

June 9, 2009

TO: Members of the Transportation Policy Committee

FROM: Mayor Steve Berman, Gilbert, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.
Wednesday, June 17, 2009
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

For those attending in person, please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admission to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
June 17, 2009**

		<u>COMMITTEE ACTION REQUESTED</u>
1.	<u>Call to Order</u>	
2.	<u>Pledge of Allegiance</u>	
3.	<u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4.	<u>Approval of Consent Agenda</u> Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A.	<u>Approval of the May 20, 2009, Meeting Minutes</u>	4A. Review and approval of the May 20, 2009, meeting minutes.
*4B.	<u>Draft Fiscal Year (FY) 2010 Arterial Life Cycle Program (ALCP)</u> The Regional Transportation Plan (RTP) identifies 94 arterial street projects to receive funding from	4B. Recommend approval of the Draft FY 2010 Arterial Life Cycle Program contingent on a new Finding of Conformity for the Regional Transportation Plan 2010 Update and FY

the regional sales tax extension and from MAG federal funds. The Arterial Life Cycle Program (ALCP) provides information for 93 of the original 94 projects spanning a 20-year life cycle. Information contained in the ALCP includes project location, regional funding, fiscal year (FY) of work, type of work, status of project and the lead agency. As part of the ALCP process, Lead Agencies update project information annually, at a minimum. MAG staff has programmed the Draft FY 2010 ALCP based on the information provided by Lead Agencies and from projected revenue streams from the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds. The Transportation Review Committee and the Management Committee recommended approval of the Draft FY 2010 Arterial Life Cycle Program. Please refer to the enclosed material.

2010-2014 MAG Transportation Improvement Program, which will be finalized in January 2010.

*4C. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

4C. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached tables.

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The majority of the requested changes are related to modifying transit projects and the costs related to 2009. These modifications are needed to match the transit grant applications. The other requested project changes involve adding three new federal-aid Safe Routes to School projects, modifying costs for American Recovery and Reinvestment Act funded projects, modifying the project schedule for ADOT led projects, including projects related to the federal FY 2009 Closeout, and doing the technical amendment to add the Phoenix Sky Train project into the TIP. These requests were recommended for approval by the Transportation Review Committee and the Management Committee. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

- 5. Update on the American Recovery and Reinvestment Act of 2009: Arizona Department of Transportation (ADOT) Portion, MAG Sub-Allocation, Transportation Enhancement Portion, and MAG Region Transit Funds

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to both highway and transit agencies in states and metropolitan planning organizations. On March 25, 2009, the MAG Regional Council approved the necessary Transportation Improvement Program (TIP) project changes for ADOT-led freeway projects and MAG regional transit projects that are programmed with ARRA funds. On April 22, 2009, the MAG Regional Council approved the necessary TIP project changes for the majority of the local projects funded with ARRA funds. An update will be provided regarding project development for the MAG sub-allocated transportation ARRA funds, the status of the highway and transit funded ARRA projects, and any new developments.

- 6. Regional Freeway and Highway Program: Proposition 400 Update

At the May meeting, the Committee received an update and presentation on a tentative scenario for bridging the \$6.6 billion gap in the Regional Freeway and Highway Program. The scenario is based upon four principles: (1) identifying key program management strategies that can be implemented based on recent lower construction and right-of-way costs; (2) conducting value engineering for SR-202L/South Mountain and SR-303L to identify potential savings, yet maintain high levels of safety and capacity; (3) carrying forward critical widening projects in the urban core and building out the metropolitan high occupancy vehicle (HOV) system; and (4) deferring select add general purpose lane projects, corridors, and traffic interchanges slated

- 5. Information and discussion.

- 6. Information, discussion, and possible action to provide direction in bridging the \$6.6 billion gap in the Regional Freeway and Highway Program for future incorporation of a tentative scenario into the Regional Transportation Plan 2010 Update.

for later phases of the Regional Transportation Plan to a future phase or when program revenues return. In this presentation, staff will provide the Committee with additional details about the tentative scenario. It includes a project listing of the Regional Freeway and Highway Program projects that identifies the present Regional Transportation Plan action and the proposed action as recommended by this tentative scenario. At the conclusion of the presentation, staff will request Committee comments on the tentative scenario and potential action for direction in bridging the \$6.6 billion gap in the Regional Freeway and Highway Program. Please refer to the enclosed material.

7. Legislative Update

An update will be provided on legislative issues of interest.

7. Information, discussion and possible action.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

May 20, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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|--|---|
| Mayor Steven Berman, Gilbert, Chair | * Eneas Kane, DMB Associates |
| Mayor Marie Lopez Rogers, Avondale,
Vice Chair | * Mark Killian, The Killian Company/Sunny
Mesa, Inc. |
| Councilmember Ron Aames, Peoria | Mayor Jackie Meck, Buckeye
David Scholl |
| # Kent Andrews, Salt River Pima-Maricopa
Indian Community | * Mayor Elaine Scruggs, Glendale
Mayor Scott Smith, Mesa
Mayor Jim Lane, Scottsdale |
| Councilwoman Maria Baier, Phoenix | * Mayor Lyn Truitt, Surprise
Supervisor Max W. Wilson, Maricopa County |
| # Vice Mayor Gail Barney, Queen Creek
Stephen Beard, HDR Engineering Inc. | * Felipe Zubia, State Transportation Board |
| * Dave Berry, Swift Transportation | * Vacant, Citizens Transportation Oversight
Committee |
| * Jed Billings, FNF Construction | |
| Mayor James Cavanaugh, Goodyear | |
| Mayor Boyd Dunn, Chandler | |
| # Mayor Hugh Hallman, Tempe | |
- * Not present
Participated by telephone conference call
+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Steven Berman at 4:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. Chair Berman announced that Vice Mayor Gail Barney, Mayor Hugh Hallman, and Kent Andrews were participating by telephone. Mayor Berman noted that for agenda item #7, the Project Status Report for transportation projects in the MAG region funded by the American Recovery & Reinvestment Act, was at each place.

3. Call to the Audience

Chair Berman stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Berman noted that no public comment cards had been received.

4. Approval of Consent Agenda

Chair Berman stated that agenda items #4A, #4B, and #4C were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Mayor Dunn moved to recommend approval of consent agenda items #4A, #4B, and #4C. Mr. Beard seconded, and the motion carried unanimously.

4A. Approval of the April 15, 2009, Meeting Minutes

The Transportation Policy Committee, by consent, approved the April 15, 2009, meeting minutes.

4B. Fiscal Year (FY) 2009 - Arterial Life Cycle Program Regional Area Road Fund Closeout

The Transportation Policy Committee, by consent, recommended approval of advancing reimbursements from fiscal year (FY) 2012 to FY 2009 in the Arterial Life Cycle Program (ALCP) for the selected Regional Area Road Fund (RARF) Closeout Projects: Queen Creek Road from Arizona Avenue to McQueen Road for \$6.076 million and Lake Pleasant Parkway from Union Hills Drive to Dynamite Road for \$4.793 million, totaling \$10.869 million, and amend the FY 2009 ALCP and Regional Transportation Plan 2007 Update, as necessary. The Regional Area Road Fund (RARF) Closeout Process was established in Section 260 of the Arterial Life Cycle Program (ALCP) Policies and Procedures approved by the MAG Regional Council. A financial analysis of ALCP revenues and expenditures as well as the ALCP bonding program was conducted. After reviewing the output of the analysis, MAG staff recommended that two eligible projects be reimbursed in the FY 2009 ALCP RARF Closeout Process. The MAG Transportation Review Committee and the Management Committee recommended approval.

4C. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program and FY 2009 Arterial Life Cycle Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional

Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was most recently approved by the Regional Council on April 22, 2009. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP that were heard and recommended for approval by the Transportation Review Committee (TRC) are listed in Table A. These include two new projects funded with federal American Recovery and Reinvestment Act (ARRA), and federal aid projects that are requesting to be deferred to a later year in the TIP. The proposed administrative modifications to the FY 2009 ALCP that were heard and recommended for approval by the TRC are listed in Table B, which are reimbursement changes to ALCP projects located in Scottsdale. These funding modifications do not negatively impact ALCP reimbursements in FY 2009, nor increase or decrease overall committed regional reimbursement amounts. Since the TRC met, there were requests to add and modify projects which are noted in Table C and include transportation enhancement projects funded with ARRA funds, local projects funded with ARRA, reprogramming of a project, and other project modifications. On May 13, 2009, the Management Committee recommended approval of Tables A, B, and C. Since the Management Committee meeting, there were additional requests for project changes for federal bridge and ARRA funded projects, which were included in Table D.

5. Development of the FY 2010 Arterial Life Cycle Program

Christina Hopes, MAG Transportation Planner, provided a report on the Arterial Life Cycle Program (ALCP) and the impact on the ALCP resulting from the decrease of the Regional Area Road Fund (RARF) revenue projections, which is the half cent sales tax for transportation. She noted that the ALCP was on the agenda this month for information and discussion only.

Ms. Hopes stated that the ALCP is updated on an annual basis and amendments are made as needed. She noted that the ALCP has been amended four times this year through the MAG committee process with no challenges.

Ms. Hopes stated that staff is looking at staying on schedule for the annual update, which included submission of project updates for inclusion in the ALCP in January and February, review and modification in March and April, a review and possible recommendation for approval by the Transportation Review Committee in May, a review and possible recommendation for approval by the Management Committee and Transportation Policy Committee in June and a review and possible approval by the Regional Council in June. Ms. Hopes noted that upon approval by the Regional Council, ALCP projects eligible for reimbursements in FY 2010 could be reimbursed as of July 1, 2009.

Ms. Hopes stated that the downturn in the economy has negatively impacted the RARF revenue projections by about \$3 billion. She stated that the ALCP is funded by 10.5 percent of the RARF, and this decrease translates to a decrease of about \$330 million to the ALCP over the life of the program (2009-2026).

Ms. Hopes stated that programming and updating the ALCP is guided by the ALCP Policies and Procedures that was approved by the MAG Regional Council, and also provides guidance on how to proceed in case there are a surplus or a deficit of funds. She noted that with surplus funds, projects may be accelerated in priority order, and with a deficit of funds, projects may be delayed in priority order. Ms. Hopes reported that in 2007, the surplus funds policy was utilized, but for FY 2010, the program will be utilizing the deficit policy.

Ms. Hopes stated that in the first draft the FY 2010 ALCP, there were \$97.7 million of projects that would be unfunded, and as a result, four strategies outlined in the ALCP Policies and Procedures were relied on to help balance the program: Coordinating with Lead Agencies on Project Changes, Project Exchanges, Utilizing and Maximizing Federal Funds, and Delaying Project Reimbursements in Priority Order. Ms. Hopes stated that working with member agencies, they were able to reprogram approximately \$99 million of RARF funds to Surface Transportation Program (STP) funds and approximately \$52 million of RARF funds to Congestion Mitigation and Air Quality (CMAQ) funds. She noted that \$22 million in unfunded projects were delayed in priority order to FY 2027.

Chair Berman thanked Ms. Hopes for her presentation. No questions from the Committee were noted.

6. Proposal to Advance the Design and Right of Way for a Portion of the Williams Gateway Freeway

Eric Anderson, MAG Transportation Director, reported that the City of Mesa has requested consideration of its proposal to advance the design and right of way acquisition for the segment of the Williams Gateway Freeway from the Santan Freeway to Ellsworth Road. He said that a request to accelerate the design, right of way and construction of this segment was approved by the MAG Regional Council in January 2009 using the Statewide Transportation Acceleration Needs (STAN) funds that had been allocated to the project in 2006. Mr. Anderson explained that soon after the Regional Council approval, the legislature swept the funds that had been designated for the accelerated project.

Mr. Anderson stated that the City of Mesa is now requesting that only the design and right of way be advanced, which is a total commitment of about \$45 million – approximately \$12 million for design and approximately \$32 million for right of way. Mr. Anderson explained that the City of Mesa has proposed issuing Highway Project Advancement Notes (HPAN), which are secured by the city's excise tax, to fund the accelerated design and right of way, and he added that since Mesa would be issuing the debt, there is no impact on the freeway program's financing capacity. Mr. Anderson stated that Mesa has requested that the \$8 million of advanced right of way funding that is programmed for this project in the Freeway Life Cycle Program for FY 2009 through FY 2012 be used to cover the interest expense on the financing.

Mr. Anderson referenced the onscreen map of the area and noted that the alignment for this segment of Williams Gateway Freeway is set, although alternatives for the alignment in Pinal County are under consideration as part of the environmental assessment process underway and

which is due to be completed in late 2010. He added that although the project may advance through the MAG process this month, actual work probably will not begin until next year when ADOT's environmental work concludes. Chair Berman thanked Mr. Anderson for his presentation. No questions from the Committee were noted.

Vice Chair Lopez Rogers moved to recommend approval of the Mesa request to advance the design and right of way of an interim connection of the Williams Gateway Freeway between the Santan Freeway and Ellsworth Road by approximately three years to be incorporated into the draft FY 2010 to FY 2014 MAG Transportation Improvement Program and the Regional Transportation Plan and that the program funds allocated to the Williams Gateway Freeway for advanced right of way acquisition be used instead to pay for the interest expense associated with the proposed acceleration, and authorize the MAG Executive Director to enter into an agreement with ADOT and Mesa. Councilmember Aames seconded, and the motion carried unanimously.

7. Update on the American Recovery and Reinvestment Act of 2009: Arizona Department of Transportation (ADOT) Portion, MAG Sub-Allocation, Transportation Enhancement Portion, and MAG Region Transit Funds

Eileen Yazzie, MAG Transportation Program Manager, noted that the Regional Council requested that staff produce a monthly status report on the projects funded by the MAG sub-allocated portion of the American Recovery and Reinvestment Act (ARRA). She said that the first iteration of the report was at each place and noted that the report will continue to evolve and expand. Ms. Yazzie stated that the report includes project development status, Regional Council approval dates, steps required by the federal agencies, and the obligation, advertisement, construction, and closing out of the projects. She requested input on the report from the Committee.

Mr. Anderson stated that the first project listed, Verrado to Sarival, was allocated \$43 million. He noted that the bid came in at \$26 million, including contingency, and this significant cost savings means that ADOT will be moving down the prioritized list of projects. Mr. Anderson stated that the next project on the list is SR-85, at a cost of \$20 million.

Mr. Beard suggested including subtotals of the federal funds allocated and the status of the amounts committed and uncommitted. Ms. Yazzie asked for clarification on a preference for indicating if the project was ADOT led or locally led. Mr. Beard replied that his main interest was showing how the funds are allocated.

Mayor Dunn asked if the report would include information on projects that might be lagging. He commented that the region does not want to lose the full federal stimulus funding. Ms. Yazzie replied that the deadline dates would be included in the next status report. She said that if a project is not obligated by November 30, 2009, action by the Transportation Policy Committee and Regional Council would be needed.

8. Transportation Planning Update - Proposition 400 Regional Freeway Program

Mr. Anderson stated that since the presentation on this topic in February 2009, staff has been working on costs and options to address funding shortfalls in the Regional Freeway Program. He said that staff would present tonight the findings and the beginnings of a possible strategy to deal with the program funding shortfall. He stated that the original budget for the Regional Transportation Plan was approximately \$9.4 billion, and the current cost estimate by ADOT is approximately \$15.9 billion. Mr. Anderson stated that projects already obligated or that will obligate through FY 2010 total approximately \$2.7 billion, and the approximate cost for completing the Regional Freeway Program from FY 2011 to the end of the program is approximately \$13.2 billion, which leaves a projected deficit of \$6.6 billion. He noted that the available funding for the balance of the Regional Freeway Program, which includes the half cent sales tax, ADOT, and federal funds, is approximately \$6.6 billion. Mr. Anderson advised that the sales tax report for April 2009 was received on Friday, and it was the worst month to date – revenue was down 17.8 percent compared to April 2008. He commented that they are being optimistic that the downward trend has bottomed out. Mr. Anderson stated that year to date revenue for the first ten months of FY 2009 was down 13.1 percent compared to FY 2008. He stated that if that trend continues to the end of the year, actual revenue will be \$50 million under the ADOT projection of approximately \$380 million for this fiscal year. Mr. Anderson stated that the challenges facing ADOT will be presented under the Legislative Update agenda item.

Mr. Anderson stated that the presentation tonight would focus on the \$6.6 billion deficit and some of the options to address the deficit that staff has drafted. He requested feedback and suggestions on other areas that the TPC would like to research. Mr. Anderson stated that staff would like to come back with a draft plan in June or perhaps July for the Committee's consideration.

Bob Hazlett, MAG Senior Engineer, continued the presentation. He asked members to keep in mind the \$6.6 billion deficit as the presentation progressed. Mr. Hazlett stated that over the past few months, staff has been trying to find a way to mitigate the sales tax deficit. In January 2009, three scenarios were presented – Trend Line (stay the course and extend the program), Maintain Budget (build projects with the funds available), and Blend.

Mr. Hazlett explained that MAG staff met with ADOT staff and management consultant teams, facilitated a peer review of the Central corridor area, and made suggestions to ADOT to see if there could be any cost savings from any of the ideas they had developed. Mr. Hazlett stated that they moved toward a tentative scenario of very draft ideas for the TPC to discuss and provide guidance on whether staff is moving in the right direction.

Mr. Hazlett explained that they took the four main strategies of management strategies, value engineering, deferrals, and staying the course, as ways to deal with the deficit in the Regional Freeway Program. With management strategies, they looked at construction, right of way, and systemwide costs. With value engineering, they looked at two specific corridors, the South Mountain and Loop 303, and tried to identify if there could be some cost savings. Mr. Hazlett stated that with deferrals, they realized that even with some cost savings, some project timelines

could be pushed out. He noted that they tried to remain consistent with the Regional Transportation Plan priorities, and most of the deferral candidates were Phase IV projects. Mr. Hazlett stated that with the rising gasoline prices, they looked wherever they could to advance the HOV lane system. With staying the course, Mr. Hazlett noted that there are a number of projects that will stay on schedule.

Mr. Hazlett stated that recent construction project bids and right of way costs on the Regional Freeway System seem to be decreasing. He said that they took an overall ten percent reduction on construction and right of way costs, and added that they did not use a higher number because they needed to consider that this would apply to the next 15 years. He explained that historically, ADOT would estimate the right of way cost and apply a contingency to take care of things like relocation and court costs. Mr. Hazlett stated that the contingency used to be 40 percent, but with the real estate boom between 2005 and 2007, ADOT increased contingency to 50 percent. He said that with the downturn in the real estate market, they asked ADOT to reduce the right of way cost estimates by seven percent for projects after FY 2011, and return the contingency back to 40 percent. He said that this could result in a savings of \$2.8 billion in terms of right of way on the Regional Freeway System.

Mr. Hazlett advised that systemwide costs in the Regional Transportation Plan totaled \$1 billion and ADOT estimates the amount will be \$1.5 billion. He said that systemwide costs include such things as the management consultants, freeway service patrol, the freeway management system, and the Don't Trash Arizona program. They asked that systemwide costs be held to the budgets originally identified in the Regional Transportation Plan.

Mr. Hazlett then addressed value engineering on the South Mountain Freeway, which is one of the most critical corridors in the Regional Transportation Plan. He said that the original estimate in the Regional Transportation Plan was approximately \$1.1 billion and the current estimate is about \$2.5 billion. Mr. Hazlett noted options that were presented to the Committee in January – to continue with current plans as a freeway or consider a narrower footprint or parkway. He said that the results of traffic demand modeling indicated that the South Mountain wants to behave like a freeway. Mr. Hazlett stated that if the South Mountain could not be built as a parkway, they considered what could be done to trim costs. They focused on segments eight and nine, which were the most expensive elements of the corridor. Mr. Hazlett stated that they suggested moving the alignment to 59th Avenue, reconfiguring the ramps, and building it like the Price Freeway was constructed. He stated that the way it is currently designed affects the service traffic interchanges on I-10 from 75th Avenue to 43rd Avenue, and with the 59th Avenue alignment, there would be less of an impact to I-10. Mr. Hazlett indicated that this change represents a cost savings of approximately \$130 million. He said that they have requested input from the City of Phoenix on this option, and Phoenix has indicated no objections with a 59th Avenue alignment.

Mr. Hazlett stated that another element on the South Mountain was the cross section and why it was so wide. The original intent was to construct the South Mountain as six lanes, and ultimately widen it to ten lanes, with outside/inside widening, contrary to Proposition 300 practice. Mr. Hazlett stated that if the manner of construction returned to how it was done in Proposition 300,

it would help along Pecos Road. He stated that ADOT already owns about 95 percent of the right of way along Pecos Road to build the Proposition 300 cross section. He advised that there are some pinch points where some properties were allowed to encroach into the area, but the Pecos Road option could reduce the housing takes in Ahwatukee by about two-thirds. Mr. Hazlett stated that in terms of savings, using the 59th Avenue alignment would save about \$128 million, the Proposition 300 cross section could save approximately \$105 million, lower right of way and construction costs could save about \$204 million, and other value engineering could save about \$132 million. He noted that the cost could be reduced to about \$1.9 billion, which includes HOV lanes for the entire corridor, versus the ADOT identified cost of \$2.5 billion. Mr. Hazlett stated that another \$65 million could be saved if HOV lanes were not included.

Mr. Hazlett addressed Loop 303. He said that the original cost estimate in the Regional Transportation Plan was \$1.4 billion, and the current estimate is approximately \$3.1 billion. Mr. Hazlett explained two key interchanges planned on Loop 303, at US-60 and at I-10. He stated that the original design for the interchange at US-60 is a stack SPUI, with ramps on both sides of Grand Avenue, and the left turning movements would be at the traffic signals under the decks. Mr. Hazlett also noted that the BNSF railroad would be located within the traffic interchange footprint. He stated that as proposed, the cost for the interchange at US-60 is about \$200 million. Mr. Hazlett stated that as part of an access management study by MAG and the City of Surprise on US-60 that is underway, they looked at other options due to concerns of the City of Surprise for the intersection of 163rd Avenue. He stated that they looked at a partial cloverleaf design, and a traffic analysis showed that this design will carry traffic at a quite acceptable level of service, approximately Level D, through the year 2030. Mr. Hazlett stated that they asked ADOT to revisit this, and he noted that going to this design could save approximately \$150 million.

Mr. Hazlett addressed the proposed system traffic interchange of Loop 303 with I-10. He said that the interchange on I-10 would extend to Bullard Road to the east and Perryville Road to the west; the interchange on Loop 303 would extend to Thomas Road on the north and to Van Buren Street to the south. Mr. Hazlett stated that the cost to build this system traffic interchange is about \$760 million, and represents 53.5 percent of the cost to build all of Loop 303 identified in the Regional Transportation Plan from MC-85 to I-17. Mr. Hazlett advised that the last big system interchange, the SuperRedTan, cost \$280 million, and cost of the Loop 303/I-10 system interchange exceeds that by \$500 million.

Mr. Hazlett addressed some of the anticipated savings on the Loop 303 corridor, which include simplifying the interchange with I-10 at a cost savings of about \$370 million and potentially deferring the construction of the MC-85 to I-10 segment at a cost savings of \$240 million. He stated that this could reduce the cost to \$2 billion from \$3 billion.

Mr. Hazlett addressed potential deferrals. He noted that SR-801 is a Phase IV project that connects to Loop 303 by the MC-85 to I-10 segment. Mr. Hazlett stated that another potential deferral is SR-802 between Ellsworth and Meridian. He reported that currently, there is no funding in Pinal County for this corridor. Mr. Hazlett stated that adding general purpose lanes on other freeways located throughout the entire valley might be considered for deferral. He advised that the HOV

lanes would still be included in this plan and not deferred. Mr. Hazlett stated that another potential deferral could be the direct HOV ramp connections at I-10 and Loop 101, and I-17 and Loop 101.

Mr. Hazlett stated that the Durango Loop of I-17 between the Split and the Stack is nearing the end of its service life, and funds perhaps could be shifted to this area to make it a more cohesive project. He commented on leaving in the traffic interchange for west Sky Harbor access, and added that security has plans for plazas along Sky Harbor Boulevard to better control traffic at the airport.

Mr. Hazlett recalled the \$6.6 billion deficit mentioned at the beginning of the presentation. He stated that with the savings he described on the South Mountain and Loop 303 corridors, deferring new freeway segments, general purpose lanes, and direct HOV ramps and traffic interchanges, lower right of way contingency and construction costs, and reducing systemwide costs, the net savings to the program are approximately \$6.6 billion, which matches up with the program deficit. Chair Berman asked members if they had any questions.

Councilmember Aames stated that interchanges are the points where congestion occurs on freeways. He asked Mr. Hazlett if he felt the revised type of interchange at Loop 303 and I-10 could handle the same amount of traffic as the original design. Mr. Hazlett responded that based on their experience and information they are seeing, there are alternative geometries that could be considered at this location. He stated that the type of geometry will take a concerted value engineering analysis, and ADOT is launching this effort on June 2nd. Mr. Hazlett stated that they have noticed that design speeds for ramps on this type of interchange are the same as freeway mainlines – about 55 miles per hour – and allow drivers to move safely and efficiently between corridors. Mr. Hazlett stated that the question is whether you want people to be aware they are changing freeways. He added that the ramps could go to a lower design speed, which is a safe speed to operate and still save on right of way costs.

Councilmember Aames asked if there would be a lower level of service and more congestion. Mr. Hazlett replied that this traffic interchange is operating at a very good level of service, the C or D range.

Mr. Anderson noted that not only do MAG and ADOT have to agree, but also the local and federal offices of the Federal Highway Administration (FHWA). He advised that FHWA is concerned about this interchange because it is a connection to the interstate system. Mr. Anderson stated that congestion on these types of system interchanges in the Valley is not necessarily the function of the ramp design, but that the ramp is not long enough. He stated that on the SuperRedTan, the lanes extend one mile before they drop. Mr. Anderson stated that short merges at the Loop 101 to Loop 202 interchange at the Stack and on the old system interchanges cause problems. Mr. Anderson stated that a lot of work is still needed on this, but he thought a cost of three-quarters of a billion dollars for one project was difficult to accept. He expressed that he found it hard to believe that options could not be found to significantly reduce the cost.

Councilmember Aames asked for clarification of the projects on Grand Avenue in Phase IV. Mr. Hazlett replied that the Phase IV projects are mainly grade separations and traffic interchanges.

Supervisor Wilson stated that he understood the concept to reduce costs because it is relevant to building houses; if a house is built with two-by-threes instead of two-by-fours, or drywall instead of plaster, the cost is less. However, the Loop 303 project takes care of growth for fifty-plus years, and he thought the option of building it less expensive should be approached with caution. Supervisor Wilson added that with the downturn in the economy, this is the time to build and save the most while the costs are down. He asked Mr. Hazlett if he agreed. Mr. Hazlett stated that a lot of tradeoffs will need to be considered. He noted that there are certain published design guidelines and standards identified for building roadways. Mr. Hazlett stated that staff does not advocate for going to the minimum, but is asking if some of the costs could be pared down to more meet the budget for the entire Regional Freeway System. Mr. Hazlett stated that significant amounts of money can be saved by decreasing the construction cost by ten percent and the right of way cost by seven percent. Mr. Hazlett expressed his agreement with Supervisor Wilson's statement about this being a favorable time to build, and he added that he thought it would take both cost decreases and a favorable bid situation to balance the program.

