismon Rd to Meridian Rd	0	5,296	10,788	Group 2
Stapley Dr/University Dr	7,785	0	21,532	Group 2
Thomas Rd: Gilbert Rd to Val Vista Dr	4,746	0	LRT Deletion	LRT Deletion
University Dr: Val Vista Dr to Hawes Rd				
University Dr: Val Vista Dr to Higley Rd	11,204	0	16,340	Group 2
University Dr: Higley Rd to Hawes Rd	10,829	0	16,127	Group 2
Val Vista Dr: University Dr to Baseline Rd				
Val Vista Dr: Baseline Rd to Southern Ave	8,320	0	15,104	Group 2
Val Vista Dr: Southern Ave to University Dr	0	4,722	12,150	Group 2
PEORIA				
Beardsley Connection: SR-101L to Beardsley Rd				
Beardsley Connection: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	0	0	0	Project Completed.
Loop 101 (Agua Fria Fwy) at Beardsley Rd/Union Hills Dr	0	0	0	Project Completed
83rd Avenue: Butler Rd to Mountain View	2,593	0	0	Project Completed
75th Ave at Thunderbird Rd: Intersection Improvement	0	0	0	Project Completed
Happy Valley Rd: L303 to 67th Avenue				
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	0	0	25,000	Group 3
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	0	0	0	Project Completed

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Lake Pleasant Pkwy: Union Hills to SR74				
Lake Pleasant Pkwy: Dynamite Blvd to CAP	13,867	11,114	24,746	Group 1
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	0	0	0	Project Completed
Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	0	0	47,500	Group 3
PHOENIX				
Avenida Rio Salado: 51st Ave. to 7th St.	14,336	0	22,797	Group 1
Black Mountain Blvd: SR-51and Loop 101/Pima Fwy to Deer Valley Rd	17,490	0	24,986	Group 1
Happy Valley Rd: 67th Ave to I-17				
Happy Valley: I-17 to 35th Ave	5,343	78	0	Project Completed
Happy Valley: 35th Ave to 43rd Ave	0	5,232	11,700	Group 2
Happy Valley: 43rd Ave to 55th Ave	0	4,671	11,159	Group 3
Happy Valley: 55th Ave to 67th Ave	0	3,310	10,645	Group 3
Sonoran Blvd: 15th Avenue to Cave Creek	9,194	0	0	Project Completed
SCOTTSDALE/CAREFREE				
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek				
Pima Rd: Thompson Peak Parkway to Pinnacle Peak (SCT)	0	0	0	Project completed.
Pima Rd/Happy Valley (SCT)	0	0	0	Project Completed
Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	15,991	0	22,844	Group 1
Pima Rd: Dynamite Blvd to Stagecoach Rd (SCT)	37,892	0	55,270	Group 2
Pima Rd: Stagecoach Rd to Cave Creek (CFR)	4,933	625	7,940	Group 2
Pima Rd: SR101L to Thompson Peak Pkwy (SCT)	0	0	0	Project Completed
SCOTTSDALE				
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	8,012	0	14,344	Group 2
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd				
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	0	0	0	Project Completed
SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	0	29,014	41,449	Group 3
SR-101L South Frontage Rd: Hayden Rd to Pima	0	0	3,857	Group 1
Miller Rd/SR-101L Underpass	14,005	0	20,007	Group 2
Pima Rd: Happy Valley Rd to Dynamite Blvd	23,747	0	33,925	Group 1
Pima Rd: McKellips Rd to Via Linda				
Pima Rd: Via Linda to Via De Ventura	1,339	0	2,354	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Pima Rd: Via De Ventura to Krail	0	0	0	Project Completed
Pima Rd: Krail to Chaparral	9,463	0	16,551	Group 1
Pima Rd: Chaparral Rd to Thomas Rd	6,326	0	11,041	Group 1
Pima Rd: Thomas Rd to McDowell Rd	6,080	0	8,761	Group 1
Scottsdale Airport: Runway Tunnel				
Frank Lloyd Wright -Loop 101 Traffic Interchange	5,633	0	8,047	Group 2
Raintree -Loop 101 Traffic Interchange	2,817	0	4,024	Group 1
Northsight Blvd: Hayden to Frank Lloyd Wright	4,929	0	3,924	Group 1
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	7,746	0	10,059	Group 1
Redfield Rd: Scottsdale Rd to Hayden	3,873	0	5,030	Group 1
Raintree Extension: Hayden to Redfield	12,147	0	17,809	Group 1
Raintree Drive: Loop 101 to Hayden	11,266	0	16,423	Group 1
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	704	0	1,006	Group 1
Southbound Loop 101 Frontage Road Connections	3,052	0	3,857	Group 1
Hayden Rd - Loop 101 Interchange Improvements	11,427	0	16,652	Group 2
Airpark DCR	0	0	0	Project Completed
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd				
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	13,211	0	18,873	Group 1
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	1,800	0	38,032	Group 2
Scottsdale Rd: Jomax Rd to Carefree Hwy				
Scottsdale Rd: Jomax Rd to Dixileta Dr	9,499	0	18,801	Group 2
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	9,499	0	16,624	Group 2
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	9,499	0	16,624	Group 2
Shea Blvd: SR-101L to SR-87				
Shea Blvd at 90th/92nd/96th	0	0	0	Project Completed
Shea Auxiliary Lane from 90th St to Loop 101	6,390	0	9,129	Group 2
Shea Blvd at Via Linda (Phase1)	0	0	0	Project Completed
Shea Blvd at Via Linda (Phase 2)	2,086	0	2,980	Group 1
Shea Blvd at 120/124th St	0	0	0	Project Completed
Shea Blvd at Mayo/134th St	0	0	0	Project Completed
Shea Blvd: SR-101L to 96th St, ITS Improvements	0	0	0	Project Completed
Shea Blvd: 96th St to 144th St, ITS Improvements	2,360	0	3,372	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 $'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 $'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 $'S in THOUSANDS)	PLAN GROUP
Shea Blvd at Loop 101	3,688	0	5,269	Group 1
Shea Blvd at 110th St	266	0	379	Group 1
Shea Blvd at 114th St	266	0	379	Group 2
Shea Blvd at Frank Lloyd Wright Blvd	664	0	738	Group 1
Shea Blvd at 115th St	111	0	159	Group 2
Shea Blvd at 125th St	880	0	1,257	Group 1
Shea Blvd at 135th St	111	0	159	Group 2
Shea Blvd at 136th St	376	0	211	Group 1
Legacy Dr: Hayden Rd to 88th Street	2,073	10,021	21,910	Group 2
TOTAL	**1,171,423.9**	**197,329.5**	**2,098,713.7**	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