Mr. Anderson said that this is similar to saying not to buy a five bedroom house with a pool right now, but maybe buy just the house and buy the pool later. He stated that the analysis of the interchange at Loop 303 and US-60 shows that the interim option provides a good level of service to 2030. Mr. Anderson stated that with the interchange at Loop 303 and I-10, a look at other options to provide the same level of service needs to be taken. He commented that there are features in this design that perhaps could be staged, and he noted that the SuperRedTan was built in three or four phases. Mr. Anderson stated that these are the types of things that will be discussed in the next few weeks. He added that additional revenue could be forthcoming and federal strategies have not yet been discussed.

Supervisor Wilson stated that Maricopa County built a bridge at Sun City and Grand Avenue. He commented that they laid out the plan and sold it to the residents so they would know what to expect. Supervisor Wilson expressed concern that some of the residents could be confused if the design changed, and he did not want to risk safety or endurance.

Mr. Smith recalled the crisis in funding Proposition 300 when ADOT sent a letter to the City of Tempe promising tunnels on US-60 and the program had no money. He said that a Motorola engineer came to ADOT with an idea that looked similar to this. The option ended up being built and saved ADOT a lot of money. Mr. Smith stated that drivers do have to slow down on this type of ramp, but they work, and the Price Freeway and US-60 carry a significant amount of traffic. He stated that this is a matter of a tradeoff: Will MAG consider options like this or let projects slide? Mr. Smith stated that this is a policy decision, and it is not a matter of whether you like it, but whether it provides an acceptable level of service.

Mr. Hazlett noted that ADOT just built an interchange with this configuration at the Carefree Highway and I-17 that was presented to the TPC as a potential interim design for Loop 303 at US-60.

Mayor Dunn stated that discussions are about cost and design changes, not decreasing safety or building something that will not last. He agreed with Supervisor Wilson's statement that if the design is changed, the public needs to be convinced. Mayor Dunn stated that he liked what he was hearing about the South Mountain in terms of cost. He said that a parkway option was included in the savings estimate, and he commented that the residents of Ahwatukee are concerned about traffic backups with a parkway. Mayor Dunn stated that some residents do not want a freeway, and those who do want a freeway want efficiency. He brought up that there are also noise mitigation issues. Mayor Dunn stated that there will be a process to follow if a different design is chosen, and communication to the citizens that the design is workable will be needed.

Mayor Cavanaugh stated that the term deferral is disconcerting to everyone. The only way to respond to the deferral issue is to provide citizens with a set deferral point, such as the project will be delayed until funding is available. He stated that this needs to be communicated to citizens and has to be a part of the process. Mayor Cavanaugh clarified that the segment of Loop 303 from I-10 to SR-801 is a Phase III project, not a Phase IV project, and is a significant deferral. Mayor Cavanaugh asked if there was a possibility of having an interim roadway with right of way acquired for a future freeway, not necessarily a parkway, but an interim roadway to move people.

Mr. Hazlett stated that Mayor Cavanaugh's suggestion could be looked at, and he noted that even if a project is deferred, it is still a part of the Regional Transportation Plan. He said that there is still demand for the SR-801 corridor.

Mr. Anderson stated that an analysis was done on how far the program would need to be extended for completion, and he said that they feel deferred projects could be built by 2030. He stated that this assumes a continuation of the sales tax and costs.

Mr. Anderson clarified that the cost for the South Mountain given by Mr. Hazlett assumes an eight-lane freeway, three general purpose lanes and one HOV lane in each direction. He stated that the analysis shows a parkway concept has some favorable attributes, but for carrying capacity, they feel the resources are available to build a freeway if the cost is in the \$1.9 billion to \$2 billion range. Mr. Anderson advised that FHWA has expressed concern for safety issues associated with people not recognizing that a full freeway coming onto a parkway facility. He stated that options are still being considered, but at this point, the narrower footprint avoids a number of house takings in Ahwatukee, and staff thinks it might be a better solution than a parkway.

Mayor Dunn expressed appreciation for the clarification, and noted that the concept of a parkway is still out there. He stated that this design is more of an urban-like freeway with a wall effect than a landscape effect. Mayor Dunn stated that people will need to be informed that it will not look the same as a freeway with landscaping and setbacks.

Mr. Anderson noted that environmental analysis typically clears the maximum right of way that will be needed for a facility.

Mayor Smith commended staff for incorporating all of the changes that have been discussed over the past few TPC meetings. He said that some suggestions might not please everyone, but they deal with the reality that we will not get the system we envisioned due to lower revenue. Mayor Smith remarked that it is still MAG's responsibility to provide as much of the Regional Transportation Plan as possible. Mayor Smith stated that homes in the Valley used to be built with two-by-sixes, and now are mostly built with two-by-fours. He said that two-by-fours are the standard – they are functional and very safe. Mayor Smith stated that he thought the current plan for the Regional Freeway System was a two-by-six and the region could get by with a two-by-four, which would be efficient and provide what the public expects. Mayor Smith stated that the 59th Avenue alignment option for the South Mountain Freeway is a great way to think and that we should think like that every day regardless of whether there is a financial crisis. Mayor Smith commended staff for the creative and wide variety of solutions to try to get as much of a regional transportation system as possible.

Councilwoman Baier expressed her agreement with Mayor Smith's comments on the information that was presented. She said that it was helpful, thorough, and innovative. Councilwoman Baier stated that the Phoenix City Council will hold a work study session on the South Mountain in June, and some of this information will be presented to the Council, residents, and interested parties. She said that Phoenix would provide the date and time of the session to ensure the information is circulated. Councilwoman Baier stated that Councilman DiCiccio meets frequently with residents regarding the South Mountain corridor, and she thought the reaction of the residents would soon be known.

Mr. Scholl thanked staff for all of the information. He stated that deferrals could take advantage of increased revenue as the economy improves, but if alternative approaches are chosen, the option to revert to the original plan may no longer be feasible. Mr. Scholl asked if a list of point-of-no-return recommendations could be drafted and provided to the Committee.

Vice Chair Lopez Rogers expressed her appreciation for looking at cost savings, which is critical to the program, and for looking outside the box. She asked if the Committee would receive a copy of the presentation given by Mr. Hazlett. Mr. Anderson noted that the presentation had been posted on the MAG Web site. Vice Chair Lopez Rogers asked the timeline and for clarification of members of the Central Phoenix peer review group. Mr. Anderson responded that the peer review group consisted of John Conrad, former Washington Department of Transportation State Engineer; Mike Falini, Wilson & Company and developer of the SPU interchange design; and Jack Lettiere, former commissioner with the New Jersey Department of Transportation and Executive Director for the New Jersey Transit. He said that the Group issued a draft report for MAG in March 2009, from which a lot of concepts were taken for the presentation. Mr. Anderson stated that the Group's report would be transmitted to the Committee upon finalization. He then responded to the question about the timeline by saying that input received tonight and at the next Committee meeting would be converted to a draft program for the TPC's consideration. Mr. Anderson noted that this timeline could be extended if needed. He said that this is an important process and it is important to ensure it is done right, rather than done quickly. Mr. Anderson stated that he thought most questions could be answered because a great deal of data is available and a lot of analyses has been done. He stated

that MAG had a lot of cooperation with ADOT and the management consultants have done a good job. Mr. Anderson indicated that staff and the consultants had intense discussions on a number of issues due to doing things differently because of the financial crisis. He expressed his agreement with Mayor Smith's comments that there are some things we will want to do on a daily basis, and we need to be front and center during the project development process. Mr. Anderson stated that we might be able to do value engineering early in the process.

Vice Chair Lopez Rogers asked for clarification of changes to the Plan through the MAG committee process. Mr. Anderson replied that the typical committee process would parallel the process used to develop the Regional Transportation Plan. He said that the TPC is where the discussions take place, then have a similar presentation at the Regional Council, then a presentation to the Management Committee and a fresh round of presentations and input by the TPC.

Vice Chair Lopez Rogers expressed concern for the SR-801 alignment because they are working through their general plan and the location of the alignment is crucial.

9. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, reported that, similar to last year, a shortfall in the Highway Trust Fund is projected to occur in September 2009. He said that this might require an injection of funding of approximately \$4 billion, perhaps from the general fund. Mr. Pryor stated that a similar situation is foreseen for the next fiscal year, and there is the possibility that the FY 2009 and FY 2010 budgets may be fixed together.

Mr. Pryor stated that the Congressional Budget Office baseline for the transportation trust fund shows flat growth for the next ten years, and there should not be an expectation of receiving large amounts of funding. He stated that a \$1 billion increase in highway funding and a one percent increase for mass transit programs are anticipated for FY 2010.

Mr. Pryor noted that the White House Corporate Average Fuel Economy Standards were increased this week, to increase fuel economy and to reduce greenhouse gases by 30 percent by 2016. He noted that as cars become more fuel efficient, the less gas is pumped and the less tax revenue is collected. Mr. Pryor advised that the standards could result in a reduction of Highway Trust Fund revenue by \$2.1 billion by 2017.

Mr. Pryor stated that reauthorization, which is set to expire September 30, 2009, may not see reenactment until next year or even for two years.

Mr. Pryor stated that a part of the American Recovery and Reinvestment Act (ARRA) includes about \$1.5 billion nationally in Transportation Investment Generating Economic Recovery (TIGER) Grants. He reported that the guidelines were released last week and are posted on the MAG Web site. In addition, the information was sent to the Management Committee and Intergovernmental Representatives. Mr. Pryor stated that he understands the government is looking

for large projects and the minimum project size is \$20 million. He added that staff has heard that multimodal projects will score well. Mr. Pryor noted that applications are due September 15, 2009.

Mr. Pryor stated that approximately \$8 billion was set aside in the ARRA funds for high speed rail, and in the next five years, this amount is expected to grow to \$13 billion. He reported that Transportation Secretary LaHood has stated there is an opportunity for those along the existing corridor to participate in funding discussions. Mr. Pryor stated that the question was raised what if you are not on a corridor? He explained that there was an opportunity to participate when the map was created in the 1990s, but that window of opportunity closed. Mr. Pryor stated that Secretary LaHood indicated they will convene meetings to open up the discussion and there is an opportunity to be included on the map. Mr. Pryor displayed a map that staff put together of high speed rail that includes the Intermountain West. He reported that staff will attend a meeting on June 2, 2009, in Salt Lake City with Intermountain West cities to discuss this further. In addition, a meeting will take place on June 3, 2009, in Washington, DC, to address the same issue.

Councilmember Aames asked if high speed rail included commuter rail. Mr. Pryor replied that it is mostly intercity rail.

Mr. Anderson stated that he heard that Amtrak was considering reinstating passenger rail service to Phoenix, which would be a big step forward in the intercity rail component. He mentioned that they also might reactivate the Yuma branch line, which could be a boon to the West Valley if the Union Pacific brings in freight.

Eric Anderson provided an update on the impact of state budget issues on ADOT. Mr. Anderson stated that more than \$295 million in transportation funds have been transferred from ADOT to address the FY 2009 state general fund budget deficit. Mr. Anderson stated that this includes the \$104 million sweep of STAN funds, of which \$94 million came out of the MAG region. He said that he understands that there will be a transfer of \$167 million from ADOT to balance the FY 2010 budget. Mr. Anderson advised that ADOT has done all it can to reduce costs and they are now to head count reductions.

Mr. Anderson stated that ADOT is in a unique position because it is funded by Highway User Revenue Fund (HURF). He advised that the HURF revenue is about the same as it was five years ago, and it is running about eight percent below forecasts. Mr. Anderson stated that this translates to a reduction of approximately \$125 million, half of which affects ADOT. He commented that FY 2010 does not look like it will be much better.

Mr. Anderson displayed a chart of the State Highway Fund low cash balances, which John Halikowski has been showing in his presentations. He noted that there were many months with cash balances below zero. Mr. Anderson explained that ADOT had about \$60 million in Board Funding Obligations – funds borrowed from the State Treasurer – which ADOT was using as their working capital. He advised that the State Treasurer called those bonds last month and ADOT no longer has those funds to use. Mr. Anderson stated that ADOT is in a significant, poor financial situation, but they think they can manage because they have some reserve funds. He said that

ADOT will be looking at some changes, such as the way they reimburse contractors. Mr. Anderson explained that ADOT has to front the money and then be reimbursed by the federal government. He commented that ADOT is trying to deliver the largest program in its history at the same time as the its budget being cut. Mr. Anderson expressed that ADOT will not be able to deliver projects unless this is addressed.

Mr. Anderson stated that staff understands that the draft 2010 budget has a provision that removes the statutory cap on the amount of the State Highway Fund permitted to be transferred to the Department of Public Safety. He commented that this has been violated continuously over the years. Mr. Anderson expressed that staff is very concerned about this because MAG depends on ADOT funds for the MAG program. He expressed that MAG staff was grateful to ADOT for making them aware of the situation. Mr. Anderson added that this probably will not affect MAG's ability to deliver the program, but could affect maintenance programs and hours at the Motor Vehicle Division, and close ADOT offices.

Mr. Smith noted that this was Chair Berman's last TPC meeting. He expressed appreciation on behalf of MAG staff to Chair Berman for his service to transportation in the MAG region.

Mayor Dunn expressed his appreciation to Chair Berman for his leadership on the TPC.

The TPC and meeting attendees applauded Chair Berman.

Chair Berman thanked everyone and said that it had been a pleasure participating on the TPC.

There being no further business, the meeting adjourned at 5:55 p.m.

Chair

Secretary

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

DATE:

June 9, 2009

SUBJECT:

Draft Fiscal Year (FY) 2010 Arterial Life Cycle Program (ALCP)

SUMMARY:

A.R.S. 28-6352 (B) requires MAG to develop a budgeting process that ensures that the costs for the arterial program do not exceed available revenues from the regional sales tax extension and MAG federal funds.

The Arterial Life Cycle Program (ALCP) provides a listing of 93 of the original 94 Regional Transportation Plan (RTP) arterial projects and maintains the fiscal constraint of the life cycle program over the remaining 20-year life cycle of the sales tax. The projects follow the priorities established in the Regional Transportation Plan (RTP). In some cases, projects are advanced, deleted, deferred, exchanged, or substituted per the ALCP Policies and Procedures. The ALCP represents a program that is fiscally balanced for each year.

As part of the ALCP process, Lead Agencies are required to update ALCP Projects at least once a year and MAG staff produce a new ALCP reflecting the Project updates. While developing the Draft FY 2010 ALCP, participating Lead Agencies submitted project information for all ALCP Projects following the process and deadlines established in the Transportation Programming Guidebook. MAG staff has programmed the Draft FY 2010 ALCP using this project information and the projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds.

Per the ALCP Policies and Procedures approved on April 22, 2009, regional reimbursements are adjusted during the annual update process using the United States Consumer Price Index (CPI), All Urban Consumers – West Region All Items (CUUR0400SA0). The inflation rate from 2008\$ to 2009\$ was -0.538%. The Draft FY 2010 ALCP includes the deflated reimbursement amounts. MAG staff also deflated the local and regional reimbursement amounts for the ALCP Projects listed in the FY 2010-2014 Transportation Improvement Program (TIP) Draft, which will be presented at the December meeting of the Transportation Review Committee.

The Draft FY 2010 ALCP confirms the Project schedules for MAG and jurisdictions to move forward on Project Overviews, Project Agreements, and Project Reimbursement Requests for FY 2010 Projects.

The attached documents include (1) a memorandum addressing the FY 2010 Arterial Life Cycle Program; (2) the Draft FY 2010 ALCP and legend; (3) a listing of project changes from FY 2009 to FY 2010, which were incorporated into the Draft ALCP; (4) an overview of the MAG Implementation Studies funded in ALCP.

PUBLIC INPUT:

There was no public comment at the May 28, 2009, Transportation Review Committee or the June 10, 2009, Management Committee meetings.

PROS & CONS:

PROS: An approved Draft FY 2010 ALCP meets the legal requirement of MAG for the arterial street component of the RTP. The approved Draft FY 2010 ALCP will allow jurisdictions and MAG to complete Project Overviews, enter into Project Agreements and allow Lead Agencies to receive regional reimbursements for FY 2010 ALCP Projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will have a current Life Cycle budget for the arterial portion of Proposition 400, which totals about \$1.78 billion. This information will be also reflected in the MAG FY 2010-2014 TIP.

POLICY: A.R.S. 28-6352 (B) requires that MAG develop a budgeting process for the arterial street component of the RTP.

ACTION NEEDED:

Recommend approval of the Draft FY 2010 Arterial Life Cycle Program contingent on a new Finding of Conformity for the amendment to the Regional Transportation Plan 2010 Update and FY 2010-2014 MAG Transportation Improvement Program, which will be finalized in January 2010.

PRIOR COMMITTEE ACTIONS:

On June 10, 2009, the MAG Management Committee recommended approval of the Draft FY 2010 Arterial Life Cycle Program contingent on a new Finding of Conformity for the amendment to the Regional Transportation Plan 2010 Update and FY 2010-2014 MAG Transportation Improvement Program, which will be finalized in January 2010.

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- Mark Pentz, Chandler, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- David Johnson for Jeanine Guy, Buckeye
- * Gary Neiss, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- George Pettit, Gilbert
- Jessica Blazina for Ed Beasley, Glendale
- Romina Korke for John Fischbach, Goodyear
- RoseMary Arellano, Guadalupe

- Sonny Culbreth for Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Frank Fairbanks, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- John Little, Scottsdale
- Michael Celaya for Randy Oliver, Surprise
- Charlie Meyer, Tempe
- Chris Hagen for Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- Steve Hull for John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa County
- Bryan Jungwirth for David Boggs, Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

The Transportation Review Committee voted to recommend approval of the inclusion of the project scope change for Sonoran Parkway into the Draft FY 2010 Arterial Life Cycle Program on May 28, 2009. In addition, the Transportation Review Committee voted to recommend approval of the Draft FY 2009 Arterial Life Cycle Program (ALCP)

MEMBERS ATTENDING

- | | |
|--|--|
| Peoria: David Moody | Mesa: Scott Butler |
| * ADOT: Floyd Roehrich | Paradise Valley: Bill Mead for Robert M. Cicarelli |
| Avondale: David Fitzhugh | Phoenix: Ed Zuercher |
| Buckeye: Scott Lowe | Queen Creek: Mark Young |
| Chandler: Patrice Kraus | RPTA: Bryan Jungwirth |
| El Mirage: Pat Dennis for Lance Calvert | Scottsdale: Dave Meinhart for Mary O'Connor |
| * Fountain Hills: Randy Harrel | Surprise: Randy Overmyer |
| * Gila Bend: Rick Buss | Tempe: Carlos de Leon for Chris Salomone |
| * Gila River: Doug Torres | Valley Metro Rail: John Farry |
| Gilbert: Michelle Gramley for Tami Ryall | Wickenburg: Gary Edwards |
| Glendale: Terry Johnson | Youngtown: Grant Anderson for Lloyce Robinson |
| Goodyear: Cato Esquivel | |
| Guadalupe: Gino Turrubiarres | |
| Litchfield Park: Mike Cartsonis | |
| Maricopa County: John Hauskins | |

EX-OFFICIO MEMBERS ATTENDING

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

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

The Street Committee voted to recommend the deletion of the Scottsdale Airpark Tunnel from the ALCP and the substitution of the Scottsdale Airpark Capacity Improvement projects in the Draft FY 2010 Arterial Life Cycle Program (ALCP) on May 12, 2009. The Street Committee also recommended the inclusion of the change in project scope for the Sonoran Parkway contingent on an additional presentation to the Transportation Review Committee that addressed (1) why the original project was deemed not feasible as well as the feasibility of the proposed project; (2) the intent of interim and final project; (3) alignment connectivity, particularly in regards to with Dove Valley Rd and Interstate 17; and, (4) how the proposed project would reduce congestion, particularly with the in light of the decreased scope of the project.

MEMBERS ATTENDING

- | | |
|--|-------------------------------------|
| * Darryl Crossman, Litchfield Park, Chairman | Kurt Sharp, Gilbert |
| Lupe Harriger, ADOT | Wade Ansell, Glendale |
| Charles Andrews, Avondale | Hugh Bigalk, Goodyear |
| Jose Heredia, Buckeye | * Jim Ricker, Guadalupe |
| Bob Bortfield for Dan Cook, Chandler | * Chris Plumb, Maricopa County |
| * Lance Calvert, El Mirage | Ken Hall, Mesa |
| Devi Samudrala, Gila River Indian Community | Andrew Cooper, Jr., Paradise Valley |
| | Chris Kmetty, Peoria |

Briana Leon, Phoenix for
Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa
Indian Community.
David Meinhart, Scottsdale

Robert Maki, Surprise
Shelly Seyler, Tempe
* Jason Earp, Tolleson
Grant Anderson for Mark Hannah, Youngtown

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

CONTACT PERSON:

Christina Hopes, Transportation Planner II, 602.254.6300, chopes@mag.maricopa.gov

June 9, 2009

TO: Members of the Transportation Policy Committee

FROM: Christina Hopes, Transportation Planner II

SUBJECT: DRAFT FISCAL YEAR 2010 ARTERIAL LIFE CYCLE PROGRAM

The DRAFT Fiscal Year 2010 (FY 2010) Arterial Life Cycle Program (ALCP) contains the 93 of the original 94 Regional Transportation Plan (RTP) arterial projects, reflects the most current project information, and maintains the fiscally constraint of the life cycle program.

The ALCP Policies and Procedures approved on April 22, 2009, state that regional reimbursements will be adjusted using the United States Consumer Price Index (CPI), All Urban Consumers – West Region All Items (CUUR0400SA0). The inflation rate from 2008\$ to 2009\$ was -0.538%. MAG staff have also deflated the local and regional reimbursement amounts for the ALCP Projects listed in the FY 2010-2014 Transportation Improvement Program (TIP), which will be presented at the January meeting of the Management Committee.

The FY 2009 and FY 2010 reimbursement amounts will be adjusted before the approval of the Draft FY 2010 ALCP by the Regional Council depending on reimbursement requests submitted to MAG by June 1, 2009. The attached table identifies project changes from FY 2009 to FY 2010 in the ALCP. The most notable change in the reprogramming of Sonoran Parkway project and the Scottsdale Airpark Tunnel, which includes the deletion of the tunnel and inclusion of capacity improvement projects near the airpark.

The Draft FY 2010 Arterial Life Cycle Program (ALCP) is attached for your review. The regional reimbursements are listed by work phase, expressed in millions, and are rounded to the nearest thousand. The remaining regional budget is listed next to the project's RTP ID. The ALCP contains a number of abbreviations and acronyms, which are summarized on the attached program legend.

For further information or questions, please contact me at chopes@mag.maricopa.gov or at 602-254-6300.

DRAFT FY 2010 ARTERIAL LIFE CYCLE PROGRAM: MAG IMPLEMENTATION STUDIES

According to House Bill 2546, 10.5 percent of Regional Area Road Funds (RARF) collected is to be allocated to arterial streets, including capital expenses and implementation studies. As established in the MAG Regional Transportation Plan approved in 2003, 0.3 percent of RARF funds are allocated for planning studies for the region. Implementation studies are conducted by MAG and approved in the MAG Unified Planning Work Program (UPWP).

TABLE 1
Expenditures and Forecasted RARF Revenues

Fiscal Year	Expended/ Forecasted	RARF Revenue (millions 2008\$)	Regional Budget (2009\$)
2006	Expended	367.2	n/a
2007		391.0	0.020
2008		380.1	0.000
2009		345.700	1.676
2010	Forecasted	350.900	3.639
2011		368.400	1.337
2012		396.000	1.437
2013		427.700	1.552
2014		461.200	1.673

The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived from the ADOT RARF Revenue Forecasts published annually. The remaining regional budget for the implementation studies fluctuates concurrently with the forecasts. Therefore, the amount of funding published in the Arterial Life Cycle Program may vary by fiscal year.

Table 1 displays the RARF Revenue Forecast published by the Arizona Department of Transportation in the spring of 2009. Table 1 contains expenditures through FY 2009 and the estimated funding available for

implementation studies for the next five years. Table 2 details all implementation studies funded by RARF Revenues to date.

TABLE 2
MAG Implementation Studies (Current and Completed)

RTP Code	Implementation Study Name	Funding Amount (millions)	Fiscal Year(s)
APL-MAG-10-03-A	MAG Commuter Rail Corridor Development Plan	0.600	2009
APL-MAG-10-03-B	High Speed Passenger Rail Strategic Plan - Phase II Report	0.020	2007
APL-MAG-10-03-C	UP Yuma West Commuter Rail Corridor Development Plan and Commuter Rail System Study	1.076	2009

Please refer to the FY 2010 Arterial Life Cycle Program for additional funding information pertaining to the MAG Implementation Studies.

For information about the MAG Implementation Studies conducted, please contact MAG Staff at 602-254-6300.

DRAFT FISCAL YEAR 2010 ARTERIAL LIFE CYCLE PROGRAM PROGRAM LEGEND

The regional reimbursements are listed by work phase, expressed in millions, and are rounded to the nearest thousand. The actual remaining regional budget is listed next to the project's RTP ID, which serves as a unique identifier for the original project programmed in the RTP. Projects programmed in the Arterial Life Cycle Program (ALCP) are listed according to Lead Agency.

The ALCP is organized into the following four phases:

Phase I	FY 2006 – FY 2010
Phase II	FY 2011 – FY 2015
Phase III	FY 2016 – FY 2020
Phase IV	FY 2021 – FY 2026

Key abbreviations and acronyms are summarized in the tables below.

COLUMNS AND HEADING ACRONYMS/ABBREVIATIONS

RTP Code	The unique identifier tied to the project
FY10 Remain. Reg. Budget	The project's remaining regional reimbursement expressed in 2009\$
Status	Information about the project and/or work phase status and history

PROJECT STATUS ACRONYMS/ABBREVIATIONS

A	Project has been advanced from its original phase in the RTP
D	Project has been deferred from its original phase in the RTP
CO	Project has been completed or closed out
E	Project funding has been exchanged with another project in the ALCP
E/A	Exchanged and Advanced
E/D	Exchanged and Deferred
RD	Reimbursements Deferred per the ALCP Policies and Procedures (Sec. 270)

WORK PHASE ACRONYMS/ABBREVIATIONS

DES	Project design
Pre-DES	Project pre-design
ROW	Project right-of-way acquisition
CONST	Project construction
SAVE	Project savings

ARTERIAL LIFE CYCLE PROGRAM CHANGES: FY 2009 to FY 2010

Change Type	Lead Agency	Segment ID	Segment Name	Change Description
Add/Change Work Phase				
Add/Change Work Phase	Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Lindsay Rd	Added an additional ROW work phase for 2013
Add/Change Work Phase	Gilbert	AII-GUD-30-03	Guadalupe Rd/Cooper Rd: Intersection Improvements	Added CONST work phase for 2010; Reimbursements reallocated accordingly
Add/Change Work Phase	Mesa	ACI-MCK-20-03-D	McKellips Rd at Power Rd: Intersection Improvements	Deleted Pre-design work phase. Consolidated pre-design with design
Add/Change Work Phase	Mesa	ACI-MCK-20-03-E	McKellips Rd at Recker Rd: Intersection Improvements	Deleted Pre-design work phase. Consolidated pre-design with design
Add/Change Work Phase	Mesa	ACI-MES-10-03-B	Mesa Dr at Broadway Rd	Deleted Pre-design work phase. Consolidated pre-design with design
Advanced				
Advanced	Scottsdale	ACI-SAT-10-03-A	Frank Lloyd Wright -Loop 101 Traffic Interchange	Advanced from Phase III to Phase II
Advanced	Scottsdale	ACI-SAT-10-03-B	Raintree -Loop 101 Traffic Interchange	Advanced from Phase III to Phase II
Advanced	Scottsdale	ACI-SAT-10-03-C	Northsight Blvd: Hayden to Frank Lloyd Wright	Advanced from Phase III to Phase II
Advanced	Scottsdale	ACI-SAT-10-03-D	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Advanced from Phase III to Phase II
Advanced	Scottsdale	ACI-SAT-10-03-E	Redfield Rd: Scottsdale Rd to Hayden	Advanced from Phase III to Phase II
Change in Project Scope/Segment Limits				
Change in Project Scope/Segment Limits	Fountain Hills	ACI-SHA-10-03-C	Shea Blvd: Fountain Hills to Technology Dr	Project segment limits extended to include Fountain Hills to Palisades. The new segment will be name Shea Blvd: Palisades Blvd to Technology Drive
Change in Project Scope/Segment Limits	Phoenix	ACI-SON-10-03	Sonoran Blvd: Central to 32nd Street	Extended segment limits. Original project on Sonoran Blvd from Central to 32nd St. Rescoped project extends from 15th Ave to Cave Creek
Change in Project Scope/Segment Limits	Scottsdale	ACI-UNH-10-03	Union Hills Dr: Hayden Rd to Pima Rd	Union Hills Dr: Hayden Rd to Pima Rd renamed Legacy Dr: Hayden Rd to 88th Street (Old Pima Rd); Segment renamed from Union Hills Dr. to Legacy Dr.

ARTERIAL LIFE CYCLE PROGRAM CHANGES: FY 2009 to FY 2010

Change Type	Lead Agency	Segment ID	Segment Name	Change Description
Deferred				
Deferred	Chandler	ACI-GIL-10-03-C	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Deferred ROW from Phase I to Phase II
Deferred	Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Lindsay Rd	Deferred DES and ROW from Phase I to Phase II
Deferred	Chandler	AII-CHN-30-03	Chandler at Kyrene	Deferred DES, ROW, and CONST from Phase II to Phase III
Deferred	Chandler	AII-RAY-20-03	Ray Rd at Dobson Rd	Deferred DES from Phase I to Phase IV. Deferred ROW and CONST from Phase II to Phase IV
Deferred	Chandler	AII-RAY-40-03	Ray Rd at McClintock Dr	Deferred DES from Phase I to Phase II. Deferred ROW from Phase I to Phase II. Deferred CONST from Phase II to Phase III.
Deferred	Chandler	AII-RAY-50-03	Ray Rd at Rural Rd	Deferred DES, ROW, and CONST from Phase II to Phase IV
Deferred	Chandler	AII-KYR-10-03	Kyrene Rd at Ray Rd	Deferred DES, ROW, and CONST from Phase II to Phase IV
Deferred	Chandler	AII-RAY-10-03	Ray Rd at Alma School Rd: Intersection Improvements	Deferred CONST from Phase I to Phase II
Deferred	Chandler	AII-CHN-10-03	Chandler Blvd/Alma School: Intersection Improvements	Deferred CONST from Phase I to Phase II
Deferred	Gilbert	ACI-PWR-10-03-B	GILBERT Power Rd: Santan Fwy to Pecos Rd	Deferred ROW and CONST from Phase I to Phase II
Deferred	Gilbert	AII-ELT-30-03	Elliot Rd at Cooper Rd: Intersection Improvements	Deferred DES from Phase II to Phase III
Deferred	Gilbert	AII-ELT-50-03	Elliot Rd at Val Vista Dr: Intersection Improvements	Deferred DES and ROW from Phase II to Phase III. Deferred CONST from Phase II to Phase IV.
Deferred	Gilbert	AII-ELT-40-03	Elliot Rd at Gilbert Rd: Intersection Improvements	Deferred CONST from Phase III to Phase IV
Deferred	Maricopa County	ACI-ELM-10-03-C	El Mirage Rd: L303 to Jomax	Deferred DES, ROW, and CONST from Phase II to Phase IV
Deferred	Maricopa County	ACI-NOR-30-03-A	Northern Parkway: Sarival to Dysart	CONST deferred from FY2010 to FY2011
Deferred	Mesa	ACI-PWR-20-03-A	Power Rd: EMF to Santan/Loop 202	Deferred DES, ROW, and CONST deferred from Phase I to Phase II
Deferred	Mesa	ACI-BDW-10-03	Broadway Rd: Dobson to Country Club	Deferred DES from 2009 to 2011, ROW from 2009 to 2012, and CONST from 2010 to 2013
Deferred	Mesa	AII-CCB-10-03	Country Club/University: Intersection Improvements	Deferred DES, ROW, and CONST deferred from Phase I to Phase II

ARTERIAL LIFE CYCLE PROGRAM CHANGES: FY 2009 to FY 2010

Change Type	Lead Agency	Segment ID	Segment Name	Change Description
Deferred	Mesa	All-CCB-20-03	Country Club/Brown: Intersection Improvements	Deferred DES from Phase I to Phase II
Deferred	Mesa	ACI-GUD-10-03-B	Guadalupe Rd: Hawes Rd to Crimson Rd	Deferred DES, ROW, and CONST from Phase II to Phase III
Deferred	Mesa	ACI-GUD-10-03-C	Guadalupe Rd: Crimson Rd to Meridian Rd	Deferred DES, ROW, and CONST from Phase II to Phase III
Deferred	Mesa	ACI-MCK-20-03-A	McKellips Rd at Lindsay Rd: Intersection Improvements	Deferred DES, ROW, and CONST from Phase I to Phase II
Deferred	Mesa	ACI-MES-10-03-A	Mesa Dr: US 60 to Southern Ave	Deferred CONST from Phase I to Phase II
Deferred	Mesa	ACI-MES-10-03-B	Mesa Dr at Broadway Rd: Intersection Improvements	Deferred DES from Phase I to Phase II
Deferred	Mesa	ACI-SOU-10-03-A	Southern/Country Club Dr: Intersection Improvements	Deferred DES and ROW from Phase I to Phase II
Deferred	Mesa	ACI-SOU-10-03-B	Southern Ave/Stapley Dr: Intersection Improvements	Deferred DES and ROW from Phase I to Phase II
Deferred	Mesa	ACI-SOU-10-03-C	Southern Ave/Lindsay Rd: Intersection Improvements	Deferred DES and ROW from Phase I to Phase II
Deferred	Mesa	ACI-VAL-10-03-A	Val Vista Dr: Baseline Rd to Southern Ave	Deferred DES from Phase I to Phase II
Deferred	Mesa	ACI-MCK-20-03-D	McKellips Rd at Power Rd: Intersection Improvements	Deferred CONST from Phase II to Phase III
Deferred	Mesa	ACI-THM-10-03	Thomas Rd: Gilbert Rd to Val Vista Dr	Deferred DES, ROW, and CONST from Phase I to Phase IV
Deferred	Scottsdale	ACI-SAT-10-03-G	Raintree Drive: Loop 101 to Hayden	Deferred from Phase III to Phase IV
Deferred	Scottsdale	ACI-SAT-10-03-H	Hayden Rd: Redfield to Raintree	Deferred from Phase III to Phase IV
Deferred	Scottsdale	ACI-SAT-10-03-I	CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	Deferred from Phase III to Phase IV
Deferred	Scottsdale	ACI-SAT-10-03-J	Hayden Rd - Loop 101 Interchange Improvements	Deferred from Phase III to Phase IV
Deferred	Scottsdale	ACI-PMA-30-03	Pima Rd: McKellips Rd to Via Linda	CONST deferred to FY 2010/2011

ARTERIAL LIFE CYCLE PROGRAM CHANGES: FY 2009 to FY 2010

Change Type	Lead Agency	Segment ID	Segment Name	Change Description
Delete /Substitute				
Delete/ Substitute	Scottsdale	ACI-SAT-10-03	Scottsdale Airport Runway Tunnel	Project deleted from ALCP and substituted with a series of arterial capacity improvements called Scottsdale Airpark Area Capacity Improvements
Exchanged				
Exchanged	Chandler	ACI-ARZ-10-03	Arizona Ave: Ocotillo Rd to Hunt Hwy	Exchanged with Gilbert Rd: Germann to Queen Creek. Arizona Ave moved from Phase II to Phase IV.
Exchanged	Chandler	ACI-GIL-10-03-C	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Part of three way exchange. Ray/Rural exchanged with Gilbert Rd: Chandler Heights to Hunt Hwy.
Exchanged	Chandler	AII-RAY-20-03	Ray Rd at Dobson Rd	Exchanged with Arizona/Elliot. Ray at Dobson moved from Phase II to Phase IV.
Exchanged	Chandler	AII-RAY-50-03	Ray Rd at Rural Rd	Exchanged with Gilbert Rd: Queen Creek to Chandler Heights. Ray Rd/Rural Rd moved from Phase II to Phase IV.
Exchanged	Chandler	AII-ARZ-10-03	Arizona Ave/Elliot Rd: Intersection Improvements	Exchanged Arizona Ave/Elliot Rd in Phase IV with Ray Rd/Dobson Rd in Phase II
Exchanged	Chandler	ACI-GIL-10-03-A	Gilbert Rd: SR-202L/Germann to Queen Creek Rd	Exchanged with Arizona Ave: Ocotillo Rd to Hunt Hwy. Gilbert Rd moved from Phase IV to Phase II.
Exchanged	Chandler	ACI-GIL-10-03-B	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Three way exchange - Gilbert Rd: Queen Creek to Chandler Heights with Ray/Rural. Gilbert Rd. moved from Phase IV to Phase III.
Exchanged	Gilbert	AII-ELT-20-03	Elliot Rd at Higley Rd: Intersection Improvements	Exchanged with Ray Rd: Val Vista Dr to Power Rd
Exchanged	Gilbert	ACI-RAY-10-03	Ray Rd: Val Vista Dr to Power Rd	Exchanged with Elliot at Cooper, Elliot at Higley, Elliot at Val Vista, plus difference with Germann in FY2026. Ray Rd moved from FY 2027 to Phase IV
Exchanged	Gilbert	AII-ELT-30-03	Elliot Rd at Cooper Rd: Intersection Improvements	Exchanged with Ray Rd: Val Vista Dr to Power Rd. Moved Elliot at Cooper into FY 2027 before reprogramming with CMAQ
Exchanged	Gilbert	AII-ELT-50-03	Elliot Rd at Val Vista Dr: Intersection Improvements	Exchanged with Ray Rd: Val Vista Dr to Power Rd. Moved Elliot at Cooper into FY 2027 before reprogramming with CMAQ
Exchanged	Gilbert	AII-ELT-40-03	Elliot Rd at Gilbert Rd: Intersection Improvements	Exchanged with Germann Rd: Val Vista Dr to Higley Rd; Elliot/Gilbert moved from Phase III to Phase IV.
Exchanged	Gilbert	AII-RAY-30-03	Ray Rd/Gilbert Rd: Intersection Improvements	Exchanged with Germann Rd: Val Vista Dr to Higley Rd. Ray/Gilbert moved from Phase III to Phase IV

ARTERIAL LIFE CYCLE PROGRAM CHANGES: FY 2009 to FY 2010

Change Type	Lead Agency	Segment ID	Segment Name	Change Description
Exchanged	Gilbert	ACI-GER-20-03-B	Germann Rd: Val Vista Dr to Higley Rd	Exchanged Germann Rd with Elliot/Gilbert and Ray/Gilbert. Germann moved from Phase IV to Phase III. Difference remained in Phase IV
Exchanged	Mesa	All-STA-10-03	Stapley Dr/University Dr: Intersection Improvements	Exchanged Stapley at University with Thomas Rd from Gilbert Rd to Val Vista. Stapley at University moved from Phase IV to Phase III
Exchanged	Mesa	ACI-THM-10-03	Thomas Rd: Gilbert Rd to Val Vista Dr	Exchanged Thomas Rd from Gilbert Rd to Val Vista with Stapley at University. Thomas Rd moved from Phase I to Phase IV
Reallocation of Project Savings				
Reallocation of Project Savings	Scottsdale	ACI-SAT-10-03-H	Raintree Drive: Loop 101 to Hayden	Reallocated 3.097 m in Project Savings from Shea Blvd to CONST in FY 2024
Reallocation of Project Savings	Scottsdale	ACI-SHA-20-03-A	Shea at 90th/92nd/96th Streets	Reallocated project savings to CONST
Reallocation of Project Savings	Scottsdale	ACI-SHA-20-03-E	Shea at 120/124th Streets	Reallocated project savings to CONST
Reallocation of Project Savings	Scottsdale	ACI-SHA-10-03	Shea Blvd: SR 101 to SR-87	Project Savings allocated to Shea Blvd Auxiliary Lanes from 90th St to Loop 101, Shea Blvd at Via Linda, and Shea Blvd at Mayo
Reallocation of Project Savings	Scottsdale	ACI-PMA-10-03	Pima Rd: SR101 to Happy Valley Rd and Dynamite Rd to Cave Creek Rd	Project Savings allocated to Pima Rd: Thompson Peak Parkway to Pinnacle Peak, Pima Rd: Pinnacle Peak to Happy Valley Rd, and Pima Rd: Dynamite to Stagecoach
Reimbursement Deferred				
Reimbursement Deferred	Gilbert	ACI-PWR-10-03-A	GILBERT Power Rd/Pecos: Intersection Improvements	A portion of the reimbursement for CONST was deferred from Phase I to Phase II
Reimbursement Deferred	Carefree	ACI-PMA-10-03-E	Pima Rd: Stagecoach Rd to Cave Creek	CONST reimbursement was deferred to Phase III
Reimbursement Deferred	Carefree	ACI-CFR-10-03	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	ROW reimbursement deferred to Phase III
Reimbursement Deferred	Gilbert	ACI-RAY-10-03	Ray Rd: Val Vista Dr to Power Rd	A portion of the project was deferred to 2027 due to the program deficit
Reimbursement Deferred	Maricopa County	ACI-MCK-30-03	McKellips Road Bridge over the Salt River	Reimbursement for CONST moved from Phase II to Phase III
Reimbursement Deferred	Maricopa County	ACI-MCK-40-03	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Reimbursement for Project Savings moved from Phase II to Phase III
Reimbursement Deferred	Mesa	ACI-MCK-10-03-B	McKellips Rd: Crismon Rd to Meridian Rd	Reimbursement deferred to FY 2027

ARTERIAL LIFE CYCLE PROGRAM CHANGES: FY 2009 to FY 2010

Change Type	Lead Agency	Segment ID	Segment Name	Change Description
Reimbursement Deferred	Mesa	ACI-PEC-10-03	Pecos Rd: Ellsworth Rd to Meridian Rd	Reimbursement for CONST moved from Phase II to Phase III
Reimbursement Deferred	Mesa	ACI-VAL-10-03-A	Val Vista Dr: Baseline Rd to Southern Ave	Reimbursement deferred from Phase III to Phase IV
Reimbursement Deferred	Mesa	ACI-VAL-10-03-B	Val Vista Dr: Southern Ave to University Dr	Reimbursement deferred from Phase III to Phase IV
Reimbursement Deferred	Phoenix	ACI-HPV-20-03-D	Happy Valley Rd: 55th Ave to 67th Ave	A portion of the CONST reimbursement was deferred to FY 2027
Reimbursement Deferred	Scottsdale	ACI-PMA-10-03-A	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	A portion of the CONST reimbursement was deferred to Phase II
Reimbursement Deferred	Scottsdale	ACI-PMA-10-03-D	Pima Rd: Dynamite Blvd to Stagecoach Pass	A portion of the CONST reimbursement was deferred to Phase III
Reimbursement Deferred	Scottsdale	ACI-SFN-10-03-B	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Reimbursement deferred from Phase II to Phase III
Reimbursement Deferred	Scottsdale	ACI-SHA-20-03-A	Shea at 90th/92nd/96th Streets	Reimbursement for Project Savings deferred to FY 2027
Reimbursement Deferred	Scottsdale	ACI-SHA-20-03-E	Shea at 120/124th Streets	Reimbursement for Project Savings deferred to FY 2027
Segment				
Segment	Phoenix	ACI-SON-10-03	Sonoran Blvd: Central to 32nd Street	After the completion of a corridor-wide study, the project was divided into 3 smaller segments. The new segments include: - Sonoran Central: 10th St - 26th St - Sonoran East: 26th St - Cave Creek - Sonoran West: 15th Ave - 10th St
Segment	Maricopa County	ACI-ELM-10-03-B	El Mirage Rd: South of Beardsley Rd to Deer Valley Rd	Combined El Mirage Rd from Bell Rd to South of Beardsley (ACI-ELM-10-03-A) with El Mirage Rd from South of Beardsley to Deer Valley (ACI-ELM-10-03-B). Renamed segment El Mirage Rd from Bell Rd to Deer Valley Dr (ACI-ELM-10-03-A) and removed ACI-ELM-10-03-B from the FY10 ALCP.

ARTERIAL LIFE CYCLE PROGRAM CHANGES: FY 2009 to FY 2010

Change Type	Lead Agency	Segment ID	Segment Name	Change Description
Segment	Peoria	ACI-BRD-10-03	Beardsley Connector	Project moved from Phase II to Phase I during FY2009. Fund type changed from RARF to STP-MAG. Project was segmented into Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway and Loop 101 at Beardsley Rd/Union Hills Dr to coincide with construction activities.
Segment	Scottsdale	ACI-SAT-10-03-A	Frank Lloyd Wright -Loop 101 Traffic Interchange	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-B	Raintree -Loop 101 Traffic Interchange	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-C	Northsight Blvd: Hayden to Frank Lloyd Wright	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-D	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-E	Redfield Rd: Scottsdale Rd to Hayden	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-F	Thunderbird-Raintree Loop	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-G	Raintree Drive: Loop 101 to Hayden	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-H	Hayden Rd: Redfield to Raintree	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-I	CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects
Segment	Scottsdale	ACI-SAT-10-03-J	Hayden Rd - Loop 101 Interchange Improvements	Segment added as part of the Scottsdale Airpark Area Capacity Improvements substitute projects

DRAFT FY 2010 Arterial Life Cycle Program

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28						
CHANDLER																																					
Arizona Ave/Chandler Blvd: Intersection Improvements	AII-ARZ-30-03	\$ -	\$ 3,582,487	\$ -				CO																													
					RARF	DES	2004	CO			0.189																										
					RARF	ROW	2005	CO			1.013																										
					RARF	CONST	2006	CO			2.380																										
Arizona Ave/Elliott Rd: Intersection Improvements	AII-ARZ-10-03	\$ 3,714,286	\$ -	\$ 3,694,299																																	
					RARF	DES	2003	E/A/CO																													
					RARF	ROW	2006	E/A/CO								0.926																					
					RARF	CONST	2006	E/A/CO								2.768																					
Arizona Ave/Ray Rd: Intersection Improvements	AII-ARZ-20-03							CO																													
					RARF	DES	2005	CO			0.188																										
					RARF	ROW	2006	CO			0.660																										
					RARF	CONST	2007	CO			2.616																										
Arizona Ave/ Ocotillo Rd to Hunt Hwy	ACI-ARZ-10-03	\$ 6,110,600	\$ -	\$ 6,077,717																																	
					RARF	DES	2013	E/D																													
					RARF	ROW	2014	E/D																													
					RARF	CONST	2015	E/D																													
Chandler Blvd/Alma School: Intersection Improvements	AII-CHN-10-03	\$ 3,714,305	\$ 1,303,768	\$ 2,397,565																																	
					RARF	DES	2008					0.353																									
					RARF	ROW	2009					0.951																									
					RARF	CONST	2015	D											2.398																		
Chandler Blvd/Dobson Rd: Intersection Improvements	AII-CHN-20-03	\$ 3,626,658	\$ 1,327,058	\$ 2,287,225																																	
					RARF	DES	2005				0.017	0.041																									
					RARF	ROW	2007					0.026	1.327																								
					RARF	CONST	2009						2.287																								
Chandler Blvd/Kyrene Rd: Intersection Improvements	AII-CHN-30-03	\$ 3,714,286	\$ -	\$ 3,694,299																																	
					CMAQ	DES	2018	D																													
					CMAQ	ROW	2019	D																													
					CMAQ	CONST	2020	D																													
Gilbert Rd: SR-202L to Hunt Hwy	ACI-GIL-10-03	\$ 20,608,611	\$ -	\$ 20,497,709																																	
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	ACI-GIL-10-03-A				RARF	DES	2008/ 2009	E/A									0.356																				
					RARF	ROW	2008/ 2009	E/A									1.296																				
					RARF	CONST	2008/ 2009	E/A									0.664	3.762							0.659												
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	ACI-GIL-10-03-B				RARF	DES	2009	E/A																													
					RARF	ROW	2011	E/A																													
					RARF	CONST	2011/ 2012	E/A																													
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ACI-GIL-10-03-C				RARF	DES	2009	E/A																													
					RARF	ROW	2012	E/A																													
					RARF	CONST	2013	E/A																													
Kyrene Rd/Ray Rd: Intersection Improvements	AII-KYR-10-03	\$ 3,714,286	\$ -	\$ 3,694,299																																	
					CMAQ	DES	2022	E/D																													
					CMAQ	ROW	2023	E/D																													

DRAFT FY 2010 Arterial Life Cycle Program

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28			
					CMAQ	CONST	2024	E/D																							2.958			
Price Rd (Extension): SR-202L to I-10	ACI-PRC-10-03	\$ 55,115,218	\$ -	\$ 54,818,625																														
					STP-MAG	DES	2016													10.964														
					STP-MAG	ROW	2017														10.964													
					STP-MAG	CONST	2018															16.444	16.446											
Ray Rd/Alma School Rd: Intersection Improvements	All-RAY-10-03	\$ 3,571,984	\$ 240,273	\$ 3,313,782																														
					RARF	DES	2007 - 2009				0.137	0.240																						
					RARF	ROW	2009						1.829																					
					RARF	CONST	2011	D						1.484																				
Ray Rd/Dobson Rd: Intersection Improvements	All-RAY-20-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					CMAQ	DES	2024	E/D																							0.258			
					CMAQ	ROW	2025	E/D																							0.729			
					CMAQ	CONST	2026	E/D																							2.707			
Ray Rd/McClintock Dr: Intersection Improvements	All-RAY-40-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					CMAQ	DES	2009, 2015	E/D																										
					CMAQ	ROW	2016	E/D													0.417													
					CMAQ	CONST	2017	E/D													3.277													
Ray Rd/Rural Rd: Intersection Improvements	All-RAY-50-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					CMAQ	DES	2023	E/D																							0.187			
					CMAQ	ROW	2024	E/D																							0.534			
					CMAQ	CONST	2025	E/D																							2.973			
CHANDLER/GILBERT																																		
Queen Creek Rd: Arizona Ave to Higley Rd	ACI-QNC-10-03	\$ 37,262,680	\$ 6,076,312	\$ 31,018,544																														
CHANDLER Queen Creek Rd: Arizona Ave to McQueen Rd	ACI-QNC-10-03-A				RARF	DES	2005 - 2008	A/CO				0.503																						
					RARF	ROW	2005 - 2008	A/CO				1.064																						
					RARF	CONST	2008 - 2009	A/CO				4.510																						
CHANDLER Queen Creek Rd: McQueen Rd to Lindsay Rd	ACI-QNC-10-03-B				RARF	DES	2012										0.412																	
					RARF	ROW	2012/ 2013																											
					RARF	CONST	2014																											
GILBERT Queen Creek Rd: Lindsay Rd to Val Vista Dr	ACI-QNC-10-03-C				RARF	DES	2011						0.261																					
					RARF	ROW	2012								1.307																			
					RARF	CONST	2013																											
GILBERT Queen Creek Rd: Val Vista Dr to Greenfield Rd	ACI-QNC-10-03-D				RARF	DES	2011						0.389																					
					RARF	ROW	2012																											
					RARF	CONST	2013																											
GILBERT Queen Creek Rd: Greenfield Rd to Higley Rd	ACI-QNC-10-03-E				RARF	DES	2011						0.584																					
					RARF	ROW	2012									2.137	2.137																	
					RARF	CONST	2013																											

DRAFT FY 2010 Arterial Life Cycle Program

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28						
FOUNTAIN HILLS																																					
Shea Blvd: Palisades Blvd to Cereus Wash	ACI-SHA-10-03	\$ 5,990,785	\$ 1,195,419	\$ 4,769,560																																	
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	ACI-SHA-10-03-A				RARF	DES	2009					0.288																									
Shea Blvd: Technology Dr to Cereus Wash	ACI-SHA-10-03-B				RARF	DES	2009					0.907																									
					RARF	ROW	2010						0.180																								
					RARF	CONST	2010						4.589																								
Shea Blvd: Palisades Blvd to Technology Dr	ACI-SHA-10-03-C				RARF	DES	2022	D																													
					RARF	ROW	2023	D																													
					RARF	CONST	2024	D																													
GILBERT																																					
Elliot Rd/Cooper Rd: Intersection Improvements	AII-ELT-30-03	\$ 4,073,471	\$ -	\$ 4,051,550																																	
					CMAQ	DES	2018	E/D																													
					CMAQ	ROW	2019	E/D																													
					CMAQ	CONST	2020	E/D																													
Elliot Rd/Gilbert Rd: Intersection Improvements	AII-ELT-40-03	\$ 3,714,286	\$ -	\$ 3,694,299																																	
					CMAQ	DES	2019	E/D																													
					CMAQ	ROW	2020	E/D																													
					CMAQ	CONST	2021	E/D																													
Elliot Rd/Greenfield Rd: Intersection Improvements	AII-ELT-10-03	\$ 3,714,286	\$ -	\$ 3,694,299																																	
					RARF	DES	2013	A																													
					RARF	ROW	2014	A																													
					RARF	CONST	2015	A																													
Elliot Rd/Higley Rd: Intersection Improvements	AII-ELT-20-03	\$ 3,714,286	\$ -	\$ 3,694,299																																	
					CMAQ	DES	2018	E/A																													
					CMAQ	ROW	2019	E/A																													
					CMAQ	CONST	2020	E/A																													
Elliot Rd/Val Vista Dr: Intersection Improvements	AII-ELT-50-03	\$ 3,714,286	\$ -	\$ 3,694,299																																	
					CMAQ	DES	2019	E/A																													
					CMAQ	ROW	2020	E/A																													
					CMAQ	CONST	2021	E																													
Germann Rd: Gilbert Rd to Power Rd	ACI-GER-20-03	\$ 21,806,456	\$ -	\$ 21,689,108																																	
Germann Rd: Gilbert Rd to Val Vista Dr	ACI-GER-20-03-A				RARF	DES	2012	E/D																													
					RARF	ROW	2013	E/D																													
					RARF	CONST	2014	E/D																													
Germann Rd: Val Vista Dr to Higley Rd	ACI-GER-20-03-B				RARF	DES	2012	E/D																													
					RARF	ROW	2013	E/D																													
					RARF	CONST	2014	E/D																													
Greenfield Rd: Elliot Rd to Ray Rd	ACI-GRN-10-03	\$ 3,714,268	\$ -	\$ 3,694,280																																	
					RARF	DES	2011	E/A						0.410																							
					RARF	ROW	2012	E/A							1.568																						
					RARF	CONST	2013	E/A								1.716																					
Guadalupe Rd/Cooper Rd: Intersection Improvements	AII-GUD-30-03	\$ 3,714,286	\$ -	\$ 3,694,299																																	