For arterial projects, the Plan Group indicates the period in which a project is anticipated to be completed. Reimbursements from regional funding sources for arterial projects may occur in later periods.

Appendix C

Regional Transit Projects

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TABLE C-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL BUS ROUTES - OPERATING

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP *
Express and LINK			
511	Tempe/Scottsdale Airpark Express	6,672	Existing
512	Scottsdale Express	5,474	Existing
520	Tempe Express	2,824	Existing
521	Tempe Express	5,241	Existing
522	Tempe Express SC	6,099	Existing
531	Mesa/Gilbert Express	11,228	Existing
533	Mesa Express	12,614	Existing
535	Northeast Mesa/Downtown Express	10,196	Existing
541	Chandler Express	7,821	Existing
542	Chandler/Downtown Express	10,140	Existing
562	Goodyear Express	5,327	Existing
563	Buckeye Express	2,622	Existing
571	Surprise Express	3,489	Existing
573	Northwest Valley/Downtown Express	11,922	Existing
575	Northwest Valley/Downtown Express	7,704	Existing
	Ahwatukee Connector	1,334	Group 3
	Anthem Express	3,350	Group 3
	Apache Junction Express	4,440	Group 3
	Arizona Ave/Country Club LINK	31,339	Existing
	Avondale Express	4,108	Group 2
	Black Canyon Freeway Connector	2,179	Group 3
	Buckeye Express	4,043	Group 3
	Chandler Blvd LINK	8,908	Group 3
	Grand Ave Limited	3,153	Existing
	Loop 303 Express	4,006	Group 3
	Main St LINK	36,220	Existing
	North I-17 Express	3,617	Group 3
	Peoria Express	3,639	Group 3
	Pima Express	3,358	Group 3
	Red Mountain Freeway Connector	3,086	Group 3
	San Tan Express	8,780	Group 3
	Scottsdale/Rural Rd LINK	22,426	Group 1
	South Central Express	19,924	Existing
	South Central LINK A	2,783	Group 3
	South Central LINK B	2,919	Group 3
	Superstition Freeway Connector	1,341	Group 3
	Superstition Springs Express	4,685	Group 3
Sub-total		**289,012**	
Supergrid Routes			
3	Van Buren St	18,782	Existing
13	Buckeye Rd	5,312	Group 3
17	McDowell/McKellips	25,067	Existing
29	Thomas Rd	12,983	Group 1
30	University Dr	28,530	Group 2
40	Main St	48,617	Existing
41	Indian School Rd	8,301	Group 3