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28			
					RARF	DES	2009	E/A					0.232																					
					RARF	ROW	2009	E/A					1.567																					
					RARF	CONST	2009/ 2010	E/A					1.895																					
Guadalupe Rd/Gilbert Rd: Intersection Improvements	All-GUD-40-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					RARF	DES	2011	E/D						0.261																				
					RARF	ROW	2012	E/D							1.273																			
					RARF	CONST	2013	E/D								2.160																		
Guadalupe Rd/Greenfield Rd: Intersection Improvements	All-GUD-10-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					CMAQ	DES	2021																							0.282				
					CMAQ	ROW	2022																							0.533				
					CMAQ	CONST	2023																							2.880				
Guadalupe Rd/Power Rd: Intersection Improvements	All-GUD-20-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					RARF	DES	2016	E/A																										
					RARF	ROW	2017	E/A																										
					RARF	CONST	2018	E/A																						3.694				
Guadalupe Rd/Val Vista Dr: Intersection Improvements	All-GUD-50-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					CMAQ	DES	2016																											
					CMAQ	ROW	2017																											
					CMAQ	CONST	2018																											
Ray Rd: Val Vista Dr to Power Rd	ACI-RAY-10-03	\$ 16,414,750	\$ -	\$ 16,326,417																														
					RARF	DES	2011	E/A																										
					RARF	ROW	2012	E/A																										
					RARF	CONST	2013	E/A/RD																										
					RARF	SAVE	2025	E/A/RD																										
Ray Rd/Gilbert Rd: Intersection Improvements	All-RAY-30-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					RARF	DES	2016	E																										
					RARF	ROW	2017	E																										
					RARF	CONST	2018	E																										
Val Vista Dr: Warner Rd to Pecos Rd	ACI-VAL-20-03	\$ -	\$ -	\$ -																														
					RARF	DES	2004	CO		0.600																								
					RARF	ROW	2005	CO		1.248																								
					RARF	CONST	2005/ 2006	CO		1.616	6.934																							
Warner Rd/Cooper Rd: Intersection Improvements	All-WNR-10-03	\$ 3,714,286	\$ 1,702,409	\$ 2,001,051																														
					RARF	DES	2008					0.495																						
					RARF	ROW	2009					1.208																						
					RARF	CONST	2009						2.001																					
Warner Rd/Greenfield Rd: Intersection Improvements	All-WRN-20-03	\$ 3,714,286	\$ -	\$ 3,694,299																														
					RARF	DES	2012								0.326																			
					RARF	ROW	2013									1.003																		
					RARF	CONST	2014										2.365																	
GILBERT/MESA/MARICOPA COUNTY																																		
Power Rd: Santan Fwy to Chandler Heights	ACI-PWR-10-03	\$ 20,368,668	\$ -	\$ 20,259,057																														
GILBERT Power Rd/Pecos: Intersection Improvements	ACI-PWR-10-03-A				RARF	DES	2008	E/A					0.592																					

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28			
					RARF	ROW	2008/ 2009	E/A					0.906																					
					RARF	CONST	2008/ 2009	E/A/RD					3.800	4.640																				
GILBERT Power Rd: Santan Fwy to Pecos Rd	ACI-PWR-10-03-B				RARF	DES	2010	E/A					1.013																					
					RARF	ROW	2009/ 2010	E/A/RD					2.613																					
					RARF	CONST	2010/ 2011	E/A/RD						6.695																				
GILBERT Power Rd: Pecos Rd to Chandler Heights	ACI-PWR-10-03-C				RARF	DES	2022																											
					RARF	ROW	2023																											
					RARF	CONST	2024																											
Power Rd: Baseline Rd to Santan Fwy	ACI-PWR-20-03	\$ 17,852,538	\$ 7,760,373	\$ 10,037,856																														
MESA Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	ACI-PWR-20-03-A				RARF	PRE DES/ DES	2008 - 2012	E/D							1.460																			
					RARF	ROW	2009 - 2011	E/D								1.973																		
					RARF	CONST	2012/ 2013	E/D									6.605																	
M.C. Power Rd: Baseline Rd to East Maricopa Floodway	ACI-PWR-20-03-B				RARF	DES	2007	E/A/CO				0.251																						
					RARF	ROW	2007	E/A/CO				2.627																						
					RARF	CONST	2008/ 2009	E/A/CO				4.882																						
MARICOPA COUNTY																																		
Dobson Rd: Bridge over Salt River	ACI-DOB-10-03	\$ 18,331,801	\$ -	\$ 18,233,151																														
					RARF	DCR	2007																											
					RARF	EA	2008																											
					RARF	DES	2012	D																										
					STP-MAG	ROW	2013	D									9.967																	
					RARF	ROW	2013	D									2.500																	
					STP-MAG	CONST	2014	D										5.766																
El Mirage Rd: Bell Rd to Jomax Rd	ACI-ELM-10-03	\$ 19,290,326	\$ -	\$ 19,186,519																														
El Mirage Rd: Bell Rd to Deer Valley Drive	ACI-ELM-10-03-A				RARF	DES	2006 - 2009	A												0.539														
					RARF	ROW	2003- 2007	A													2.344													
					RARF	CONST	2010	A														6.634												
El Mirage Rd: L303 to Jomax	ACI-ELM-10-03-C				RARF	DES	2013																											
					RARF	ROW	2014/ 2015																											
					RARF	CONST	2015/ 2016																											
El Mirage Rd: Deer Valley Drive to L303	ACI-ELM-10-03-D				RARF	DES	2008	A/CO												0.973														
					RARF	CONST	2009	A/CO														8.696												
El Mirage Rd: Thunderbird Rd to Bell Rd	ACI-ELM-20-03	\$ 21,087,562	\$ 1,109,365	\$ 19,870,687																														

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28
					RARF	STUDY	2006	A																							
					RARF	PRE-DES	2008 - 2010					1.109	0.338																		
					RARF	DES	2012-2014								0.206	1.289	0.425														
					RARF	ROW	2009 - 2013									1.194	0.924														
					RARF	CONST	2015-2016	RD										7.747	7.747												
El Mirage Rd: Thunderbird Rd to Northern Ave	ACI-ELM-30-03	\$ 16,534,566	\$ -	\$ 16,445,587																											
					RARF	STUDY	2006	A												0.299											
					RARF	DES	2016													2.188	1.346										
					RARF	ROW	2016														2.245										
					RARF	CONST	2017/2018														1.902										
					RARF	CONST	2017/2018														4.233	4.233									
Gilbert Rd: Bridge over Salt River	ACI-GIL-20-03	\$ 13,778,805	\$ -	\$ 13,704,656																											
					STP-MAG	DCR	2007	A																							
					STP-MAG	EA	2008	A																							
					STP-MAG	DES	2013										1.663														
					STP-MAG	ROW	2014										2.013														
					STP-MAG	CONST	2015											10.028													
Jomax Rd: SR-303L to Sun Valley Parkway	ACI-JMX-10-03	\$ 20,368,668	\$ -	\$ 20,259,057																											
					RARF	ROW	2017															10.129									
					RARF	ROW	2018																10.130								
McKellips Rd: Bridge over Salt River	ACI-MCK-30-03	\$ 13,778,805	\$ -	\$ 13,704,656																											
					RARF	DCR	2007	A																							
					RARF	EA	2008	A																							
					RARF	ROW	2013										2.622														
					RARF	CONST	2014	RD											11.082												
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	ACI-MCK-40-03	\$ 38,820,284	\$ -	\$ 38,611,379																											
					STP-MAG	PRE-DES	2008	A																							
					STP-MAG	DES	2013										0.514														
					STP-MAG	ROW	2014										0.782														
					STP-MAG	CONST	2015											7.134													
					RARF	SAVE	2014-2015	RD											10.060	10.060	10.060										
Northern Pkwy: Sarival to Grand (Phase I)	ACI-NOR-30-03	\$ 59,907,846	\$ -	\$ 59,585,462																											
Northern Parkway: Sarival to Dysart	ACI-NOR-30-03-A				STP-MAG	Pre-DES	2003-2008																								
					STP-MAG	DES	2009						3.197																		
					STP-MAG	ROW	2009 - 2010						16.396	13.859																	

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28
					STP-MAG	CONST	2023																		5.089	5.089					
Northern Parkway: 107th to 99th	ACI-NOR-20-03-F				STP-MAG	DES	2022																			1.155					
					STP-MAG	ROW	2023																			4.909					
					STP-MAG	CONST	2024																				14.726				
Northern Parkway: Loop 101 to 91st	ACI-NOR-20-03-G				STP-MAG	DES	2023																				0.217				
					STP-MAG	ROW	2024																				0.361				
					STP-MAG	CONST	2025																					2.815			
Northern Pkwy: 91st to Grand Intersection Improvements	ACI-NOR-20-03-H				CMAQ	CONST	2025																					5.775			
Northern Parkway: Corridorwide ROW Protection	ACI-NOR-20-03-I				STP-MAG	ROW	2020-2025																		1.805			0.722			
Northern Parkway: Ultimate Construction	ACI-NOR-20-03-J				STP-MAG	CONST	2025																					6.051			
MESA																															
Baseline Rd: Power Rd to Meridian Rd	ACI-BSL-10-03	\$ 17,612,907	\$ -	\$ 17,518,126																											
Baseline Rd: Power Rd to Ellsworth Rd	ACI-BSL-10-03-A				RARF	DES	2014	A																		0.895					
					RARF	ROW	2015	A																			2.684				
					RARF	CONST	2016	A																			4.992				
Baseline Rd: Ellsworth Rd to Meridian Rd	ACI-BSL-10-03-B				RARF	DES	2017	A																			0.895				
					RARF	ROW	2018	A																			2.684				
					RARF	CONST	2019	A																			5.367				
Broadway Rd: Dobson to Country Club	ACI-BDW-10-03	\$ 7,225,437	\$ -	\$ 7,186,554																											
					RARF	PRE-DES	2008				0.080		0.118																		
					RARF	DES	2011	D						0.722																	
					RARF	ROW	2012	D							1.069																
					RARF	CONST	2013	D								5.277															
Country Club/University: Intersection Improvements	All-CCB-10-03	\$ 2,755,761	\$ -	\$ 2,740,931																											
					RARF	PRE-DES	2007	A														0.066									
					RARF	DES	2011	A														0.066									
					RARF	ROW	2012	A														1.030									
					RARF	CONST	2013	A														1.579									
Country Club/Brown: Intersection Improvements	All-CCB-20-03	\$ 2,755,761	\$ -	\$ 2,740,931																											
					RARF	DES	2012	A															0.275								
					RARF	ROW	2013	A																				0.825			
					RARF	CONST	2014	A																				1.641			
Crismon Rd: Broadway Rd to Germann Rd	ACI-CRS-10-03	\$ 36,184,339	\$ -	\$ 35,989,619																											
Crismon Rd: Broadway Rd to Guadalupe Rd	ACI-CRS-10-03-A				RARF	DES	2014	A																				1.226			
					RARF	ROW	2015	A																				3.678			
					RARF	CONST	2016	A/RD																				7.357			
Crismon Rd: Guadalupe Rd to Ray Rd	ACI-CRS-10-03-B				STP-MAG	DES	2023																					1.190			

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28				
					RARF	CONST	2016	D/RD											3.263																
Guadalupe Rd: Power Rd to Meridian Rd	ACI-GUD-10-03	\$ 22,764,982	\$ -	\$ 22,642,475																															
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A				RARF	DES	2013											0.770																	
					RARF	ROW	2014											2.312																	
					RARF	CONST	2015	RD										4.625																	
Guadalupe Rd: Hawes Rd to Crimson Rd	ACI-GUD-10-03-B				STP-MAG	DES	2015												0.770																
					STP-MAG	ROW	2016	D											2.312																
					STP-MAG	CONST	2017	D											4.625																
Guadalupe Rd: Crimson Rd to Meridian Rd	ACI-GUD-10-03-C				STP-MAG	DES	2016	D													0.770														
					STP-MAG	ROW	2017	D													2.313														
					STP-MAG	CONST	2018	D													4.145														
Hawes Rd: Broadway Rd to Ray Rd	ACI-HWS-10-03	\$ 20,488,483	\$ -	\$ 20,378,228																															
Hawes Rd: Broadway Rd to US60	ACI-HWS-10-03-A				STP-MAG	DES	2020	A																	0.702										
					STP-MAG	ROW	2021																		2.106										
					STP-MAG	CONST	2022																		4.211										
Hawes Rd: Baseline Rd to Elliot Rd	ACI-HWS-10-03-B				RARF	DES	2022																				0.682								
					STP-MAG	ROW	2023																				2.044								
					STP-MAG	CONST	2024																				4.088								
Hawes Rd: Elliot Rd to Santan Freeway	ACI-HWS-10-03-C				STP-MAG	DES	2023																				0.249								
					STP-MAG	ROW	2024																				1.493								
					STP-MAG	CONST	2024																				2.487								
Hawes Rd: Santan Freeway to Ray Rd	ACI-HWS-10-03-D				RARF	DES	2009	A															0.249												
					RARF	ROW	2010	A																			1.493								
					RARF	CONST	2010	A																			0.574								
Higley Rd Parkway: S 60 to SR-202L	ACI-HIG-10-03	\$ 16,534,566	\$ -	\$ 16,445,587																															
Higley Rd Parkway: SR-202L to Brown Rd	ACI-HIG-10-03-A				STP-MAG	DES	2017												0.826																
					STP-MAG	ROW	2018														2.478														
					STP-MAG	CONST	2019															4.919													
Higley Rd Parkway: Brown Rd to US-60	ACI-HIG-10-03-B				STP-MAG	DES	2018												0.826																
					STP-MAG	ROW	2019														2.478														
					STP-MAG	CONST	2020															4.919													
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	All-HIG-10-03	\$ 27,437,794	\$ -	\$ 27,290,141																															
					RARF	DES	2015	A													2.752														

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28		
					RARF	ROW	2016														4.130	4.130											
					RARF	CONST	2017															9.134	7.145										
Lindsay Rd/Brown Rd: Intersection Improvements	All-LND-10-03	\$ 2,755,761	\$ -	\$ 2,740,931																													
					RARF	DES	2010	E/A									0.274																
					RARF	ROW	2011	E/A									0.094	0.732															
					RARF	CONST	2012	E/A										0.636	1.004														
McKellips Rd: East of Sossaman to Meridian	ACI-MCK-10-03	\$ 19,649,774	\$ -	\$ 19,544,031																													
McKellips Rd: East of Sossaman to Crismon Rd	ACI-MCK-10-03-A				RARF	DES	2016	A																1.179									
					RARF	ROW	2017	A																		3.535							
					RARF	CONST	2018	A																			7.068						
McKellips Rd: Crismon Rd to Meridian Rd	ACI-MCK-10-03-B				RARF	DES	2016	A																						0.786			
					RARF	ROW	2017	A																						2.356			
					RARF	CONST	2018	A																						4.620			
McKellips Rd: Gilbert Rd to Power Rd	ACI-MCK-20-03	\$ 21,279,555	\$ -	\$ 21,165,042																													
Corridor Study					RARF	Study	2006																										
McKellips Rd/Lindsay Rd: Intersection Improvements	ACI-MCK-20-03-A				RARF	DES	2011	D			0.043		0.372																				
					RARF	ROW	2012	D							1.574																		
					RARF	CONST	2013	D								4.255																	
McKellips Rd/Greenfield Rd: Intersection Improvements	ACI-MCK-20-03-B				RARF	PRE-DES	2007				0.040																						
					CMAQ	DES	2014	D									0.180																
					CMAQ	ROW	2015	D									0.230																
					CMAQ	CONST	2016	D										2.414															
McKellips Rd/Higley Rd: Intersection Improvements	ACI-MCK-20-03-C				RARF	PRE-DES	2007				0.040																						
					RARF	DES	2011	D					0.180																				
					RARF	ROW	2012	D							0.230																		
					RARF	CONST	2013	D								2.414																	
McKellips Rd/Power Rd: Intersection Improvements	ACI-MCK-20-03-D				RARF	DES	2014	D/RD								0.554																	
					RARF	ROW	2015	D/RD								0.786																	
					RARF	CONST	2016	D									1.907																
McKellips Rd/Recker Rd: Intersection Improvements	ACI-MCK-20-03-E				CMAQ	DES	2014	D/RD												0.554													
					CMAQ	ROW	2015	D/RD												0.786													
					CMAQ	CONST	2016	D												1.906													
McKellips Rd/Val Vista Dr: Intersection Improvements	ACI-MCK-20-03-F				RARF	PRE-DES	2007				0.040																						
					RARF	DES	2012	D								0.180																	
					RARF	ROW	2013	D								0.230																	
					RARF	CONST	2014	D									2.414																
Meridian Rd: Baseline Rd to Germann Rd	ACI-MER-10-03	\$ 28,875,582	\$ -	\$ 28,720,193																													
Meridian Rd: Baseline Rd to Ray Rd	ACI-MER-10-03-A				RARF	DES	2015	A										1.652															
					RARF	ROW	2016													4.955													
					RARF	CONST	2017														9.910												
Meridian Rd: Ray Rd to Germann Rd	ACI-MER-10-03-B				RARF	DES	2017														1.238												
					RARF	ROW	2018															3.716											
					RARF	CONST	2019																7.248										

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28							
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd	ACI-MES-10-03	\$ 9,180,264	\$ -	\$ 9,130,862																																		
Mesa Dr: US 60 to Southern Ave	ACI-MES-10-03-A				RARF	PRE-DES	2008				0.044		0.178																									
					RARF	DES	2008						1.120																									
					RARF	ROW	2010						2.133																									
					RARF	CONST	2012	D							4.853																							
					RARF	PRE-DES	2009																															
Mesa Dr/Broadway Rd: Intersection Improvements	ACI-MES-10-03-B				RARF	DES	2012	D							0.847																							
					RARF	ROW	2013	D																														
					RARF	CONST	2014	D																														
Pecos Rd: Ellsworth Rd to Meridian Rd	ACI-PEC-10-03	\$ 12,460,832	\$ -	\$ 12,393,776																																		
					RARF	DES	2012	D								1.240																						
					RARF	ROW	2013	D									3.716																					
					RARF	CONST	2014	D/RD										7.438																				
Ray Rd: Sossaman Rd to Meridian Rd	ACI-RAY-20-03	\$ 24,801,848	\$ -	\$ 24,668,381																																		
Ray Rd: Sossaman Rd to Ellsworth Rd	ACI-RAY-20-03-A				RARF	DES	2009	A																														
					RARF	ROW	2009	A																														
					RARF	CONST	2010	A																														
Ray Rd: Ellsworth Rd to Meridian Rd	ACI-RAY-20-03-B				STP-MAG	DES	2023																															
					STP-MAG	ROW	2024																															
					STP-MAG	CONST	2025																															
					STP-MAG	SAVE	2025																															
Signal Butte Rd: Broadway to Pecos Rd	ACI-SGB-10-03	\$ 32,589,868	\$ -	\$ 32,414,491																																		
Signal Butte Rd: Broadway Rd to Elliot Rd	ACI-SGB-10-03-A				STP-MAG	DES	2020	A																														
					STP-MAG	ROW	2021																															
					STP-MAG	CONST	2022																															
Signal Butte Rd: Elliot Rd to Pecos Rd	ACI-SGB-10-03-B				STP-MAG	DES	2022																															
					STP-MAG	ROW	2023																															
					STP-MAG	CONST	2024																															
Southern Ave: Country Club Dr to Recker Rd	ACI-SOU-10-03	\$ 30,189,992	\$ -	\$ 30,027,530																																		
Southern Ave: Country Club Dr to Recker Rd					RARF	STUDY	2006																															
Southern/Country Club Dr: Intersection Improvements	ACI-SOU-10-03-A				RARF	DES	2011							0.305																								
					RARF	ROW	2012	D									1.493																					
					RARF	CONST	2013	D									2.986																					
Southern Ave/Stapley Dr: Intersection Improvements	ACI-SOU-10-03-B				RARF	PRE-DES	2007				0.119																											
					RARF	DES	2011	D						1.214																								
					RARF	ROW	2012	D							2.986																							
					RARF	CONST	2013	D										4.106	4.106																			

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28								
Southern Ave/Lindsay Rd Intersection Improvements	ACI-SOU-10-03-C				RARF	DES	2012	E/D									0.313																						
					RARF	ROW	2013	E/D													1.162																		
					RARF	CONST	2014	E/D																															
Southern Ave/Higley Rd Intersection Improvements	ACI-SOU-10-03-D				RARF	DES	2011	E/D						0.759																									
					RARF	ROW	2012	E/D																															
					RARF	CONST	2013	E/D																															
Southern Ave: Sossaman to Meridian	ACI-SOU-20-03	\$ 17,852,538	\$ -	\$ 17,756,468																																			
Southern Ave: Sossaman Rd to Crismon Rd	ACI-SOU-20-03-A				STP-MAG	DES	2020	A																1.073															
					STP-MAG	ROW	2021																				3.220												
					STP-MAG	CONST	2022																						6.444										
Southern Ave: Crismon Rd to Meridian Rd	ACI-SOU-20-03-B				STP-MAG	DES	2022																		0.716														
					STP-MAG	ROW	2023																						2.147										
					STP-MAG	CONST	2024																								4.156								
Stapley Dr/University Dr: Intersection Improvements	AII-STA-10-03	\$ 2,755,761	\$ -	\$ 2,740,931																																			
					RARF	DES	2011	E/A																															
					RARF	ROW	2012	E/A																															
Thomas Rd: Gilbert Rd to Val Vista Dr	ACI-THM-10-03	\$ 5,511,522	\$ -	\$ 5,481,862																																			
					STP-MAG	DES	2024	E/D																															
					STP-MAG	ROW	2025	E/D																															
University Dr: Val Vista Dr to Hawes Rd	ACI-UNV-10-03	\$ 21,447,009	\$ -	\$ 21,331,595																																			
					STP-MAG	DES	2019	A																															
					STP-MAG	ROW	2020	A																															
University Dr: Higley Rd to Hawes Rd	ACI-UNV-10-03-B				STP-MAG	DES	2021																		1.073														
					STP-MAG	ROW	2022																																
					STP-MAG	CONST	2023																																
Val Vista Dr: University Dr to Baseline Rd	ACI-VAL-10-03	\$ 10,903,228	\$ -	\$ 10,844,554																																			
					RARF	DES	2011	A/RD																															
					RARF	ROW	2012	A/RD																															
Val Vista Dr: Southern Ave to University Dr	ACI-VAL-10-03-B				RARF	CONST	2013	A/RD																															
					RARF	DES	2012	A/RD																															
					RARF	ROW	2013	A/RD																															
					RARF	CONST	2014	A/RD																															

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28				
PEORIA																																			
Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	ACI-BRD-10-03	\$ 22,884,797	\$ 22,884,797	\$ 0																															
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03-A				STP-MAG	DES	2007	E/A																											
					STP-MAG	ROW	2007	E/A																											
					STP-MAG	CONST	2009/2010	E/A				5,992																							
Loop 101 at Beardsley Rd/Union Hills Dr	ACI-BRD-10-03-B				STP-MAG	DES	2007	E/A																											
					STP-MAG	ROW	2007	E/A																											
					STP-MAG	CONST	2009/2010	E/A				16,893																							
Happy Valley Rd: L303 to 67th Avenue	ACI-HPV-10-03	\$ 20,368,668	\$ -	\$ 20,259,057																															
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	ACI-HPV-10-03-A				RARF	DES	2016	A																											
					RARF	ROW	2017	A																											
					RARF	CONST	2018	A																											
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	ACI-HPV-10-03-B				RARF	DES	2008	A																											
					RARF	ROW	2008 - 2009	A																											
					RARF	CONST	2008 - 2009	A																											
Lake Pleasant Pkwy: Union Hills to SR74	ACI-LKP-10-03	\$ 31,200,130	\$ 4,793,089	\$ 26,264,936																															
Lake Pleasant Pkwy: Dynamite Blvd to L303	ACI-LKP-10-03-A				RARF	Interim DES	2004	A								1,001																			
					RARF	FINAL DES	2010	A								3,754																			
					RARF	ROW	2011	A									5,153	5,153																	
					RARF	CONST	2013/2014										5,602	5,602																	
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	ACI-LKP-10-03-B				RARF	DES	2003	E/CO																											
					RARF	ROW	2004	E/CO																											
					RARF	CONST	2006 - 2008	E/CO	7,027	7,263	8,044	4,793																							
Lake Pleasant Pkwy: L303 to SR74/Carefree Hwy	ACI-LKP-10-03-C				RARF	DES	2019																												
					RARF	ROW	2020																												
					RARF	CONST	2021	D																											
PHOENIX																																			
Avenida Rio Salado: 7th St to SR-202L	ACI-RIO-10-03	\$ 43,972,359	\$ -	\$ 43,735,729																															
					STP-MAG	Corridor Study	2007	A																											
					STP-MAG	DES	2011							4,171																					
					STP-MAG	ROW	2011/2012							5,519	10,554																				

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	
					STP-MAG	CONST	2013/2014									15.224	8.267															
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	ACI-BMT-10-03	\$ 22,165,903	\$ -	\$ 22,046,621																												
					STP-MAG	Corridor Study	2007																									
					STP-MAG	DES	2010						2.515																			
					STP-MAG	ROW	2011	D						2.413																		
					STP-MAG	CONST	2012/2013	D							8.559	8.559																
Happy Valley Rd:67th Avenue to I-17	ACI-HPV-20-03	\$ 16,294,934	\$ -	\$ 16,207,246																												
Happy Valley: I-17 to 35th Ave	ACI-HPV-20-03-A				RARF	DES	2003	CO																								
					RARF	ROW	2004	CO																								
					RARF	CONST	2005	CO																								
Happy Valley: 35th Ave to 43rd Ave	ACI-HPV-20-03-B				RARF	DES	2008	A																								
					RARF	ROW	2010	A																								
					RARF	CONST	2012	A																								
Happy Valley: 43rd Ave to 55th Ave	ACI-HPV-20-03-C				RARF	DES	2009	A																								
					RARF	ROW	2010	A																								
					RARF	CONST	2012	A																								
Happy Valley: 55th Ave to 67th Ave	ACI-HPV-20-03-D				RARF	DES	2011	A																								
					RARF	ROW	2012	A																								
					RARF	CONST	2013	A/RD																								
Sonoran Blvd: 15th Avenue to Cave Creek	ACI-SON-10-03	\$ 32,110,606	\$ -	\$ 31,937,807																												
Sonoran Blvd: 15th Ave to 10th St	ACI-SON-10-03-A				RARF	PRE-DES	2008	A						0.291																		
					RARF	DES	2008	A						0.634																		
					RARF	ROW	2008	A							2.141																	
					RARF	CONST	2012								5.684																	
Sonoran Blvd: 10th St to 26th St	ACI-SON-10-03-B				RARF	PRE-DES	2008	A						0.291																		
					RARF	DES	2008	A						1.731																		
					RARF	ROW	2008	A							2.141																	
					RARF	CONST	2013									4.275	4.275															
Sonoran Blvd: 26th St to Cave Creek	ACI-SON-10-03-C				RARF	PRE-DES	2008	A						0.291																		
					RARF	DES	2008	A						0.816																		
					RARF	ROW	2009	A							2.141																	
					RARF	CONST	2014										7.228															
SCOTTSDALE/CAREFREE																																
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek Rd	ACI-PMA-10-03	\$ 95,612,922	\$ 14,088,201	\$ 81,086,009																												
SCOTTSDALE Pima Rd: Thompson Peak Pkwy to Pinnacle Peak	ACI-PMA-10-03-A		\$ 448,922		RARF	DES	2005 - 2009	E/A				0.440	1.537																			
					RARF	ROW	2008/2009	E/A				0.008	1.738																			

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	
					RARF	CONST	2009/ 2010	E/A					10.825	8.925																		
SCOTTSDALE Pima Rd/Happy Valley Intersection Improvement	ACI-PMA-10-03-B				RARF	CONST	2007	A																								
SCOTTSDALE Pima Rd/ Pinnacle Peak to Happy Valley Rd	ACI-PMA-10-03-C				RARF	DES	2011								1.317																	
					RARF	ROW	2012									1.165																
					RARF	CONST	2013									3.481	9.686															
SCOTTSDALE Pima Rd/ Dynamite Blvd to Stagecoach Rd	ACI-PMA-10-03-D				RARF	DES	2011									5.275																
					RARF	ROW	2012										5.823															
					RARF	CONST	2013/ 2014	RD										12.992	12.992													
CAREFREE Pima Rd/ Stagecoach Rd to Cave Creek	ACI-PMA-10-03-E				RARF	CONST	2014	RD											2.666	2.666												
SCOTTSDALE Pima Rd/ SR101L to Thompson Peak Pkwy	ACI-PMA-10-03-F		\$ 13,639,279		RARF	DES	2004 - 2006	CO				1.061																				
					RARF	ROW	2006 - 2008	CO																								
					RARF	CONST	2006 - 2008	CO				12.578																				
SCOTTSDALE																																
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	ACI-CFR-10-03	\$ 9,225,808	\$ -	\$ 9,176,161																												
					RARF	DES	2014	A																								
					RARF	ROW	2015	A											2.721													
					RARF	CONST	2016												6.455													
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd	ACI-SFN-10-03	\$ 19,735,952	\$ 707,985	\$ 15,845,317																												
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	ACI-SFN-10-03-A				RARF	DES	2007	CO			0.611																					
					RARF	ROW	2008	CO			0.006																					
					RARF	CONST	2008	CO			2.420	0.708																				
SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	ACI-SFN-10-03-B				RARF	PRE-DES	2014	E/D/RD											0.052													
					RARF	DES	2015	E/D/RD											0.618													
					RARF	ROW	2015	E/D/RD											0.602													
					RARF	CONST	2015	E/D/RD											4.630													
					RARF	SAVE	2015	E/D/RD												9.944												
Miller Rd/SR-101L Underpass	ACI-MLR-10-03	\$ 13,778,805	\$ -	\$ 13,704,656																												
					STP-MAG	DES	2018																									
					STP-MAG	ROW	2019																									
					STP-MAG	CONST	2020																									
Pima Rd: Happy Valley Rd to Dynamite Blvd	ACI-PMA-20-03	\$ 23,364,060	\$ -	\$ 23,238,330																												
					STP-MAG	DES	2016													2.099												
					STP-MAG	ROW	2017														2.317											

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					STP-MAG	CONST	2018														5.496	13.328									
Pima Rd: McKellips Rd to Via Linda	ACI-PMA-30-03	\$ 30,193,554	\$ -	\$ 30,031,073																											
					RARF	PRE-DES	2008																								
					RARF	DES	2009						2.015																		
					RARF	ROW	2009						3.546																		
					RARF	CONST	2010/ 2011	D					9.946	14.523																	
Scottsdale Airpark Area Capacity Improvements	ACI-SAT-10-03	\$ 69,133,654	\$ -	\$ 71,841,877																											
Frank Lloyd Wright -Loop 101 Traffic Interchange	ACI-SAT-10-03-A				RARF	DES	2013	A														0.036									
					RARF	CONST	2014	A															3.856								
Raintree -Loop 101 Traffic Interchange	ACI-SAT-10-03-B				RARF	PRE-DES/ DES	2013	A															0.040								
					RARF	CONST	2014	A																1.110							
Northsight Blvd: Hayden to Frank Lloyd Wright	ACI-SAT-10-03-C				RARF	DES	2013	A																							
					RARF	ROW	2014	A																							
					RARF	CONST	2015	A																							
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	ACI-SAT-10-03-D				RARF	DES	2013	A																							
					RARF	ROW	2014	A																							
					RARF	CONST	2015	A																							
Redfield Rd: Scottsdale Rd to Hayden	ACI-SAT-10-03-E				RARF	DES	2014	A																							
					RARF	CONST	2015	A																							
Thunderbird-Raintree Loop	ACI-SAT-10-03-F				RARF	DES	2018																								
					RARF	ROW	2019																								
					RARF	CONST	2020																								
Raintree Drive: Loop 101 to Hayden	ACI-SAT-10-03-G				STP-MAG	DES	2021	D																							
					STP-MAG	ROW	2022	D																							
					STP-MAG	CONST	2023	D																							
Hayden Rd: Redfield to Raintree	ACI-SAT-10-03-H				STP-MAG	DES	2022	D																							
					STP-MAG	ROW	2023	D																							
					STP-MAG	CONST	2024	D																							
CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	ACI-SAT-10-03-I				RARF	DES	2022	D																							
					RARF	ROW	2023	D																							
					RARF	CONST	2024	D																							
Hayden Rd - Loop 101 Interchange Improvements	ACI-SAT-10-03-J				STP-MAG	DES	2023	D																							
					STP-MAG	ROW	2024	D																							
					STP-MAG	CONST	2025/ 2026	D																							
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd	ACI-SCT-10-03	\$ 13,179,726	\$ -	\$ 13,108,802																											

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28						
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	ACI-SCT-10-03-A				RARF	PRE DES	2007	A						0.373																							
					RARF	DES	2009	A									0.709																				
					RARF	ROW	2010	A										2.800																			
					RARF	CONST	2011											7.465																			
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	ACI-SCT-10-03-B				RARF	DES	2013								1.761																						
					RARF	ROW	2014																														
					RARF	CONST	2015																														
Scottsdale Rd: Jomax Rd to Carefree Hwy	ACI-SCT-20-03	\$ 28,036,872	\$ -	\$ 27,885,996																																	
Scottsdale Rd: Jomax Rd to Dixileta Dr	ACI-SCT-20-03-A				STP-MAG	DES	2016														1.071																
					STP-MAG	ROW	2017																	1.936													
					STP-MAG	CONST	2018/ 2019																			3.144	3.144										
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	ACI-SCT-20-03-B				STP-MAG	DES	2016														1.071																
					STP-MAG	ROW	2017																	1.936													
					STP-MAG	CONST	2018/ 2019																				3.144	3.144									
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	ACI-SCT-20-03-C				STP-MAG	DES	2016														1.071																
					STP-MAG	ROW	2017																	1.936													
					STP-MAG	CONST	2018/ 2019																				3.144	3.144									
Shea Blvd: SR-101L to SR-87	ACI-SHA-20-03	\$ 22,884,797	\$ 2,097,168	\$ 20,675,764				A																													
Shea Blvd at 90th/92nd/96th Intersection Improvements	ACI-SHA-20-03-A				RARF	DES	2005	CO				0.290																									
					RARF	ROW	2006	CO				0.073																									
					RARF	CONST	2007	CO				1.464																									
					RARF	SAVE	2021																														
Shea Auxiliary Lane from 90th St to Loop 101	ACI-SHA-20-03-B				RARF	DES	2009	A																													
					RARF	ROW	2010	A																													
					RARF	CONST	2010	A																													
Shea Blvd at Via Linda (Phase1) Intersection Improvements	ACI-SHA-20-03-C				RARF	DES	2005	CO				0.073																									
					RARF	CONST	2006	CO				0.907																									
Shea Blvd at Via Linda (Phase 2) Intersection Improvements	ACI-SHA-20-03-D				RARF	DES	2005	A																													
					RARF	ROW	2006	A																													
					RARF	CONST	2010	A																													
Shea Blvd at 120/124th St Intersection Improvements	ACI-SHA-20-03-E				RARF	DES	2008	A																													
					RARF	ROW	2008	A																													
					RARF	CONST	2010	A																													
Shea Blvd at Mayo/134th St Intersection Improvements	ACI-SHA-20-03-F				RARF	DES	2005	CO				0.038																									
					RARF	CONST	2006	CO				0.254																									
Shea Blvd: SR-101L to 96th St ITS Improvements	ACI-SHA-20-03-G				RARF	DES	2004	A																													

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RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Exp. In FY09 - 2008\$	FY10 Remain Reg Budget 2009\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28
					RARF	CONST	2008/ 2009	A																0.303							
Shea Blvd: 96th St to 144th St ITS Improvements	ACI-SHA-20-03-H				RARF	DES	2008	A																			0.433				
					RARF	ROW	2009	A																			0.433				
					RARF	CONST	2010	A																			1.444				
Shea Blvd at Loop 101 Intersection Improvements	ACI-SHA-20-03-I				RARF	DES	2014	A																			0.397				
					RARF	ROW	2015	A																			0.325				
					RARF	CONST	2016	A																			2.887				
Shea Blvd at 110th St Intersection Improvements	ACI-SHA-20-03-J				RARF	DES	2014	A																		0.043					
					RARF	ROW	2015	A																			0.087				
					RARF	CONST	2016	A																			0.130				
Shea Blvd at 114th St Intersection Improvements	ACI-SHA-20-03-K				RARF	DES	2009	A																			0.043				
					RARF	ROW	2009	A																			0.087				
					RARF	CONST	2010	A																			0.130				
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	ACI-SHA-20-03-L				RARF	DES	2008	A																			0.144				
					RARF	ROW	2009	A																			0.144				
					RARF	CONST	2010	A																			0.361				
Shea Blvd at 115th St Intersection Improvements	ACI-SHA-20-03-M				RARF	DES	2009	A																			0.015				
					RARF	ROW	2010	A																			0.031				
					RARF	CONST	2010	A																			0.062				
Shea Blvd at 125th St Intersection Improvements	ACI-SHA-20-03-N				RARF	DES	2010	A																			0.062				
					RARF	ROW	2011	A																			0.062				
					RARF	CONST	2012	A																			0.247				
Shea Blvd at 135th St Intersection Improvements	ACI-SHA-20-03-O				RARF	DES	2010	A																			0.015				
					RARF	ROW	2011	A																			0.031				
					RARF	CONST	2012	A																			0.062				
Shea Blvd at 136th St Intersection Improvements	ACI-SHA-20-03-P				RARF	DES	2009	A																			0.022				
					RARF	ROW	2010	A																			0.007				
					RARF	CONST	2011	A																			0.144				
Project Savings					RARF	SAVE	2024	RD																							
Legacy Dr: Hayden Rd to 88th Street	ACI-UNH-10-03	\$ 13,419,358	\$ -	\$ 13,347,143																											
					STP-MAG	DES	2019	A																							
					STP-MAG	ROW	2020	A																							
					STP-MAG	CONST	2021																	6.673	6.674						
MAG/Multi-Agency																															
ITS Program	AOP-ITS-10-03	\$ 59,907,846	\$ -	\$ 59,585,462	CMAQ					5.559	5.641	5.638	5.665	5.693	5.721	5.968	5.968	2.984	2.487	2.487	5.834										
Implementation Studies*	APL-MAG-10-03	\$ 40,933,061	\$ 1,675,668	\$ 39,642,908	RARF					0.020	1.676	3.639	1.337	1.437	1.552	1.673	1.799	1.925	2.059	2.196	2.332	2.487	2.648	2.820	3.006	3.205	3.416	2.114			
TOTAL									7.027	14.228	28.326	73.603	97.494	102.200	76.784	97.510	95.948	91.471	134.895	92.317	119.594	124.935	90.710	78.630	78.125	77.264	102.707	81.413	97.638	22.047	0.000

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 9, 2009

SUBJECT:

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

SUMMARY:

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs.

The proposed amendments and administrative modifications to the FY 2008-2012 TIP that were recommended for approval by the Transportation Review Committee (TRC) are listed in the attached Tables. The Mesa, Consolidated canal project (MES09-806) was not heard at TRC and was heard for the first time at MAG Management Committee meeting. The majority of requested changes are related to modifying transit projects and project costs. These modifications are necessary to match the transit grant application. The other requested project changes involve adding three new federal-aid Safe Routes to School projects, modifying costs for ARRA funded projects, modifying the project schedule for ADOT led projects, and doing the technical amendment to add the Phoenix Sky Train project in the TIP.

In addition, project changes are requested for projects related to the federal fiscal year (FFY) 2009 MAG Closeout process. Projects have been recommended to be deferred to a later year, to remove federal funds, added to the TIP, and to increase federal funding. These are noted in a separate table.

PUBLIC INPUT:

There was no public comment at the May 28, 2009, Transportation Review Committee or at the June 10, 2009 Management Committee meetings.

PROS & CONS:

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On June 10, 2009, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached tables.

MEMBERS ATTENDING

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

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

MAG Transportation Review Committee: On May 28, 2009, the MAG Transportation Review Committee recommended approval of the amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

- | | |
|--------------------------------------|---|
| Peoria: David Moody | Buckeye: Scott Lowe |
| ADOT: Steve Hull for Floyd Roehrlich | Chandler: Patrice Kraus |
| Avondale: David Fitzhugh | El Mirage: Pat Dennis for Lance Calvert |

* Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Doug Torres
Gilbert: Michelle Gramley for Tami Ryll
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiarres
Litchfield Park: Mike Cartsonis Maricopa
County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Bill Mead for Robert M.
Cicarelli
Phoenix: Ed Zuercher

Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon for Chris
Salomone
Valley Metro Rail: John Farry
Wickenburg: Gary Edwards
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash
Street Committee: Darryl Crossman
* ITS Committee: Mike Mah

Pedestrian Working Group: Brandon
Forrey
*Transportation Safety Committee: Kerry
Wilcoxon

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

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

Request for Project Change

Amendments and Administrative Modifications to the FY08-12 TIP, and Administrative Modifications to the FY09 April 22, 2009 ALCI MAG Transportation Policy Committee - June 2009

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT09-801	ADOT	Various Locations	Pump Station Improvements	2009	n/a	NHS	\$ 42,750		\$ 707,250		\$ 750,000	Amend: Add new NHS project to TIP
Highway	DOT09-802	ADOT	I-10, MP 133.60 to MP133.90	Erosion and Drainage Repair	2009	0.3	NHS	\$ 14,250		\$ 235,750		\$ 250,000	Amend: Add new NHS project to TIP
Highway	DOT06-254	ADOT	88: Fish Creek Hill	Construct retaining walls	2010	n/a	STP-AZ	\$ 85,500		\$ 1,414,500		\$ 1,500,000	Admin Mod: Defer from 2009 to 2010
Highway	DOT98-111	ADOT	PI101L10IRD -- 101L Pima	Design roadway extension	2010	3	RARF				\$ 297,000	\$ 297,000	Admin Mod: Defer from 2009 to 2010
Highway	DOT09-6C07	ADOT	202 (Red Mountain Fwy): L	Construct FMS	2010	3.4	CMAQ & RARF	\$ 123,000		\$ 5,658,000	\$ 342,000	\$ 6,123,000	Admin Mod: Defer from 2009 to 2010 and increase local cost by \$123K
Highway	DOT09-917	ADOT	101L/Price Freeway at Galveston St.	Drainage Improvements	2009	0	RARF				\$ 2,100,000	\$ 2,100,000	Admin Mod: Clerical Error - change TIP ID from DOT09-915
Highway	DOT09-918	ADOT	MAG Regionwide	Design MAG Proposition 400 noise walls	2009	0	RARF				\$ 1,560,000	\$ 1,560,000	Admin Mod: Clerical Error - change TIP ID from DOT09-916
Highway	GLB10-801	Gilbert	Townwide	Install 10 feedback signs; create master plan and web page	2010	n/a	SRTS			\$ 120,000		\$ 120,000	Amend: Add new Safe Routes to School project for 2010
Highway	GDY09-801	Goodyear	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	2009	2.5	ARRA & Local		\$ 948,896	\$ -		\$ 948,896	Admin Mod: Increase ARRA funding from \$782,415 to \$948,896
Highway	MES09-806	Mesa	Consolidated Canal Pathway, 8th Street and Main Street	Design and construct 12-foot wide multi-use pathway with lighting and signing	2009	1.3	ARRA TE		\$ 750,000		\$ 750,000		Amend: Change Project Location and Length from 2.6 miles to 1.3 miles
Highway	PEO09-801	Peoria	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	2009	2.4	ARRA & Local	\$ 266,220	\$ 1,130,050	\$ -		\$ 1,396,270	Admin Mod: change location from Beardsley Rd to Various Locations
Highway	PHX10-801	Phoenix	41st Ave. & McDowell Rd.	Construct sidewalks, ADA curb ramps, and install lighting	2010	0.25	SRTS			\$ 250,000		\$ 250,000	Amend: Add new Safe Routes to School project for 2010
Highway	PHX10-802	Phoenix	55th Ave. & Campbell	Install crosswalk striping, vehicular stop lines, bicycle lanes, advance warning pavement markings, and street lights	2010	0.25	SRTS			\$ 250,000		\$ 250,000	Amend: Add new Safe Routes to School project for 2010

Transit Projects - TIP FY2008-2012 Amendments & Administrative Modifications

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Transit	AVN08-801T	Avondale	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	0	n/a	5307	\$ -		\$ -	\$ -	\$ -	Amend: Delete project. Phoenix is providing buses and Avondale is using full allocation of 5307 funds for operations	11.12.04
Transit	AVN09-801T	Avondale	Regionwide	Operating/Operating Assistance	2009	n/a	5307	\$ 944,470		\$ 944,470	\$ -	\$ 1,888,940	Amend: New Project	30.09.01

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Transit	AVN09-804T	Avondale	Citywide	Purchase of 2 replacement dial-a-ride vehicles	2009	NA	ARRA		\$ 126,000			\$ 126,000	Amend - New Project - 100% funded with ARRA funds.	
Transit	AVN09-803T	Avondale	Avondale Blvd/I-10	Park-and-Ride site selection	2009	NA	NA		\$ 250,000			\$ 250,000	Amend - Delete Project	
Transit	GLN08-604T	Glendale	Regionwide	Preventive Maintenance	2009	n/a	5307	\$ 36,277		\$ 145,106	\$ -	\$ 181,383	Admin Mod: Defer project from 2008 to 2009 and increase local and federal share	11.12.40
Transit	GLN08-605T	Glendale	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	2009	n/a	5307	\$ -		\$ 126,400	\$ 31,600	\$ 158,000	Admin Mod: Defer project from 2008 to 2009 and decrease quantity from three to two buses	11.12.04
Transit	GLN08-801T	Glendale	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2009	n/a	5307	\$ -		\$ 189,600	\$ 47,400	\$ 237,000	Admin Mod: Defer project from 2008 to 2009 and decrease quantity from four to three buses	11.12.04
Transit	GLN09-803T	Glendale	Regionwide	Purchase bus: < 30 foot - 3 replace (Luke Link)	2009	n/a	5307	\$ -		\$ 373,500	\$ 76,500	\$ 450,000	Admin Mod: Increase quantity from two to three buses at \$150,000 each and change from "Luke Line" to "GUS"	11.12.01
Transit	GDY06-204T	Goodyear	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	2009	n/a	ARRA, STP-Flex & Local	\$ 122,986	\$ 2,036,184	\$ 2,034,665		\$ 4,193,835	Admin Mod: Adjust project costs for ARRA Funds. The project will be programmed with ARRA-Transit funds (1,527,518) & MAG Sub-allocated ARRA funds (\$508,666).	
Transit	GDY08-800T	Goodyear	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	2009	n/a	ARRA, STP-MAG, & Local	\$ 45,092	\$ 186,500	\$ 746,000		\$ 977,592	Admin Mod: Change funding type from CMAQ to STP-MAG (clerical error), and add local costs to project.	
Transit	GDY05-202T	Goodyear	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	2009	n/a	ARRA, STP-Flex & Local	\$ 85,209	\$ 352,216	\$ 1,409,678		\$ 1,847,103	Admin Mod: Adjust local costs	
Transit	GDL08-801T	Guadalupe	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	0	n/a	5307	\$ -		\$ -	\$ -	\$ -	Amend: Delete project. Guadalupe not utilizing federally funded vehicles for service.	11.12.04

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Transit	MMA08-605T	Maricopa County	Regionwide	Preventive Maintenance	0	n/a	5307	\$ -		\$ -	\$ -	\$ -	Amend: Delete project. County not providing service as of July 1, 2009. Reallocate funding to preventive maintenance projects	11.12.40
Transit	MMA08-606T	Maricopa County	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	0	n/a	5307	\$ -		\$ -	\$ -	\$ -	Amend: Delete project. County not providing service as of July 1, 2009. Reallocate funding to preventive maintenance projects	
Transit	MMA08-801T	Maricopa County	Regionwide	Purchase bus: < 30 foot - 7 expand (dial-a-ride)	0	n/a	5307	\$ -		\$ -	\$ -	\$ -	Amend: Delete project. County not providing service as of July 1, 2009.	11.13.04
Transit	MES08-801T	Mesa	Loop 202/Power Rd	Construct regional park-and-ride (Loop 202/Power)	2009	n/a	STP-AZ	\$ 580,309		\$ 2,321,238	\$ -	\$ 2,901,547	Admin Mod: Defer project from 2008 to 2009	11.33.04
Transit	PEO08-601T	Peoria	Regionwide	Preventive Maintenance	2009	n/a	5307	\$ 12,240		\$ 48,961	\$ -	\$ 61,201	Admin Mod: Defer project from 2008 to 2009 and increase local and federal share	11.12.40
Transit	PHX09-804T	Phoenix	Citywide	Install bus stop improvements	2009	n/a	5307	\$ 210,329		\$ 841,316	\$ -	\$ 1,051,645	Amend: New Project using funds reallocated from PHX08-605T	11.33.10
Transit	PHX09-805T	Phoenix	Citywide	Install bus stop improvements (1% enhancement)	2009	n/a	5307	\$ 115,256		\$ 461,023	\$ -	\$ 576,279	Amend: New Project for 1% transit enhancement requirement	11.92.02
Transit	PHX09-806T	Phoenix	Regionwide	Support Services for Grant Management	2009	n/a	5307	\$ 10,000		\$ 40,000	\$ -	\$ 50,000	Amend: New Project	11.72.03
Transit	PHX09-807T	Phoenix	19th Ave/Montebello	Reimburse 19th Ave/Montebello Transit Center Construction	2009	n/a	5309	\$ 367,122		\$ 1,468,489	\$ -	\$ 1,835,611	Amend: New Project	11.33.03
Transit	PHX09-808T	Phoenix	Regionwide	Purchase bus: standard - 5 expand (Papago)	2009	n/a	5309	\$ -		\$ 1,798,707	\$ 368,410	\$ 2,167,117	Amend: New Project replacing PHX08-804T	11.13.01
Transit	PHX09-809T	Phoenix	Regionwide	Bus Expansion--Phoenix, Avondale, Glendale	2009	n/a	5309	\$ 230,000		\$ 245,000		\$ 475,000	Amend: New Project for FY2008 appropriation	11.13.01
Transit	PHX09-819T	Phoenix	Regionwide - Central Arizona Shelter Services (CASS)	Operating:Operating Assistance	2009	n/a	5316	\$ 22,950		\$ 22,950	\$ -	\$ 45,900	Amend: New Project	30.09.01
Transit	PHX09-818T	Phoenix	Regionwide	Program Administration (New Freedom Program)	2009	n/a	5317	\$ -		\$ 88,289	\$ -	\$ 88,289	Amend: New Project	11.80.00

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Transit	PHX08-605T	Phoenix	Regionwide	Acquire land regional park-and-ride (I-17/Happy Valley Rd)	0	n/a	5307	\$ -		\$ -	\$ -	\$ -	Amend: Delete project and reallocate funds to north and south upgrade operating facilities project and bus stop improvements.	11.32.04
Transit	PHX08-606T	Phoenix	Regionwide	Preventive Maintenance	2009	n/a	5307	\$ 1,617,808		\$ 6,471,232	\$ -	\$ - 8,089,040	Admin Mod: Defer project from 2008 to 2009 and increase local and federal share	11.12.40
Transit	PHX08-607T	Phoenix	Regionwide	Design and construct upgrades - north and south operating facilities	2009	n/a	5307	\$ 951,000		\$ 3,804,000	\$ -	\$ 4,755,000	Admin Mod: Defer project from 2008 to 2009 and increase local and federal share using funds reallocated from PHX08-605T	11.44.02
Transit	PHX08-804T	Phoenix	Regionwide	Purchase bus: articulated - 5 expand Articulated (Papago)	0	n/a	5309	\$ -		\$ -	\$ -	\$ -	Amend: Delete project (replace with new Valley Metro Transit project. Buses purchased and operated by RPTA/Valley Metro)	11.13.06
Transit	PHX08-805T	Phoenix	Regionwide	Repayment construct operating facility (West Valley)	2009	n/a	5309	\$ -		\$ 1,821,800	\$ (1,821,800)	\$ -	Admin Mod: Defer project from 2008 to 2009 and increase federal reimbursement for additional funds in FY2008 5309 appropriation	11.41.03
Transit	PHX08-806T	Phoenix	Regionwide	Repayment design heavy maintenance facility	2009	n/a	5309	\$ -		\$ 707,360	\$ (707,360)	\$ -	Admin Mod: Defer project from 2008 to 2009 and increase federal reimbursement for additional funds in FY2008 5309 appropriation	11.41.02
Transit	PHX08-809T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 4 replace	2009	n/a	STP-Flex	\$ -		\$ 1,640,820	\$ 99,180	\$ 1,740,000	Admin Mod: Defer project from 2008 to 2009 and increased regional and federal cost	11.12.01
Transit	PHX08-819T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 6 replace	2009	n/a	5307	\$ -		\$ 2,365,500	\$ 484,500	\$ - 2,850,000	Admin Mod: Defer project from 2008 to 2009 and increase regional cost and increase quantity from four to six buses	11.12.01