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ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
44	44th St/Tatum	1,075	Group 3
45	Broadway Rd	13,238	Existing
48	48th St/Rio Salado Pkwy	2,518	Existing
50	Camelback Rd	8,788	Existing
56	56th St	4,626	Existing
59	59th Ave	24,142	Existing
61	Southern Ave	80,558	Existing
66	Mill/Kyrene	8,052	Existing
70	Glendale Ave	43,607	Existing
72	Scottsdale/Rural	129,647	Existing
77	Baseline Rd	26,945	Group 2
81	Hayden/McClintock	63,168	Existing
83	83rd/75th Ave	21,638	Group 3
90	Dunlap/Olive	9,522	Group 3
96	Dobson Rd	41,888	Existing
99	99th Ave	11,494	Group 3
104	Alma School Rd	28,251	Group 1
106	Peoria/Shea	38,286	Existing
108	Elliot Rd	39,838	Existing
112	Arizona Ave/Country Club Dr	32,427	Existing
131	Dysart Rd	3,616	Group 3
136	Gilbert Rd	32,965	Existing
138	Wadell/Thunderbird	20,360	Group 1
139	Litchfield Rd	18,249	Group 3
140	Ray Rd	23,232	Group 3
156	Chandler Blvd	66,756	Existing
160	Greenfield Rd	15,295	Group 3
170	Bell Rd	18,052	Group 2
184	Power Rd	39,045	Existing
204	Queen Creek Rd	4,506	Group 3
Sub-total		**1,019,377**	
Rural Service			
	Gila Bend connector	7,585	Existing
	Wickenburg connector	0	N/A
Sub-total		**7,585**	
Other Services			
	ADA Complementary Paratransit	556,905	Existing
	Regional Customer Services	132,076	Existing
	RPTA Planning and Administration	71,010	Existing
	Safety and Security Programs	17,050	Existing
	Operating Contingency	0	N/A
Sub-total		**777,040**	
Total		**2,093,015**	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

Existing (in operation and being funded prior to the "Group 1" period)

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For bus operations, the "Group" designations represents the first period in which at least some regional funding was provided for the route. Funding for these routes continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. Routes designated as "Existing" may also receive service enhancements in later periods which are not specifically indicated. For detailed service enhancements please refer to the latest version of the Transit Life Cycle Program.

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TABLE C-2
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL BUS ROUTES - CAPITAL

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP *
Fleet			
	Fixed Route Buses	790,465	Group 1,2,3
	Rural Routes	1,610	Group 1,2,3
	Paratransit	58,330	Group 1,2,3
	Vanpool	33,656	Group 1,2,3
Sub-total		**884,061**	
Park and Rides			
	Baseline/24th St	3,895	Group 1
	Camelback/101	5,628	Group 3
	Elliot/-I-10	116	Group 3
	Laveen/59th Ave	5,795	Group 1
	Peoria Grand	5,631	Group 1
Total Park and Rides		**21,065**	
Transit Centers			
	19thAveCamelback 6-bay	3,434	Group 3
	44th Cactus 6-bay	3,434	Group 3
	Arrowhead	10,462	Group 1
	Downtown Chandler 4-bay	2,389	Group 3
	Glendale/Grand 4-bay	2,389	Group 3
	Mesa Downtown 6-bay	2,126	Group 1
	Metrocenter TC Rehab	8,212	Group 3
	Peoria 4-bay	2,317	Group 1
	Scottsdale 4-bay	2,389	Group 3
	South Chandler	2,389	Group 3
	South Tempe 4-bay	2,389	Group 3
Total Transit Centers		**41,931**	
Operations and Maintenance Facilities			
	Heavy Maintenance	59,726	Group 3
	Mesa Rehab	12,169	Group 3
	Paratransit Phoenix	11,860	Group 3
	South Rehab	12,169	Group 3
Total O & M Facilities		**95,925**	
BRT Right-of-Way Improvements			
	Scottsdale/Rural Rd LINK	44,019.5	Group 1,3
	South Central LINK	20,665.2	Group 3
Total BRT ROW Improvements		**64,685**	
Other Capital Improvements			
	Bus Stop Improvements	0	N/A
	Vehicle Upgrades	18,257	Group 1
Total Other Capital		**18,257**	
Contingency for Capital Projects		0	N/A
TOTAL		**1,125,924**	

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* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded.

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TABLE C-3
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - OPERATING

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP *
LRT/HCT Segments			
	CP/EV	810,885	Group 1
	Northwest Phase 1	67,743	Group 1
	Northwest Phase 2	13,620	Group 3
	Central Mesa	65,626	Group 1
	Tempe Streetcar	52,963	Group 1
	Phoenix West	143,087	Group 2
	Northeast Phoenix	37,011	Group 3
	Gilbert Rd Extension	40,808	Group 1
	Glendale	48,645	Group 3
Total		**1,280,387**	

TABLE C-4
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - CAPITAL

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 $'S in THOUSANDS)	PLAN GROUP
LRT/HCT Segments			
	NW Extension Phase I	174,369	Group 1
	Central Mesa	111,438	Group 1
	Tempe Streetcar	105,908	Group 1
	Glendale	411,692	Group 2,3
	NW Extension Phase II	115,651	Group 2,3
	Phoenix West	895,920	Group 1,2
	NE Phoenix	961,216	Group 2,3
	Gilbert Road Extension	122,814	Group 1
Sub-total		**2,899,009**	
LRT Systemwide Support			
	Systemwide Support Infrastructure	91,238	Group 1,2
	Capital Project Development	36,301	Group 1,2,3
	System Planning and Design	2,939	Group 1
	Utility Reimbursements	142,924	Group 1,2,3
Sub-total		**273,402**	Group 1,2,3
TOTAL		**3,172,410**	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded. For light rail transit/high capacity transit (LRT/HCT) operations, the group designation indicates the period when service is initiated. Funding continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. No regional funding is provided for LRT/HCT operating expenses

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