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Transit	PHX08-821T	Phoenix	Regionwide	Repayment of West operating facility	2009	n/a	5307	\$ 3,166,658		\$12,666,633	\$ -	\$ 15,833,291	Admin Mod: Defer project from 2008 to 2009 and change from upgrade of North facility to repayment of West facility	11.44.02
Transit	PHX09-801T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	2009	1.7	Local	\$ 23,660,000				\$ 23,660,000	Amend: Add new project	
Transit	PHX09-802T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design and Engineering for Stage 1	2009	1.7	Local	\$ 5,920,000				\$ 5,920,000	Amend: Add new project	
Transit	PHX09-803T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design of Train System	2009	1.7	Local	\$ 9,860,000				\$ 9,860,000	Amend: Add new project	
Transit	PHX10-801T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	2010	1.7	Local	\$ 97,450,000				\$ 97,450,000	Amend: Add new project	
Transit	PHX10-802T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design and Engineering for Stage 1	2010	1.7	Local	\$ 24,360,000				\$ 24,360,000	Amend: Add new project	
Transit	PHX10-803T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Train System Running Surfaces and Assembly of Train Vehicles	2010	1.7	Local	\$ 40,610,000				\$ 40,610,000	Amend: Add new project	
Transit	PHX11-801T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	2011	1.7	Local	\$ 130,540,000				\$ 130,540,000	Amend: Add new project	
Transit	PHX11-802T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design and Engineering for Stage 1	2011	1.7	Local	\$ 32,640,000				\$ 32,640,000	Amend: Add new project	
Transit	PHX11-803T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Train System Running Surfaces and Assembly of Train Vehicles	2011	1.7	Local	\$ 54,390,000				\$ 54,390,000	Amend: Add new project	

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Transit	PHX12-801T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	2012	1.7	Local	\$ 84,650,000				\$ 84,650,000	Amend: Add new project	
Transit	PHX12-802T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design and Engineering for Stage 1	2012	1.7	Local	\$ 21,160,000				\$ 21,160,000	Amend: Add new project	
Transit	PHX12-803T	Phoenix	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Train System Running Surfaces, Assembly of Train Vehicles, and Final Testing	2012	1.7	Local	\$ 35,270,000				\$ 35,270,000	Amend: Add new project	
Transit	VMT11-707T	RPTA	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	2009	NA	NA		\$ 12,500,000			\$ 12,500,000	Admin Mod: Clerical Error - Change TIP from VMT10-807 to VMT11-707T	
Transit	SCT09-801T	Scottsdale	Loop 101/Scottsdale Rd.	Pre-design/design for regional park-and-ride (Scottsdale/101)	2009	n/a	5309	\$ -		\$ 293,202	\$ 73,300	\$ 366,502	Amend: New project that replaces projects not funded in 2007	11.31.04
Transit	SCT08-801T	Scottsdale	Loop 101/Scottsdale Rd	Acquire land regional park-and-ride (Loop 101/Scottsdale Rd)	2009	n/a	5309	\$ -		\$ 1,229,874	\$ 307,468	\$ 1,537,342	Admin Mod: Defer project from 2008 to 2009	11.32.04
Transit	SCT08-802T	Scottsdale	Regionwide	Repayment construct intermodal facility (Scottsdale)	2009	n/a	5309	\$ (739,400)		\$ 739,400	\$ -	\$ -	Admin Mod: Defer project from 2008 to 2009 and increase federal reimbursement for additional funds in FY2008 5309 appropriation	11.33.03
Transit	SUR09-801T	Surprse	Regionwide	Operating:Operating Assistance	2009	n/a	5317	\$ 50,000		\$ 50,000	\$ -	\$ 100,000	Amend: New Project	30.09.01
Transit	SUR08-603T	Surprse	Regionwide	Preventive Maintenance	2009	n/a	5307	\$ 1,621		\$ 6,485	\$ -	\$ 8,106	Admin Mod: Defer project from 2008 to 2009 and increase local and federal share	11.12.40
Transit	TMP08-601T	Tempe	Regionwide	Preventive Maintenance	2009	n/a	5307	\$ 28,876		\$ 115,502	\$ -	\$ 144,378	Admin Mod: Defer project from 2008 to 2009 and increase local and federal share	11.12.40
Transit	TMP08-801T	Tempe	Regionwide	Repayment construct operating facility (East Valley)	2009	n/a	5309	\$ -		\$ 1,804,840	\$ (1,804,840)	\$ -	Admin Mod: Defer project from 2008 to 2009 and increase federal reimbursement for additional funds in FY2008 5309 appropriation	11.41.03

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Transit	VMT09-810T	Valley Metro	Mesa	Repayment of purchase bus: articulated - 6 expand (Main Street BRT)	2009	n/a	5309	\$ -		\$ 3,490,000	\$ 1,024,761	\$ 4,514,761	Amend: New project for FY2008 5309 funds	11.13.06
Transit	VMT09-811T	Valley Metro	Regionwide	Operating:Operating Assistance - EV Alternative Paratransit Services	2009	n/a	5317	\$ 174,500		\$ 174,500	\$ -	\$ 349,000	Amend: New Project	30.09.01
Transit	VMT09-812T	Valley Metro	Regionwide	Operating:Operating Assistance - EV Travel Training Program	2009	n/a	5317	\$ 61,187		\$ 61,187	\$ -	\$ 122,373	Amend: New Project	30.09.01
Transit	VMT09-813T	Valley Metro	Regionwide	Mobility Management - Travel Training Program	2009	n/a	5317	\$ 20,950		\$ 83,800	\$ -	\$ 104,750	Amend: New Project	11.7L.00
Transit	VMT08-634T	Valley Metro	Regionwide	Preventive Maintenance	2009	n/a	5307	\$ 241,843		\$ 967,373	\$ -	\$ 1,209,216	Admin Mod: Defer project from 2008 to 2009 and increase local and federal share	11.12.40
Transit	VMT08-636T	Valley Metro	Regionwide	Repayment - purchase bus: standard - 19 expand	2009	n/a	5307	\$ -		\$ 8,518,831	\$ (8,518,831)	\$ -	Admin Mod: Defer project from 2008 to 2009, reduce regional and federal cost and increase quantity from 19 to 20 buses	11.13.01
Transit	VMT08-638T	Valley Metro	Regionwide	Purchase vanpools: 45 replace	2009	n/a	STP-Flex	\$ -		\$ 1,327,284	\$ -	\$ 1,327,284	Admin Mod: Defer project from 2008 to 2009 and reduce federal cost to equal STP-Flex FY2008 allocation	11.12.15
Transit	VMT09-650T	Valley Metro	Regionwide	Repayment of advance purchase bus: standard - 8 expand (Gilbert, Power)	2009	n/a	5307	\$ -		\$ 3,320,000	\$ (3,320,000)	\$ -	Admin Mod: Increase federal reimbursement	11.13.01
Transit	VMT09-814T	Valley Metro	Regionwide	Operating:Operating Assistance	2008		5316	150,822		150,822	0	301,644	Amend: New Project	30.09.01
Transit	VMR09-822T	Valley Metro RAIL	Regionwide	Corridor Planning	2009	n/a	5307	\$ -		\$ 553,600	\$ 138,400	\$ 692,000	Amend: New Project	44.27.00

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications - FFY 2009 CLOSEOUT

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
Highway	AVN08-811	Avondale	Avondale City Hall	Develop a strategic plan for the Avondale Traffic Management System and design operations center.	2009		CMAQ			\$ 488,130		\$ 488,130	Admin Mod: Increase fed funds from \$341,691 to \$488,130
Highway	BKY09-802	Buckeye	Various Locations	Design Pave dirt shoulders	2009		CMAQ	\$ -		\$ 56,000		\$ 56,000	Amend: New Project
Highway	BKY07-703	Buckeye	Various Locations: Yuma Rd, Miller Rd	Pave dirt roads	2012		Local	\$ 84,700				\$ 84,700	Admin Modify: remove federal funds from the project and defer to 2012.
Highway	CHN11-710	Chandler	Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	2009		CMAQ			\$ 540,000		\$ 540,000	Admin Mod: Increase fed funds from \$271,000 to \$540,000

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Highway	CHN09-802	Chandler	Chandler Blvd: Delaware St to Gilbert Rd	Install fiber-optic cable traffic signal interconnection	2009		CMAQ			\$ 450,000		\$ 450,000	Admin Mod: Increase fed funds from \$309,653 to \$450,000	
Highway	CHN08-610C	Chandler	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	2012		CMAQ	\$ 1,315,808		\$ 1,164,992		\$ 2,480,800	Admin Modify: Defer project from 2009 to 2012.	
Highway	CHN08-802T	Chandler	Anzona Ave/Germann	Constuct regional park-and-ride (Loop 202/Arizona Ave.)	2009		CMAQ	\$ 2,731,833		\$ 1,086,000		\$ 3,817,833	Admin Mod: Add federal funds to the project.	
Highway	CHN10-613	Chandler	Buffalo St at Colorado St	Upgrade, retrofit and integrate TMC equipment	2009		CMAQ			\$ 1,000,000		\$ 1,000,000	Amend: Advance project from 2010 to 2009 and increase federal	
Highway	FTM09-903	Fort McDowell I.C.	Various Locations on Fort McDowell Yavapai Nation	Construct Pave dirt road	2009		CMAQ	\$ 30,000		\$ 475,000		\$ 505,000	Amend: Delete original project FTM09-903 and make into two projects: FTM09-903C and FTM09-903D	
Highway	FTM09-903C	Fort McDowell I.C.	Various Locations on Fort McDowell Yavapai Nation	Construct Pave dirt road	2010		CMAQ	\$ 24,000		\$ 375,000		\$ 399,000	Amend: Modify original project FTM09-903 into two projects. FTM09-903C is deferred to 2010.	
Highway	FTM09-903D	Fort McDowell I.C.	Various Locations on Fort McDowell Yavapai Nation	Design Pave dirt road	2009		CMAQ	\$ 6,000		\$ 100,000		\$ 106,000	Amend: Modify original project FTM09-903 into two projects. FTM09-903C is deferred to 2010	
Highway	FTH07-301	Fountain Hills	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	2009		STP-MAG	\$ 541,000		\$ 2,164,000		\$ 2,705,000	Admin Mod: Increase fed funds from \$1,076,000 to \$2,164,000	
Highway	GLB11-731	Gilbert	Town of Gilbert Heritage District	Design & construct sidewalks, landscaping, and other pedestrian improvements	2009		CMAQ	\$ 35,639		\$ 589,599		\$ 625,238	Amend: Advance project from 2011 to 2009 and increase federal cost from \$420K to \$589,599	
Highway	GLB11-731	Gilbert	Town of Gilbert Heritage District	Design & construct sidewalks, landscaping, and other pedestrian improvements	2009		CMAQ	\$ 35,639		\$ 589,599		\$ 625,238	Amend: Advance project from 2011 to 2009 and increase federal cost from \$420K to \$589,599	
Highway	GLN09-810	Glendale	59th Ave between Northern and Bethany Home; Glendale Ave. between 51st Ave. and 67th Ave; Peoria Ave. between 47th Ave. and 67th Ave	Design for installation of fiber optic cable, conduit, and DMS			CMAQ			\$ 150,000		\$ 150,000	Amend: New Project	
Highway	GLN09-811	Glendale	New River (east bank); Northern Avenue to Bethany Home Rd	Design multi-use path and underpass, with landscaping, lighting, parking and pedestrian facilities			CMAQ			\$ 450,000		\$ 450,000	Amend: New Project	
Highway	GLN09-812	Glendale	Various Locations: Cactus, Thunderbird, and Greenway	Design for fiber optic cable and conduit and CCTV cameras			CMAQ			\$ 150,000		\$ 150,000	Amend: New Project	

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Highway	GLN09-813	Glendale	Maryland Avenue from 67 th Ave. to 69 th Ave. and 79 th Ave. to 83 rd Ave	Design project to widen roadway for a bikelane (67 th to 69 th Ave.) and a pave multi-use pathway connection to existing pathway in Discovery Park (79 th to 83 rd Ave.	new		CMAQ			\$ 100,000		\$ 100,000	Amend: New Project	
Highway	GLN09-814	Glendale	Glendale TMC	Purchase a replacement traffic signal system to allow for remote control of the City's signalized intersections.	new		CMAQ	\$ 96,000		\$ 224,000		\$ 320,000	Amend: New Project	
Highway	GLN09-815	Glendale	Glendale TMC	Develop an ITS Strategic Plan document in line with regional ITS planning efforts	new		CMAQ	\$ -		\$ 300,000		\$ 300,000	Amend: New Project	
Highway	GLN09-816	Glendale	Bell/Loop 101	Pre-design regional park-and-ride	2009		CMAQ			\$ 162,836		\$ 162,836	Amend: New Project	
Highway	GLN09-817	Glendale	Bell/Loop 101	Pre-design regional park-and-ride	2009		CMAQ			\$ 473,060		\$ 473,060	Amend: New Project	
Highway	GLN09-818	Glendale	Grand Canal in West Glendale from L101 to New River	Design a 1.5-mile multi-use pathway	new		CMAQ			\$ 250,000		\$ 250,000	Amend: New Project	
Highway	GLN09-819	Glendale	Glendale TMC	Purchase replacement video wall and control equipment	new		CMAQ	\$ -		\$ 400,000		\$ 400,000	Amend: New Project	
Highway	GLN09-820	Glendale	I-10/79 th Avenue to Loop101/Glendale Avenue	Request for a Phase I Alternatives Analysis for LRT along I-10 and Loop 101	new		CMAQ			\$ 1,000,000		\$ 1,000,000	Amend: New Project	
Highway	GDY09-802	Goodyear	Yuma Rd at Bullard Wash	Design bridge and approaches	2009		STP-MAG	\$ 214,000		\$ 1,046,000		\$ 1,260,000	Amend: New Project	
Highway	GDY13-902	Goodyear	Various locations	Purchase Dynamic Message Signs	2010		CMAQ	\$ 200,000		\$ 166,304		\$ 366,304	Admin Modify: Defer project from 2009 to 2010.	
Highway	GDL05-202	Guadalupe	Guadalupe Rd: Highline Canal to Calle Bella Vista	Design and construct left and right turn lanes, curb, gutter, sidewalks, frontage road, bus stops and cross walks	2010		CMAQ	\$ 340,000		\$ 547,000		\$ 840,000	Amend: Defer project from 2009 to 2010, change scope to include design, and add \$47,000 to federal funds.	
Highway	GDL04-201	Guadalupe	8413 S Avenida Del Yaqui	Install emergency signal device at fire station	n/a			\$ 3,000		\$ 47,000		\$ 50,000	Amend: Delete Project from the TIP.	
Highway	LPK08-801	Litchfield Park	Various locations	Pave unpaved alleys	2009		CMAQ	\$ -		\$ 987,480		\$ 987,480	Admin Mod: Increase fed funds from \$530,979 to \$987,480	
Highway	MMA09-610	Maricopa County	Rio Verde Dr: Forest Rd to 136th St alignment	Pave shoulders to include a bicycle lane	2009		CMAQ	#VALUE!		\$ 878,389		\$ 1,440,000	Admin Mod: Increase fed funds from \$507,500 to \$1,440,000	
Highway	MES09-607	Mesa	Various locations	Upgrade TMC equipment and purchase central components, field cameras and VMS	2009		CMAQ	\$ -		\$ 566,550		\$ 566,550	Admin Mod: Increase fed funds from \$396,600 to \$566,550	
Highway	MES08-807	Mesa	ITS Signal Conversions - Phase 3 (Mesa Dr. & Main St.)	Expand fiber-optic network and link 11 traffic signals to the Mesa TMC	2009		CMAQ			\$ 2,220,000		\$ 2,220,000	Admin Mod: Increase fed funds from \$646,773 to \$2,220,000	
Highway	MES04-125C	Mesa	Country Club Dr: 8th Ave to Baseline Rd (including US-60 TI)	Install real-time adaptive signal system	2009		CMAQ			\$ 1,370,000		\$ 1,370,000	Admin Mod: Increase fed funds from \$788,810 to \$1,370,000	

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
Highway	PEO08-602	Peoria	84th Ave: Peoria Ave to Monroe St	Design and construct at-grade pedestrian improvements	2009		CMAQ	\$ -		\$ 3,609,240		\$ 3,609,240	Admin Mod: Increase fed funds from \$1,164,057 to \$3,609,240	
Highway	PEO06-202C	Peoria	91st Ave at Olive Ave	Construct intersection project	2009		CMAQ	\$ -		\$ 3,285,000		\$ 3,285,000	Admin Mod: Increase fed funds from \$800,000 to \$3,285,000	
Highway	PHX07-740	Phoenix	Various Locations	Pave dirt roads	2009		CMAQ	\$ 884,954		\$ 4,372,954		\$ 5,257,908	Admin Mod: Increase fed funds from \$2,628,954 to \$4,372,954	
Highway	QNC09-803	Queen Creek	Riggs Rd: Ellsworth to Meridian	Environmental Clearance	2009		STP-MAG	\$ 6,000,000		\$ 2,000,000		\$ 8,000,000	Amend: New Project	
Highway	QNC07-745	Queen Creek	Chandler Heights Rd: Power Rd to Hawes Rd	Pave dirt shoulders	2009		Local	\$ 223,382				\$ 223,382	Admin Modify: Remove federal funds from the project.	
Highway	QNC07-746	Queen Creek	Hunt Highway: Power Rd to Ellsworth	Pave dirt shoulders	2009		Local	\$ 409,786				\$ 409,786	Admin Modify: Remove federal funds from the project.	
Highway	SCT09-611	Scottsdale	Scottsdale Rd: Roosevelt St to Earll Dr	Upgrade sidewalks and add bicycle lanes	2009		CMAQ	\$ 441,483		\$ 7,303,837		\$ 7,745,321	Admin Mod: Increase fed funds from \$2,458,415 to \$7,303,837	
Highway	SCT07-606	Scottsdale	Dynamite Blvd: Pima Red to Alma School Rd	Install Vertical Curb and Gutter	2010		CMAQ	\$ 500,000		\$ 500,000		\$ 1,000,000	Admin Modify: Defer project from 2009 to 2010.	
Highway	SCT09-610	Scottsdale	Scottsdale Rd: Frank Lloyd Wright Blvd to Thompson Peak Pkwy	Construct smart corridor traffic control system	2009		Local	\$ 361,980				\$ 361,980	Admin Modify: Remove federal funds from the project.	
Highway	SCT10-616	Scottsdale	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart comdor traffic control system	2009		CMAQ	\$ 20,000		\$ 350,000		\$ 370,000	Admin Mod: Advance project from 2010 to 2009	
Highway	SRP09-802	SRP-MIC	Unpaved Roads within the SRP-MIC boundaries.	Design Pave dirt roads			CMAQ	\$ 19,124		\$ 316,377		\$ 335,500	Amend: New Project	
Highway	SUR10-614	Surprise	Greenway Rd: US-60 (Grand Ave) to Cotton Ln	Construct fiber optic interconnection of traffic	2009		CMAQ			\$ 1,000,000		\$ 1,000,000	Amend: Advance project from 2010 to 2009 and increase federal cost from \$500K to \$1 million	
Highway	SUR09-802	Surprise	Dove Valley Rd: 163rd Ave to 179th Ave	Design Pave dirt roads	2009		CMAQ	\$ -		\$ 150,000		\$ 150,000	Amend: New Project	
Highway	VMR09-803T	VM Rail	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Expand METRO light rail hours of service from 11:00pm on Friday and Saturday evenings to 2:00am on Saturday and Sunday mornings.	2009		CMAQ			\$ 300,000		\$ 300,000	Amend: New Project	
Highway	VMR09-804T	VM Rail	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Installation of additional METRO ticket vending machines and stand alone fare validation systems	new		CMAQ			\$ 300,000		\$ 300,000	Amend: New Project	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 9, 2009

SUBJECT:

Regional Freeway and Highway Program - Proposition 400 Update Tentative Scenario for balancing the Regional Freeway and Highway Program

SUMMARY:

At the May Transportation Policy Committee meeting, the Committee received an update and presentation on a tentative scenario for bridging the \$6.6 billion gap in the Regional Freeway and Highway Program. The scenario is based upon four principles:

1. Identifying key program management strategies that can be implemented based on recent lower construction and right-of-way costs;
2. Conducting value engineering for the SR-202L/South Mountain and SR-303L corridors to identify potential savings, yet maintain high levels of safety and capacity;
3. Carrying forward critical widening projects in the urban core and building out the metropolitan high occupancy vehicle (HOV) system; and
4. Deferring select add general purpose lane projects, corridors, and traffic interchanges scheduled for later phases of the Regional Transportation Plan to a future phase.

The tentative scenario bridges the \$6.6 billion gap using these four principles in the following manner:

1. Management Strategies - \$0.9 billion
2. Value Engineering - \$1.6 billion
3. Project Deferrals - \$4.1 billion

Since the initial presentation in May, Staff has prepared two tables and three maps to illustrate the tentative scenario for information, discussion, and possible action. These tables and maps are attached to this transmittal summary. The following describes the information contained on these attachments:

1. Table 1, "**Regional Freeway and Highway Program - By Corridor**" - Provides by corridor and by RTP segment the proposed actions of the tentative scenario. The projects recommended for full or partial deferral to new RTP phase beyond FY2026 are shaded. The table includes column listings for:
 - *Project Type*, lists the type of project for the RTP segment by abbreviation, a key to the abbreviations is provided on each page of the table;
 - *RTP Proposal*, stating the original project action from the Regional Transportation Plan;
 - *RTP Phase*, numbered I to IV, identified when the proposed construction is scheduled;
 - *2003 RTP Estimate*, identifying the original estimate for the RTP proposal (costs in millions);
 - *2009 ADOT Cost Opinion*, noting the current cost opinion for the RTP proposal (costs in millions);

- *Proposed Action*, summarizing the recommended action, based upon the four principles stated above, recommended for future construction or partial or full deferral for construction identified for the RTP segment;
- *Estimate for Proposed Action*, providing the recommended cost estimate for completing the new proposed action for the RTP segment (costs in millions);
- *Funding Obligated thru FY2010*, identifying funds that have been, or will be obligated through FY2010 for construction on the RTP segment (costs in millions); and
- *Remainder for Proposed Action*, depicting an estimate of funds available to complete the proposed action (costs in millions).

2. Table 2, "**Regional Freeway and Highway Program - By Phase**" - Provides by RTP phase and RTP segment, the proposed actions of the tentative scenario. The table has shaded those projects completed or underway as of June 2009. The table's columns are identical to those in the previous table. For reference, the RTP phases are:

- Phase I: FY2006-FY2010
- Phase II: FY2011-FY2015
- Phase III: FY2016-FY2020
- Phase IV: FY2021-FY2026
- Phase V: FY2027-FY2030

It is important to note that this table presents the partial and deferred projects from earlier phases to a new Phase V, slated for FY2027 thru FY2030. It is the intent of the next update of the Regional Transportation Plan to place the new horizon for the Plan at FY2030. To meet this new horizon, this new Phase V is introduced as part of the tentative scenario to illustrate when the deferred projects can be constructed.

3. Map 1, "**Planned Freeway/Highway Improvements**" - Illustrating the current Regional Freeway and Highway Program of the Regional Transportation Plan.
4. Map 2, "**Recommended RTP Segment Projects for Deferral to Future Phase**" - Depicting those partial and full deferral projects recommended for construction beyond FY2026, the final year in Phase IV of the Regional Transportation Plan.
5. Map 3, "**Recommended RTP Segments for Funding through FY2026**" - Showing the resultant Regional Freeway and Highway Program actions using the available funding from all sources identified through FY2026, including the Maricopa County Transportation Excise Tax Regional Area Road Fund (RARF) (Proposition 400).

PUBLIC INPUT:

No public input has been received to date on the tentative scenario.

PROS & CONS:

PROS: As cost opinions have significantly increased, and revenues have declined, the Regional Freeway and Highway Program has seen a deficit develop over the life of the program to a funding shortfall of approximately \$6.6 billion. Development of this tentative scenario, based upon four principles consistent with the original planning goals and objectives used to initially establish the Regional Transportation Plan in 2003, provides a basis and direction for governing the remaining funds available for regional freeway and highway construction. The cost-saving measures and partial and full project deferrals will ensure construction funding for two significant corridors from the program: SR-202L/South Mountain Freeway and the SR-303L Freeway from Interstate 10 to Interstate 17 in the West Valley.

The tentative scenario also introduces a new Phase V to the Regional Transportation Plan for the deferred projects that allows the priority for their eventual construction to occur when additional funding is identified. It is important to note that Phase V also includes additional funding beyond the deferrals to account for projects scoped beyond levels envisioned in the Regional Freeway and Highway Program, such as the completion of the Local-Express Lanes along Interstate 10 between the SR-202L/Red Mountain-SR-51/Piestawa interchange and 32nd Street in Phoenix, the final upgrade of the SR-85 corridor into a full freeway facility between Interstates 8 and 10 in the West Valley, and the freeway interchange of SR-85 with Interstate 8 in Gila Bend.

CONS: The tentative scenario identifies more than \$4.1 billion in full or partial project deferrals. The most significant of these deferrals is the delay of SR-801, also known as the Interstate 10 Reliever Freeway, from SR-85 to SR-202L/South Mountain. As a result, there may be congestion in the Southwest Valley along principal roadways and most significantly along the Interstate 10/Papago Freeway until SR-801 is constructed.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The tentative scenario for bridging the \$6.6 billion gap in the Regional Freeway and Highway Program has implications for addressing the potential congestion in the region. In addition, it is important to note that the 2010 update of the Regional Transportation Plan must extend, at a minimum, through FY2030, to comply with Federal Planning Regulations.

POLICY: While the tentative scenario provides a means to effectively govern the remaining funds identified for the Regional Freeway and Highway Program, it does introduce a new management process for governing deferred projects from the program. In addition, additional review of project scopes is recommended during the project development process to reduce future scope and cost increases. It is important to note that the new Phase V identifies those deferrals from their previous phase to ensure priority as future funds become available.

ACTION NEEDED:

Information, discussion, and possible action to provide direction in bridging the \$6.6 billion gap in the Regional Freeway and Highway Program for future incorporation of a tentative scenario into the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.

RTP Phases:
Phase I - FY2006-FY2010
Phase II - FY2011-FY2015
Phase III - FY2016-FY2020
Phase IV - FY2021-FY2026

Table 1 - Regional Freeway and Highway Program - By Corridor

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)
Note: Shaded segments represent projects recommended for partial or full deferral to a future phase of the Regional Transportation Plan.

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
INTERSTATE 10/PAPAGO										
SR-85 to SR-303L	GP	Add one lane in each direction; Sarival Ave to Verrado Way	5.0	IV	\$ 44.2	\$ 46.9	Improvements underway Funded by ARRA Scheduled completion in Fall 2011	\$ 29.9	\$ 29.9	\$ -
SR-85 to SR-303L	GP	Add one lane in each direction; Verrado Way to SR-85	7.0	IV	\$ 61.8	\$ 50.5	Defer general purpose lane widening from Verrado Way to SR-85 to future phase	\$ -	\$ -	\$ -
SR-303L to Dysart Rd	TI	Construct Bullard Ave interchange	-	I	\$ 9.2	\$ 13.7	Construction finished Open to traffic	\$ 9.7	\$ 9.7	\$ -
SR-303L to Dysart Rd	GP, HOV	Add one general purpose and one HOV lane in each direction	5.0	II	\$ 54.0	\$ 109.4	Improvements underway Scheduled completion in Fall 2011	\$ 109.4	\$ 109.4	\$ -
SR-303L to Dysart Rd	TI	Construct Perryville Rd interchange	-	II	\$ 9.2	\$ 23.4	Move forward with present plans Lower cost opinion due to recent bids	\$ 21.1	\$ -	\$ 21.1
Dysart Rd to SR-101L	GP, HOV	Add one general purpose and one HOV lane in each direction	6.0	II	\$ 57.0	\$ 63.3	Improvements underway Scheduled completion in Fall 2011	\$ 61.7	\$ 61.7	\$ -
Dysart Rd to SR-101L	TI	Construct El Mirage Rd interchange	-	IV	\$ 17.3	\$ 22.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 19.8	\$ -	\$ 19.8
SR-101L/Agua Fria to I-17/Black Canyon	GP	Add one lane in each direction	7.0	I	\$ 79.0	\$ 424.0	Repackage project to match RTP funding; Reprogram construction to match timing of SR-202L/South Mountain connection at 59th Avenue	\$ 79.0	\$ 17.2	\$ 61.8
Totals for Interstate 10/Papago Corridor:					\$ 331.7	\$ 753.7		\$ 330.5	\$ 227.9	\$ 102.6
INTERSTATE 10/MARICOPA										
SR-51 to 40th St (CD Roads)	GP	Add General Purpose Lanes	3.0	II	\$ 120.0	\$ -	Defer general purpose lane construction to future phase Retain budget for reconstruction of West PHX Sky Harbor traffic interchange for security purposes	\$ 30.0	\$ -	\$ 30.0
40th St to Baseline Rd (CD Roads)	GP, HOV	Construct Local-Express Lane system, consisting of: - Reconstruct SR-143 interchange - Add two general purpose lanes in each direction - Add one HOV lane in each direction	6.0	I	\$ 380.0	\$ 495.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 446.1	\$ 18.1	\$ 428.0
Baseline Rd to SR-202L/Santan	GP	Add one lane in each direction Reconstruct I-10 approach to US-60/Superstition system interchange	6.0	II	\$ 53.0	\$ 234.1	Move forward with present plans Lower cost opinion due to recent bids	\$ 202.4	\$ 8.1	\$ 194.3
SR-202L/Santan to Riggs Rd	HOV	Add one HOV lane in each direction	6.0	II	\$ 23.0	\$ 34.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 31.1	\$ -	\$ 31.1
SR-202L/Santan to Riggs Rd	GP	Add one lane in each direction	6.0	II	\$ 23.0	\$ 34.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 31.1	\$ 0.2	\$ 30.9
SR-202L/Santan to Riggs Rd	TI	Construct Chandler Heights Rd interchange	-	IV	\$ 13.8	\$ 25.4	Move forward with present plans Lower cost opinion due to recent bids	\$ 22.9	\$ -	\$ 22.9
Totals for Interstate 10/Maricopa Corridor:					\$ 612.8	\$ 823.5		\$ 763.4	\$ 26.4	\$ 737.1

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TENTATIVE SCENARIO

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RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
INTERSTATE 17/BLACK CANYON										
I-10/Maricopa (Split) to I-10/Papago (Stack)	HOV	Add one HOV lane in each direction	7.0	III	\$ 77.0	\$ 81.5	Segment in need of rehabilitation, improvements to include: - Add one HOV lane in each direction - Add one GP lane in each direction - Improve service interchange ramp connections and I-17 Frontage Roads	\$ 400.0	\$ 4.5	\$ 395.5
I-10/Papago (Stack) to Arizona Canal	GP	Add General Purpose Lanes (number unspecified and to be determined from study)	7.0	III	\$ 1,000.0	\$ 962.3	Revise design plan to include: - Add one GP lane in each direction - Improve service interchange ramp connections and I-17 Frontage Roads	\$ 600.0	\$ 2.3	\$ 597.7
Arizona Canal to SR-101L/Agua Fria and Pima Fwys	GP	Add one lane in each direction	6.0	II	\$ 53.0	\$ 135.1	Move forward with present plans Lower cost opinion due to recent bids	\$ 121.6	\$ 6.8	\$ 114.8
SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	GP, HOV	Add one general purpose and one HOV lane in each direction	9.0	I	\$ 169.0	\$ 330.6	Improvements underway Scheduled completion in Spring 2010	\$ 330.6	\$ 330.6	\$ -
SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	TI	Construct Jomax Rd and Dixileta Rd interchanges	-	I	\$ 27.6	\$ 41.2	Construction finished Opened to traffic	\$ 41.2	\$ 41.2	\$ -
SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	TI	Construct Dove Valley Rd interchange Advanced by the City of Phoenix	-	IV	\$ 18.4	\$ 22.7	Construction underway Scheduled completion in Summer 2010	\$ 22.7	\$ 22.7	\$ -
SR-74/Carefree Hwy to Anthem Way	GP, HOV	Add one general purpose and one HOV lane in each direction	5.0	IV	\$ 72.0	\$ 117.9	Improvements underway - Add one GP lane in each direction - Funded by ARRA - Scheduled completion in Fall 2010 Defer urban section and HOV lanes to Future Phase	\$ 16.8	\$ 16.8	\$ -
Anthem Way to New River Rd	GP	Add one lane in each direction	3.0	IV	\$ 26.0	\$ 25.0	Defer to future phase	\$ -	\$ -	\$ -
Totals for Interstate 17/Black Canyon Corridor:					\$ 1,443.0	\$ 1,716.2		\$ 1,532.8	\$ 424.8	\$ 1,108.0
US-60/GRAND AVE										
SR-303L to SR-101L/Agua Fria	GP	Add one lane in each direction	10.0	I	\$ 39.0	\$ 51.2	Move forward with present plans Lower cost opinion due to recent bids	\$ 51.2	\$ 51.2	\$ -
SR-303L to SR-101L/Agua Fria	GP	Construct up to two additional grade separated traffic interchanges at locations to be determined	10.0	II	\$ 64.0	\$ 63.2	Move forward with present plans Lower cost opinion due to recent bids	\$ 63.2	\$ -	\$ 63.2
SR-101L/Agua Fria to Van Buren St	GP	Add one lane in each direction 83rd Ave to 99th Ave Spot improvements throughout corridor in Glendale and Phoenix	11.0	I	\$ 30.0	\$ 48.7	Move forward with present plans Plans ready to bid	\$ 48.7	\$ 48.7	\$ -
SR-101L/Agua Fria to Van Buren St	GP	Construct at-grade intersection improvements at locations to be determined	11.0	II	\$ 20.0	\$ 23.3	Move forward with present plans Lower cost opinion due to recent bids	\$ 23.3	\$ 23.3	\$ -
SR-101L/Agua Fria to Van Buren St	TI	Construct up to three additional arterial grade separated traffic interchanges at locations to be determined	11.0	IV	\$ 97.0	\$ 97.0	Defer to future phase	\$ -	\$ -	\$ -
Totals for US-60/Grand Ave Corridor:					\$ 250.0	\$ 283.5		\$ 186.5	\$ 123.2	\$ 63.2

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US-60/SUPERSTITION										
I-10 to SR-101L/Price Fwy	GP	Add one lane in each direction	4.5	I	\$ 9.0	\$ 25.0	Improvements underway Scheduled completion in Fall 2010	\$ 25.0	\$ 25.0	\$ -
SR-101L/Price to Val Vista Dr	TI	Construct Lindsay Rd interchange with ramps to/from West	-	II	\$ 4.6	\$ 8.8	Defer to future phase	\$ -	\$ -	\$ -
Val Vista Dr to Power Rd	GP, HOV	Add two general purpose lanes and one HOV lane in each direction	4.0	I	\$ 85.0	\$ 96.0	Construction finished Open to traffic	\$ 96.0	\$ 96.0	\$ -
Crismon Rd to Meridian Rd	HOV	Add one HOV lane in each direction	2.0	III	\$ 31.0	\$ 30.2	Move forward with present plans Lower cost opinion due to recent bids	\$ 27.2	\$ -	\$ 27.2
Crismon Rd to Meridian Rd	TI	Construct Meridian Rd interchange with ramps to/from West	-	II	\$ 4.6	\$ 8.8	Move forward with present plans Lower cost opinion due to recent bids	\$ 7.9	\$ -	\$ 7.9
Totals for US-60/Superstition Corridor:					\$ 134.2	\$ 168.8		\$ 156.1	\$ 121.0	\$ 35.1
US-93										
Yavapai County to Wickenburg	GP	Construct interim Wickenburg Bypass	3.4	I	\$ 24.0	\$ 31.6	Improvements underway Scheduled completion in Spring 2010	\$ 31.6	\$ 31.6	\$ -
Total for US-93 Corridor:					\$ 24.0	\$ 31.6		\$ 31.6	\$ 31.6	\$ -
SR-51/PIESTAWA										
SR-101L/Pima to Shea Blvd	HOV, DHOV	- Add one HOV lane in each direction - Construct direct HOV ramp to SR-101L/Pima on the east	6.0	I	\$ 52.0	\$ 51.3	Construction finished Open to traffic	\$ 51.3	\$ 51.3	\$ -
SR-101L/Pima to Shea Blvd	GP	Add one lane in each direction	6.0	IV	\$ 51.0	\$ 81.7	Defer to future phase	\$ -	\$ -	\$ -
Totals for SR-51/Piestawa Corridor:					\$ 103.0	\$ 133.0		\$ 51.3	\$ 51.3	\$ -
LOOP 101/AGUA FRIA										
MC-85 to Interstate 10	GP	Construct improvements along 99th Ave	-	I	\$ -	\$ 4.0	Improvements Underway Scheduled completion in 2010	\$ 4.0	\$ 4.0	\$ -
I-10 to US-60/Grand Ave	TI	Complete Bethany Home Rd interchange with ramps to/from North	-	I	\$ 10.0	\$ 9.4	Construction finished Open to traffic	\$ 9.4	\$ 9.4	\$ -
I-10 to US-60/Grand Ave	HOV	Add one HOV lane in each direction	10.0	III	\$ 53.0	\$ 53.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 48.2	\$ -	\$ 48.2
I-10 to US-60/Grand Ave	GP	Add one lane in each direction	10.0	IV	\$ 85.0	\$ 150.4	Obligated funds are for: - Frwy Management Sys construction - Improvmnts at Olive, Northern Defer GP Lanes to Future Phase	\$ 14.4	\$ 14.4	\$ -
I-10 to US-60/Grand Ave	DHOV	Construct Direct HOV Ramp to/from I-10/Papago on East	-	IV	\$ 60.0	\$ 68.1	Defer to future phase	\$ -	\$ -	\$ -
US-60/Grand Ave to I-17	TI	Construct Beardsley Rd-Union Hills Rd interchange	-	II	\$ 24.8	\$ 28.8	Improvements underway Scheduled completion in Spring 2011	\$ 28.8	\$ 28.8	\$ -
US-60/Grand Ave to I-17	HOV	Add one HOV lane in each direction	12.0	IV	\$ 64.0	\$ 64.2	Move forward with present plans Lower cost opinion due to recent bids	\$ 57.8	\$ -	\$ 57.8
US-60/Grand Ave to I-17	GP	Add one lane in each direction	12.0	IV	\$ 102.0	\$ 177.8	Obligated funds are for: - Frwy Management Sys construction - Improvmnts at Thunderbird Defer GP Lanes to Future Phase	\$ 2.8	\$ 2.8	\$ -
US-60/Grand Ave to I-17	DHOV	Construct Direct HOV Ramp to/from I-17/Black Canyon on the South	-	IV	\$ 72.0	\$ 81.1	Defer to future phase	\$ -	\$ -	\$ -
Totals for Loop 101/Agua Fria Corridor:					\$ 470.8	\$ 637.3		\$ 165.3	\$ 59.4	\$ 105.9

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LOOP 101/PIMA										
I-17 to SR-S1	HOV	Add one HOV lane in each direction	7.0	II	\$ 37.0	\$ 37.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 33.8	\$ 5.4	\$ 28.3
I-17 to SR-S1	GP	Add one lane in each direction	7.0	IV	\$ 59.0	\$ 93.5	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 84.1	\$ 5.5	\$ 78.7
SR-S1 to Princess Dr	TI	Construct 64th St interchange	-	I	\$ 16.6	\$ 31.4	Construction finished Will open after 64th St is complete	\$ 31.4	\$ 31.4	\$ -
SR-S1 to Princess Dr	HOV	Add one HOV lane in each direction	6.0	II	\$ 29.0	\$ 18.8	Construction finished Open to traffic	\$ 18.8	\$ 18.8	\$ -
SR-S1 to Princess Dr	GP	Add one lane in each direction	6.0	IV	\$ 51.0	\$ 86.0	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 77.4	\$ 0.5	\$ 76.9
Princess Dr to Shea Blvd	HOV	Add one HOV lane in each direction	4.0	I	\$ 22.0	\$ 16.4	Construction finished Open to traffic	\$ 16.4	\$ 16.4	\$ -
Princess Dr to Shea Blvd	GP	Add one lane in each direction	4.0	IV	\$ 34.0	\$ 54.4	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 49.0	\$ -	\$ 49.0
Shea Blvd to SR-202L/Red Mtn	HOV	Add one HOV lane in each direction	11.0	I	\$ 61.0	\$ 46.0	Construction finished Open to traffic Includes Chaparral improvements	\$ 46.0	\$ 46.0	\$ -
Shea Blvd to SR-202L/Red Mtn	GP	Add one lane in each direction	11.0	II	\$ 94.0	\$ 107.7	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 96.9	\$ -	\$ 96.9
Totals for Loop 101/Pima Corridor:					\$ 403.6	\$ 491.6		\$ 453.6	\$ 123.9	\$ 329.8
LOOP 101/PRICE										
SR-202L/Red Mtn to Baseline Rd	HOV	Add one HOV lane in each direction	4.0	I	\$ 22.0	\$ 18.2	Improvements underway Scheduled completion in Fall 2009	\$ 18.2	\$ 18.2	\$ -
Baseline Rd to SR-202L/Santan	HOV	Add one HOV lane in each direction	6.0	I	\$ 31.0	\$ 25.9	Improvements underway Scheduled completion in Fall 2009	\$ 25.9	\$ 25.9	\$ -
Baseline Rd to SR-202L/Santan	GP	Add one lane in each direction	6.0	IV	\$ 51.0	\$ 58.1	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 52.3	\$ -	\$ 52.3
Totals for Loop 101/Price Corridor:					\$ 104.0	\$ 102.2		\$ 96.4	\$ 44.1	\$ 52.3

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SR-143/HOHOKAM										
McDowell Rd to I-10/Maricopa	TI	Not identified in 2003 RTP Funding transferred to SR-143 from deleted SR-153 Sky Harbor Expwy	3.8	I	\$ -	\$ 36.6	Improvements identified as - Reconstruct Sky Harbor Blvd/SR-2025 interchange to complete access to/from SR-143 on the south - Widen SR-143 overcrossing of Salt River as needed Move forward with present plans Lower cost opinion due to recent bids	\$ 36.6	\$ 36.6	\$ -
Totals for SR-143/Hohokam Corridor:					\$ -	\$ 36.6		\$ 36.6	\$ 36.6	\$ -
LOOP 202/RED MOUNTAIN										
I-10/SR-51 to Rural Rd	GP	Add general purpose lanes	7.0	I	\$ 67.0	\$ 178.1	Improvements underway Scheduled completion Spring 2011	\$ 178.1	\$ 178.1	\$ -
Rural Rd to SR-101L	GP	Add general purpose lanes	2.0	I	\$ 39.0	\$ 48.8	Improvements underway Scheduled completion Spring 2011	\$ 48.8	\$ 48.8	\$ -
SR-101L to Gilbert Rd	HOV	Add one HOV lane in each direction	6.0	I	\$ 32.0	\$ 27.4	Improvements underway Scheduled completion Spring 2011	\$ 27.4	\$ 27.4	\$ -
SR-101L to Gilbert Rd	GP	Add one lane in each direction	6.0	II	\$ 51.0	\$ 75.8	Move forward with present plans Lower cost opinion due to recent bids	\$ 68.2	\$ -	\$ 68.2
SR-101L to Gilbert Rd	TI	Construct Mesa Dr interchange with ramps to/from West	-	IV	\$ 4.6	\$ 15.0	Defer to future phase	\$ -	\$ -	\$ -
Gilbert Rd to Higley Rd	HOV	Add one HOV lane in each direction	5.0	III	\$ 27.0	\$ 27.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 24.3	\$ -	\$ 24.3
Gilbert Rd to Higley Rd	GP	Add one lane in each direction	5.0	IV	\$ 42.0	\$ 57.8	Defer to future phase	\$ -	\$ -	\$ -
Higley Rd to US-60/Superstition	HOV	Add one HOV lane in each direction	10.0	IV	\$ 52.0	\$ 53.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 48.2	\$ -	\$ 48.2
Higley Rd to US-60/Superstition	GP	Add one lane in each direction	10.0	IV	\$ 85.0	\$ 136.0	Defer to future phase	\$ -	\$ -	\$ -
Higley Rd to US-60/Superstition	DHOV	Construct Direct HOV Ramp to/from US-60/Superstition on the West	-	IV	\$ 20.0	\$ 22.7	Defer to future phase	\$ -	\$ -	\$ -
Totals for Loop 202/Red Mountain Corridor:					\$ 419.6	\$ 642.2		\$ 395.1	\$ 254.4	\$ 140.7
LOOP 202/SANTAN										
US-60/Superstition to Val Vista Rd	HOV	Add one HOV lane in each direction	11.0	IV	\$ 55.0	\$ 58.9	Move forward with present plans Lower cost opinion due to recent bids	\$ 53.0	\$ -	\$ 53.0
US-60/Superstition to Val Vista Rd	GP	Add one lane in each direction	11.0	IV	\$ 93.0	\$ 128.9	Defer to future phase	\$ -	\$ -	\$ -
Val Vista Rd to Dobson Rd	HOV	Add one HOV lane in each direction	7.0	II	\$ 40.0	\$ 37.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 33.8	\$ -	\$ 33.8
Val Vista Rd to Dobson Rd	GP	Add one lane in each direction	7.0	IV	\$ 59.0	\$ 82.0	Obligated funds are for Lindsay Rd to Gilbert Rd multi-modal path improvement Defer GP Lanes to Future Phase	\$ 1.1	\$ 1.1	\$ -
Dobson Rd to I-10/Maricopa Fwy	HOV, DHOV	Add one HOV lane in each direction Construct Direct HOV Ramp to/from Interstate 10 on the north	5.0	II	\$ 47.0	\$ 49.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 44.6	\$ -	\$ 44.6
Dobson Rd to I-10/Maricopa Fwy	DHOV	Construct Direct HOV Ramp to/from SR-101L/Price on the North	-	III	\$ 20.4	\$ 22.7	Move forward with present plans Lower cost opinion due to recent bids	\$ 20.4	\$ -	\$ 20.4
Dobson Rd to I-10/Maricopa Fwy	GP	Add one lane in each direction	5.0	IV	\$ 43.0	\$ 57.8	Defer to future phase	\$ -	\$ -	\$ -
Totals for Loop 202/Santan Corridor:					\$ 357.4	\$ 437.3		\$ 152.8	\$ 1.1	\$ 151.7

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LOOP 202/SOUTH MOUNTAIN										
I-10/Papago Fwy to I-10/SR-202L Santan	GP	Construct new freeway, 3 general purpose lanes in each direction	22.0	II	\$ 1,067.0	\$ 2,472.3	Move forward with freeway plans for corridor, to include: - HOV Lane in each direction - Narrow cross-section matching Proposition 300 program construction - Alignment along S9th Avenue between Buckeye Rd and I-10 - Reconfigured I-10 interchange to allow for future DHOV access to/from East - Bicycle/Pedestrian Trail between 17th Ave and 51st Ave	\$ 1,900.0	\$ 61.3	\$ 1,838.7
Totals for Loop 202/South Mountain Corridor:					\$ 1,067.0	\$ 2,472.3		\$ 1,900.0	\$ 61.3	\$ 1,838.7
LOOP 303										
Riggs Rd to SR-801/MC-85	GP	Provide for ROW protection for extension of Loop 303 corridor	-	IV	\$ -	\$ 50.0	Defer to future phase	\$ -	\$ -	\$ -
SR-801/MC-85 to Interstate 10	GP	Construct new freeway, 3 general purpose lanes in each direction	5.0	III	\$ 230.0	\$ 390.2	Defer to future phase Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Goodyear	\$ -	\$ -	\$ -
Interstate 10/Papago to US-60/Grand Ave	GP	Construct new freeway, 3 general purpose lanes in each direction	15.0	II	\$ 545.0	\$ 1,872.0	Obligated funds are for advance construction of Bell Rd, Cactus Rd, and Waddell Rd interchanges and ROW Move forward with freeway plans for corridor to include: - Narrow cross-section matching Proposition 300 program construction - Tighter construction of I-10 system interchange - interim construction of US-60 interchange - Lower cost opinion due to recent bids	\$ 1,196.4	\$ 112.1	\$ 1,084.3
US-60/Grand Ave to Interstate 17	GP	Construct interim facility, 2 general purpose lanes in each direction	18.0	I	\$ 354.8	\$ 347.6	Interim 4-l facility under construction Scheduled completion in 2011	\$ 347.6	\$ 347.6	\$ -
US-60/Grand Ave to Interstate 17	GP	Expand interim facility with one general purpose lane in each direction; finish freeway traffic interchanges	18.0	II	\$ 290.3	\$ 335.4	Move forward with present plans Lower cost opinion due to recent bids	\$ 301.9	\$ -	\$ 301.9
Totals for Loop 303 Corridor:					\$ 1,420.0	\$ 2,995.2		\$ 1,845.9	\$ 459.7	\$ 1,386.2

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ARIZONA STATE ROUTE 801 (Interstate 10 Reliever)										
SR-85 to SR-303L	GP	Construct interim facility, 1 general purpose lane in each direction	11.0	IV	\$ 83.0	\$ 211.0	Defer to future phase Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Buckeye and Goodyear	\$ -	\$ -	\$ -
SR-303L to Avondale Blvd	GP	Construct new freeway, 3 general purpose lanes in each direction	7.0	IV	\$ 352.2	\$ 790.5	Defer to future phase Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Goodyear and Avondale	\$ 13.5	\$ 13.5	\$ -
Avondale Blvd to SR-202L/South Mountain	GP	Construct new freeway, 3 general purpose lanes in each direction	6.0	IV	\$ 369.8	\$ 862.0	Defer to future phase Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Avondale and Phoenix	\$ 11.5	\$ 11.5	\$ -
Totals for SR-801 Corridor:					\$ 805.0	\$ 1,863.5		\$ 25.0	\$ 25.0	\$ -
SR-802/WILLIAMS GATEWAY										
SR-202L to Ellsworth Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	2.0	III	\$ 155.0	\$ 235.3	Obligated funds are for advance ROW acquisition Move forward with plans for Interim four-lane construction only (includes interchange with SR-202L/Santan) Lower cost opinion due to recent bids Defer ultimate construction to Future Phase	\$ 183.4	\$ 28.3	\$ 155.1
Ellsworth Rd to Meridian Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	3.0	III	\$ 170.0	\$ 236.0	Defer to future phase Finish Environmental Assessment and Design Concept Report efforts for entire corridor (including extension in Pinal County to US-60/SR-79) for ROW preservation by Mesa	\$ -	\$ -	\$ -
Totals for SR-802/Williams Gateway Corridor:					\$ 325.0	\$ 471.3		\$ 183.4	\$ 28.3	\$ 155.1
SR-74/CAREFREE HIGHWAY										
US-60/Grand Ave to SR-303L	GP	Construct passing lanes west of Lake Pleasant	25.1	I	\$ -	\$ 15.1	Improvements Underway Scheduled completion in 2010	\$ 10.1	\$ 10.1	\$ -
SR-303L to I-17	GP	Provide for ROW protection for future Lake Pleasant Fwy corridor	5.4	IV	\$ -	\$ 40.0	Defer to future phase Conduct future Environmental Assessment and Design Concept Report for freeway corridor ROW preservation by Peoria and Surprise	\$ -	\$ -	\$ -
Totals for SR-74/Carefree Highway Corridor:					\$ -	\$ 55.1		\$ 10.1	\$ 10.1	\$ -

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Table 1 - Regional Freeway and Highway Program - By Corridor

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Note: Shaded segments represent projects recommended for partial or full deferral to a future phase of the Regional Transportation Plan.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
SR-85										
Interstate 8 to Hazen Rd	GP	Convert existing facility into four-lane divided highway	29.2	I	\$ 43.6	\$ 98.5	Corridor improvements underway between Hazen Rd and Maricopa Rd ADOT cost opinion includes first phase of system interchange with Interstate 8 Defer future improvements, including Interstate 8 interchange, to future phase	\$ 78.5	\$ 78.5	\$ -
Hazen Rd to interstate 10	GP	Convert existing facility into four-lane divided highway	5.6	I	\$ 74.9	\$ 152.5	Improvements underway Scheduled completion in 2011 Defer full freeway section buildout between Hazen Rd and Interstate 10 to future phase	\$ 64.0	\$ 64.0	\$ -
Totals for SR-85 Corridor:					\$ 118.6	\$ 251.0		\$ 142.5	\$ 142.5	\$ -
SR-87										
Gila County to Shea Blvd	GP	Construct spot improvements to corridor as needed	33.7	I	\$ 38.2	\$ 49.2	Improvements from Tonto Nat'l Forest Boundary to Dos S Ranch Rd identified Includes new Four Peaks Rd interchange Move forward with present plans Lower cost opinion due to recent bids	\$ 49.2	\$ 49.2	\$ -
Totals for SR-87 Corridor:					\$ 38.2	\$ 49.2		\$ 49.2	\$ 49.2	\$ -
SR-88/APACHE TRAIL										
Pinal County to Gila County	GP	Construct spot improvements to corridor as needed	33.4	I	\$ 1.8	\$ 1.7	Improvements at Fish Creek Hill identified Move forward with present plans Lower cost opinion due to recent bids	\$ 1.5	\$ 1.5	\$ -
Totals for SR-88/Apache Trail Corridor:					\$ 1.8	\$ 1.7		\$ 1.5	\$ 1.5	\$ -

Project Type Key:
GP - General Purpose Lane Widening
HOV - High Occupancy Vehicle Lane Widening
TI - New Traffic Interchange
DHOV - Direct HOV Ramp connection
S/W - System-wide Project

RTP Phases:
Phase I - FY2006-FY2010
Phase II - FY2011-FY2015
Phase III - FY2016-FY2020
Phase IV - FY2021-FY2026

Table 1 - Regional Freeway and Highway Program - By Corridor

Maricopa Association of Governments
Regional Transportation Plan
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DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)
Note: Shaded segments represent projects recommended for partial or full deferral to a future phase of the Regional Transportation Plan.

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
SYSTEM-WIDE/FREEWAY MANAGEMENT SYSTEM			flowing as smoothly as possible. Efforts in this system-wide category include providing for additional variable message signs,							
Freeway Management System	S/W	Phase I Expenditures	-	I	\$ 7.5	\$ 9.8	Efforts underway Scheduled completion in FY2010	\$ 9.8	\$ 9.8	\$ -
Freeway Management System	S/W	Phase II Expenditures	-	II	\$ 18.1	\$ 23.6	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 17.7	\$ -	\$ 17.7
Freeway Management System	S/W	Phase III Expenditures	-	III	\$ 41.9	\$ 54.8	Reprogram cost opinion to match the original RTP estimate for Phase III	\$ 41.0	\$ -	\$ 41.0
Freeway Management System	S/W	Phase IV Expenditures	-	IV	\$ 49.3	\$ 64.5	Reprogram cost opinion to match the original RTP estimate for Phase IV	\$ 48.3	\$ -	\$ 48.3
Totals for S/W Freeway Management System Program:					\$ 116.8	\$ 152.7		\$ 116.8	\$ 9.8	\$ 107.0
SYSTEM-WIDE/MAINTENANCE			education, landscaping, and other work items to maintain the condition of the Regional Freeway System.							
Landscaping, Liter, Maintenance	S/W	Phase I Expenditures	-	I	\$ 47.9	\$ 52.2	Efforts underway Scheduled completion in FY2010	\$ 52.2	\$ 52.2	\$ -
Landscaping, Liter, Maintenance	S/W	Phase II Expenditures	-	II	\$ 67.8	\$ 73.9	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 66.5	\$ -	\$ 66.5
Landscaping, Liter, Maintenance	S/W	Phase III Expenditures	-	III	\$ 76.8	\$ 83.8	Reprogram cost opinion to match the original RTP estimate for Phase III	\$ 75.4	\$ -	\$ 75.4
Landscaping, Liter, Maintenance	S/W	Phase IV Expenditures	-	IV	\$ 84.5	\$ 92.1	Reprogram cost opinion to match the original RTP estimate for Phase IV	\$ 82.9	\$ -	\$ 82.9
Totals for S/W Maintenance Program:					\$ 277.0	\$ 302.1		\$ 277.0	\$ 52.2	\$ 224.8
SYSTEM-WIDE/NOISE MITIGATION			those noise mitigation efforts identified in corridor-specific actions. These expenditures include additional noise walls and							
Noise Mitigation	S/W	Phase I Expenditures	-	I	\$ 55.0	\$ 67.2	Efforts underway Scheduled completion in FY2010	\$ 67.2	\$ 67.2	\$ -
Noise Mitigation	S/W	Phase II Expenditures	-	II	\$ 20.0	\$ 30.0	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 7.8	\$ -	\$ 7.8
Noise Mitigation	S/W	Phase III Expenditures	-	III	\$ -	\$ 150.0	Defer pavement preservation efforts to next phase	\$ -	\$ -	
Noise Mitigation	S/W	Phase IV Expenditures	-	IV	\$ -	\$ 150.0	Defer pavement preservation efforts to next phase	\$ -	\$ -	
Totals for S/W Noise Mitigation Program:					\$ 75.0	\$ 397.2		\$ 75.0	\$ 67.2	\$ 7.8
SYSTEM-WIDE/RIGHT-OF-WAY			period for the Regional Freeway system under Proposition 400.							
ROW	S/W	Phase I Expenditures	-	I	\$ 40.0	\$ 40.0	Efforts underway Scheduled completion in FY2010	\$ 40.0	\$ 40.0	\$ -
ROW	S/W	Phase II Expenditures	-	II	\$ 40.0	\$ 40.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 40.0	\$ -	\$ 40.0
ROW	S/W	Phase III Expenditures	-	III	\$ 40.0	\$ 40.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 40.0	\$ -	\$ 40.0
ROW	S/W	Phase IV Expenditures	-	IV	\$ 17.0	\$ 17.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 17.0	\$ -	\$ 17.0
Totals for S/W Right-of-Way Program:					\$ 137.0	\$ 137.0		\$ 137.0	\$ 40.0	\$ 97.0

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RTP Phases:
Phase I - FY2006-FY2010
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Phase III - FY2016-FY2020
Phase IV - FY2021-FY2026

Table 1 - Regional Freeway and Highway Program - By Corridor

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent projects recommended for partial or full deferral to a future phase of the Regional Transportation Plan.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
SYSTEM-WIDE/DESIGN			throughout the period for the Regional Freeway system under Proposition 400. Expenditures include the administration of the							
Design	S/W	Phase I Expenditures	-	I	\$ 112.1	\$ 142.4	Efforts underway Scheduled completion in FY2010	\$ 142.4	\$ 142.4	\$ -
Design	S/W	Phase II Expenditures	-	II	\$ 103.8	\$ 131.9	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 91.7	\$ -	\$ 91.7
Design	S/W	Phase III Expenditures	-	III	\$ 98.8	\$ 125.5	Reprogram cost opinion to match the original RTP estimate for Phase III	\$ 87.3	\$ -	\$ 87.3
Design	S/W	Phase IV Expenditures	-	IV	\$ 57.5	\$ 73.0	Reprogram cost opinion to match the original RTP estimate for Phase IV	\$ 50.8	\$ -	\$ 50.8
Totals for S/W Design Program:					\$ 372.2	\$ 472.8		\$ 372.2	\$ 142.4	\$ 229.8
SYSTEM-WIDE/MINOR PROJECTS			improvements on the Regional Freeway System under Proposition 400. Examples include, but may not be limited to, arterial							
Minor Projects	S/W	Phase I Expenditures	-	I	\$ 1.3	\$ 7.9	Efforts underway Scheduled completion in FY2010	\$ 7.9	\$ 7.9	\$ -
Minor Projects	S/W	Phase II Expenditures	-	II	\$ 2.6	\$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 0.4	\$ -	\$ 2.6
Minor Projects	S/W	Phase III Expenditures	-	III	\$ 2.6	\$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase III	\$ 0.4	\$ -	\$ 2.6
Minor Projects	S/W	Phase IV Expenditures	-	IV	\$ 2.6	\$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase IV	\$ 0.4	\$ -	\$ 2.6
Totals for S/W Minor Projects Program:					\$ 9.0	\$ 52.9		\$ 9.1	\$ 7.9	\$ 7.8
					2003 RTP Estimate	2009 ADOT Cost Opinion		Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
Totals for Regional Freeway and Highway Program:					\$ 9,416.7	\$ 15,931.3		\$ 9,496.8	\$ 2,622.8	\$ 6,880.6

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Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE I - FY2006 TO FY2010											
I-10	Papago	SR-303L to Dysart Rd	TI	Construct Bullard Ave interchange	-	\$ 9.2	\$ 13.7	Construction finished Open to traffic	\$ 9.7	\$ 9.7	\$ -
I-10	Papago	SR-101L/Agua Fria to I-17/Black Canyon	GP	Add one lane in each direction	7.0	\$ 79.0	\$ 424.0	Repackage project to match RTP funding; Reprogram construction to match timing of SR-202L/South Mountain connection at 59th Avenue	\$ 79.0	\$ 17.2	\$ 61.8
I-10	Maricopa	40th St to Baseline Rd (CD Roads)	GP, HOV	Construct Local-Express Lane system, consisting of: - Reconstruct SR-143 interchange - Add two general purpose lanes in each direction - Add one HOV lane in each direction	6.0	\$ 380.0	\$ 495.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 446.1	\$ 18.1	\$ 428.0
I-17	Black Canyon	SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	GP, HOV	Add one general purpose and one HOV lane in each direction	9.0	\$ 169.0	\$ 330.6	Improvements underway Scheduled completion in Spring 2010	\$ 330.6	\$ 330.6	\$ -
I-17	Black Canyon	SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	TI	Construct Jomax Rd and Dixileta Rd interchanges	-	\$ 27.6	\$ 41.2	Construction finished Opened to traffic	\$ 41.2	\$ 41.2	\$ -
US-60	Grand	SR-303L to SR-101L/Agua Fria	GP	Add one lane in each direction	10.0	\$ 39.0	\$ 51.2	Move forward with present plans Lower cost opinion due to recent bids	\$ 51.2	\$ 51.2	\$ -
US-60	Grand	SR-101L/Agua Fria to Van Buren St	GP	Add one lane in each direction 83rd Ave to 99th Ave Spot Improvements throughout corridor in Glendale and Phoenix	11.0	\$ 30.0	\$ 48.7	Move forward with present plans Plans ready to bid	\$ 48.7	\$ 48.7	\$ -
US-60	Superstition	I-10 to SR-101L/Price Fwy	GP	Add one lane in each direction	4.5	\$ 9.0	\$ 25.0	Improvements underway Scheduled completion in Fall 2010	\$ 25.0	\$ 25.0	\$ -
US-60	Superstition	Val Vista Dr to Power Rd	GP, HOV	Add two general purpose lanes and one HOV lane in each direction	4.0	\$ 85.0	\$ 96.0	Construction finished Open to traffic	\$ 96.0	\$ 96.0	\$ -
US-93	US-93	Yavapai County to Wickenburg	GP	Construct interim Wickenburg Bypass	3.4	\$ 24.0	\$ 31.6	Improvements underway Scheduled completion in Spring 2010	\$ 31.6	\$ 31.6	\$ -
SR-51	Piestawa	SR-101L/Pima to Shea Blvd	HOV, DHOV	- Add one HOV lane in each direction - Construct direct HOV ramp to SR-101L/Pima on the east	6.0	\$ 52.0	\$ 51.3	Construction finished Open to traffic	\$ 51.3	\$ 51.3	\$ -
SR-101L	Agua Fria	MC-85 to Interstate 10	GP	Construct improvements along 99th Ave	-	\$ -	\$ 4.0	Improvements Underway Scheduled completion in 2010	\$ 4.0	\$ 4.0	\$ -
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	TI	Complete Bethany Home Rd interchange with ramps to/from North	-	\$ 10.0	\$ 9.4	Construction finished Open to traffic	\$ 9.4	\$ 9.4	\$ -
SR-101L	Pima	SR-S1 to Princess Dr	TI	Construct 64th St interchange	-	\$ 16.6	\$ 31.4	Construction finished Will open after 64th St is complete	\$ 31.4	\$ 31.4	\$ -
SR-101L	Pima	Princess Dr to Shea Blvd	HOV	Add one HOV lane in each direction	4.0	\$ 22.0	\$ 16.4	Construction finished Open to traffic	\$ 16.4	\$ 16.4	\$ -
SR-101L	Pima	Shea Blvd to SR-202L/Red Mtn	HOV	Add one HOV lane in each direction	11.0	\$ 61.0	\$ 46.0	Construction finished Open to traffic Includes Chaparral improvements	\$ 46.0	\$ 46.0	\$ -

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Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
SR-101L	Price	SR-202L/Red Mtn to Baseline Rd	HOV	Add one HOV lane in each direction	4.0	\$ 22.0	\$ 18.2	improvements underway Scheduled completion in Fall 2009	\$ 18.2	\$ 18.2	\$ -
SR-101L	Price	Baseline Rd to SR-202L/Santan	HOV	Add one HOV lane in each direction	6.0	\$ 31.0	\$ 25.9	Improvements underway Scheduled completion in Fall 2009	\$ 25.9	\$ 25.9	\$ -
SR-143	Hohokam	McDowell Rd to I-10/Maricopa	TI	Not identified in 2003 RTP Funding transferred to SR-143 from deleted SR-153 Sky Harbor Expwy	3.8	\$ -	\$ 36.6	Improvements identified as - Reconstruct Sky Harbor Blvd/SR-202S interchange to complete access to/from SR-143 on the south - Widen SR-143 overcrossing of Salt River as needed Move forward with present plans Lower cost opinion due to recent bids	\$ 36.6	\$ 36.6	\$ -
SR-202L	Red Mountain	I-10/SR-51 to Rural Rd	GP	Add general purpose lanes	7.0	\$ 67.0	\$ 178.1	Improvements underway Scheduled completion Spring 2011	\$ 178.1	\$ 178.1	\$ -
SR-202L	Red Mountain	Rural Rd to SR-101L	GP	Add general purpose lanes	2.0	\$ 39.0	\$ 48.8	Improvements underway Scheduled completion Spring 2011	\$ 48.8	\$ 48.8	\$ -
SR-202L	Red Mountain	SR-101L to Gilbert Rd	HOV	Add one HOV lane in each direction	6.0	\$ 32.0	\$ 27.4	Improvements underway Scheduled completion Spring 2011	\$ 27.4	\$ 27.4	\$ -
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	GP	Construct interim facility, 2 general purpose lanes in each direction	18.0	\$ 354.8	\$ 347.6	Interim 4-I facility under construction Scheduled completion in 2011	\$ 347.6	\$ 347.6	\$ -
SR-74	Carefree Hwy	US-60/Grand Ave to SR-303L	GP	Construct passing lanes west of Lake Pleasant	25.1	\$ -	\$ 15.1	Improvements Underway Scheduled completion in 2010	\$ 10.1	\$ 10.1	\$ -
SR-85	SR-85	Interstate 8 to Hazen Rd	GP	Convert existing facility into four-lane divided highway	29.2	\$ 43.6	\$ 98.5	Corridor improvements underway between Hazen Rd and Maricopa Rd ADOT cost opinion includes first phase of system interchange with Interstate 8 Defer future improvements, including Interstate 8 interchange, to future phase	\$ 78.5	\$ 78.5	\$ -
SR-85	SR-85	Hazen Rd to Interstate 10	GP	Convert existing facility into four-lane divided highway	5.6	\$ 74.9	\$ 152.5	Improvements underway Scheduled completion in 2011 Defer full freeway section buildout between Hazen Rd and Interstate 10 to future phase	\$ 64.0	\$ 64.0	\$ -
SR-87	Beeline Hwy	Gila County to Shea Blvd	GP	Construct spot improvements to corridor as needed	33.7	\$ 38.2	\$ 49.2	Improvements from Tonto Nat'l Forest Boundary to Dos S Ranch Rd identified Includes new Four Peaks Rd interchange Move forward with present plans Lower cost opinion due to recent bids	\$ 49.2	\$ 49.2	\$ -
SR-88	Apache Trail	Pinal County to Gila County	GP	Construct spot improvements to corridor as needed	33.4	\$ 1.8	\$ 1.7	Improvements at Fish Creek Hill identified Move forward with present plans Lower cost opinion due to recent bids	\$ 1.5	\$ 1.5	\$ -

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S/W - System-wide Project

Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
S/W	FMS	Freeway Management System	S/W	Phase I Expenditures	-	\$ 7.5	\$ 9.8	Efforts underway Scheduled completion in FY2010	\$ 9.8	\$ 9.8	\$ -
S/W	Maintenance	Landscaping, Liter, Maintenance	S/W	Phase I Expenditures	-	\$ 47.9	\$ 52.2	Efforts underway Scheduled completion in FY2010	\$ 52.2	\$ 52.2	\$ -
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase I Expenditures	-	\$ 55.0	\$ 67.2	Efforts underway Scheduled completion in FY2010	\$ 67.2	\$ 67.2	\$ -
S/W	ROW	ROW	S/W	Phase I Expenditures	-	\$ 40.0	\$ 40.0	Efforts underway Scheduled completion in FY2010	\$ 40.0	\$ 40.0	\$ -
S/W	Design	Design	S/W	Phase I Expenditures	-	\$ 112.1	\$ 142.4	Efforts underway Scheduled completion in FY2010	\$ 142.4	\$ 142.4	\$ -
S/W	Park N Ride	Minor Projects	S/W	Phase I Expenditures	-	\$ 1.3	\$ 7.9	Efforts underway Scheduled completion in FY2010	\$ 7.9	\$ 7.9	\$ -
REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE I - FY2006 TO FY2010:						\$ 1,981.6	\$ 3,034.6		\$ 2,523.1	\$ 2,033.3	\$ 489.8

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Table 2 - Regional Freeway and Highway Program - By Phase

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Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE II - FY2011 TO FY2015											
I-10	Papago	SR-303L to Dysart Rd	GP, HOV	Add one general purpose and one HOV lane in each direction	5.0	\$ 54.0	\$ 109.4	Improvements underway Scheduled completion in Fall 2011	\$ 109.4	\$ 109.4	\$ -
I-10	Papago	SR-303L to Dysart Rd	TI	Construct Perryville Rd interchange	-	\$ 9.2	\$ 23.4	Move forward with present plans Lower cost opinion due to recent bids	\$ 21.1	\$ -	\$ 21.1
I-10	Papago	Dysart Rd to SR-101L	GP, HOV	Add one general purpose and one HOV lane in each direction	6.0	\$ 57.0	\$ 63.3	Improvements underway Scheduled completion in Fall 2011	\$ 61.7	\$ 61.7	\$ -
I-10	Maricopa	SR-51 to 40th St (CD Roads)	GP	Add General Purpose Lanes	3.0	\$ 120.0	\$ -	Defer general purpose lane construction to future phase Retain budget for reconstruction of West PHX Sky Harbor traffic interchange for security purposes	\$ 30.0	\$ -	\$ 30.0
I-10	Maricopa	Baseline Rd to SR-202L/Santan	GP	Add one lane in each direction Reconstruct I-10 approach to US-60/Superstition system interchange	6.0	\$ 53.0	\$ 234.1	Move forward with present plans Lower cost opinion due to recent bids	\$ 202.4	\$ 8.1	\$ 194.3
I-10	Maricopa	SR-202L/Santan to Riggs Rd	HOV	Add one HOV lane in each direction	6.0	\$ 23.0	\$ 34.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 31.1	\$ -	\$ 31.1
I-10	Maricopa	SR-202L/Santan to Riggs Rd	GP	Add one lane in each direction	6.0	\$ 23.0	\$ 34.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 31.1	\$ 0.2	\$ 30.9
I-17	Black Canyon	Arizona Canal to SR-101L/Agua Fria and Pima Fwys	GP	Add one lane in each direction	6.0	\$ 53.0	\$ 135.1	Move forward with present plans Lower cost opinion due to recent bids	\$ 121.6	\$ 6.8	\$ 114.8
US-60	Grand	SR-303L to SR-101L/Agua Fria	GP	Construct up to two additional grade separated traffic interchanges at locations to be determined	10.0	\$ 64.0	\$ 63.2	Move forward with present plans Lower cost opinion due to recent bids	\$ 63.2	\$ -	\$ 63.2
US-60	Grand	SR-101L/Agua Fria to Van Buren St	GP	Construct at-grade intersection improvements at locations to be determined	11.0	\$ 20.0	\$ 23.3	Move forward with present plans Lower cost opinion due to recent bids	\$ 23.3	\$ 23.3	\$ -
US-60	Superstition	Crison Rd to Meridian Rd	TI	Construct Meridian Rd interchange with ramps to/from West	-	\$ 4.6	\$ 8.8	Move forward with present plans Lower cost opinion due to recent bids	\$ 7.9	\$ -	\$ 7.9
SR-101L	Agua Fria	US-60/Grand Ave to I-17	TI	Construct Beardsley Rd-Union Hills Rd interchange	-	\$ 24.8	\$ 28.8	Improvements underway Scheduled completion in Spring 2011	\$ 28.8	\$ 28.8	\$ -
SR-101L	Pima	I-17 to SR-51	HOV	Add one HOV lane in each direction	7.0	\$ 37.0	\$ 37.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 33.8	\$ 5.4	\$ 28.3
SR-101L	Pima	SR-51 to Princess Dr	HOV	Add one HOV lane in each direction	6.0	\$ 29.0	\$ 18.8	Construction finished Open to traffic	\$ 18.8	\$ 18.8	\$ -
SR-101L	Pima	Shea Blvd to SR-202L/Red Mtn	GP	Add one lane in each direction	11.0	\$ 94.0	\$ 107.7	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 96.9	\$ -	\$ 96.9
SR-202L	Red Mountain	SR-101L to Gilbert Rd	GP	Add one lane in each direction	6.0	\$ 51.0	\$ 75.8	Move forward with present plans Lower cost opinion due to recent bids	\$ 68.2	\$ -	\$ 68.2
SR-202L	Santan	Val Vista Rd to Dobson Rd	HOV	Add one HOV lane in each direction	7.0	\$ 40.0	\$ 37.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 33.8	\$ -	\$ 33.8
SR-202L	Santan	Dobson Rd to I-10/Maricopa Fwy	HOV, DHOV	Add one HOV lane in each direction Construct Direct HOV Ramp to/from Interstate 10 on the north	5.0	\$ 47.0	\$ 49.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 44.6	\$ -	\$ 44.6

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Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
SR-202L	South Mountain	I-10/Papago Fwy to I-10/SR-202L Santan	GP	Construct new freeway, 3 general purpose lanes in each direction	22.0	\$ 1,067.0	\$ 2,472.3	Move forward with freeway plans for corridor, to include: - HOV Lane in each direction - Narrow cross-section matching Proposition 300 program construction - Alignment along 59th Avenue between Buckeye Rd and I-10 - Reconfigured I-10 interchange to allow for future DHOV access to/from East - Bicycle/Pedestrian Trail between 17th Ave and 51st Ave	\$ 1,900.0	\$ 61.3	\$ 1,838.7
SR-303L	Estrella	Interstate 10/Papago to US-60/Grand Ave	GP	Construct new freeway, 3 general purpose lanes in each direction	15.0	\$ 545.0	\$ 1,872.0	Obligated funds are for advance construction of Bell Rd, Cactus Rd, and Waddell Rd interchanges and ROW Move forward with freeway plans for corridor to include: - Narrow cross-section matching Proposition 300 program construction - Tighter construction of I-10 system interchange - Interim construction of US-60 interchange - Lower cost opinion due to recent bids	\$ 1,196.4	\$ 112.1	\$ 1,084.3
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	GP	Expand interim facility with one general purpose lane in each direction; finish freeway traffic interchanges	18.0	\$ 290.3	\$ 335.4	Move forward with present plans Lower cost opinion due to recent bids	\$ 301.9	\$ -	\$ 301.9
S/W	FMS	Freeway Management System	S/W	Phase II Expenditures	-	\$ 18.1	\$ 23.6	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 17.7	\$ -	\$ 17.7
S/W	Maintenance	Landscaping, Liter, Maintenance	S/W	Phase II Expenditures	-	\$ 67.8	\$ 73.9	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 66.5	\$ -	\$ 66.5
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase II Expenditures	-	\$ 20.0	\$ 30.0	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 7.8	\$ -	\$ 7.8
S/W	ROW	ROW	S/W	Phase II Expenditures	-	\$ 40.0	\$ 40.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 40.0	\$ -	\$ 40.0
S/W	Design	Design	S/W	Phase II Expenditures	-	\$ 103.8	\$ 131.9	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 91.7	\$ -	\$ 91.7
S/W	Park N Ride	Minor Projects	S/W	Phase II Expenditures	-	\$ 2.6	\$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase II	\$ 0.4	\$ -	\$ 2.6
REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE II - FY2011 TO FY2015:						\$ 2,958.1	\$ 6,079.2		\$ 4,649.8	\$ 435.9	\$ 4,216.1

Project Type Key:
GP - General Purpose Lane Widening
HOV - High Occupancy Vehicle Lane Widening
TI - New Traffic Interchange
DHOV - Direct HOV Ramp connection
S/W - System-wide Project

Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE III - FY2016 TO FY2020											
I-17	Black Canyon	I-10/Maricopa (Split) to I-10/Papago (Stack)	HOV	Add one HOV lane in each direction	7.0	\$ 77.0	\$ 81.5	Segment in need of rehabilitation, improvements to include: - Add one HOV lane in each direction - Add one GP lane in each direction - Improve service interchange ramp connections and I-17 Frontage Roads	\$ 400.0	\$ 4.5	\$ 395.5
I-17	Black Canyon	I-10/Papago (Stack) to Arizona Canal	GP	Add General Purpose Lanes (number unspecified and to be determined from study)	7.0	\$ 1,000.0	\$ 962.3	Revise design plan to include: - Add one GP lane in each direction - Improve service interchange ramp connections and I-17 Frontage Roads	\$ 600.0	\$ 2.3	\$ 597.7
US-60	Superstition	Crismon Rd to Meridian Rd	HOV	Add one HOV lane in each direction	2.0	\$ 31.0	\$ 30.2	Move forward with present plans	\$ 27.2	\$ -	\$ 27.2
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	HOV	Add one HOV lane in each direction	10.0	\$ 53.0	\$ 53.5	Lower cost opinion due to recent bids Move forward with present plans	\$ 48.2	\$ -	\$ 48.2
SR-202L	Red Mountain	Gilbert Rd to Higley Rd	HOV	Add one HOV lane in each direction	5.0	\$ 27.0	\$ 27.0	Lower cost opinion due to recent bids Move forward with present plans	\$ 24.3	\$ -	\$ 24.3
SR-202L	Santan	Dobson Rd to I-10/Maricopa Fwy	DHOV	Construct Direct HOV Ramp to/from SR-101L/Price on the North	-	\$ 20.4	\$ 22.7	Lower cost opinion due to recent bids Move forward with present plans	\$ 20.4	\$ -	\$ 20.4
SR-802	Williams Gateway	SR-202L to Ellsworth Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	2.0	\$ 155.0	\$ 235.3	Obligated funds are for advance ROW acquisition Move forward with plans for interim four-lane construction only (includes interchange with SR-202L/Santan) Lower cost opinion due to recent bids Defer ultimate construction to Future Phase	\$ 183.4	\$ 28.3	\$ 155.1
S/W	FMS	Freeway Management System	S/W	Phase III Expenditures	-	\$ 41.9	\$ 54.8	Reprogram cost opinion to match the original RTP estimate for Phase III	\$ 41.0	\$ -	\$ 41.0
S/W	Maintenance	Landscaping, Litter, Maintenance	S/W	Phase III Expenditures	-	\$ 76.8	\$ 83.8	Reprogram cost opinion to match the original RTP estimate for Phase III	\$ 75.4	\$ -	\$ 75.4
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase III Expenditures	-	\$ -	\$ 150.0	Defer pavement preservation efforts to next phase	\$ -	\$ -	\$ -
S/W	ROW	ROW	S/W	Phase III Expenditures	-	\$ 40.0	\$ 40.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 40.0	\$ -	\$ 40.0
S/W	Design	Design	S/W	Phase III Expenditures	-	\$ 98.8	\$ 125.5	Reprogram cost opinion to match the original RTP estimate for Phase III	\$ 87.3	\$ -	\$ 87.3
S/W	Park N Ride	Minor Projects	S/W	Phase III Expenditures	-	\$ 2.6	\$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase III	\$ 0.4	\$ -	\$ 2.6
REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE III - FY2016 TO FY2020:						\$ 1,623.5	\$ 1,881.6		\$ 1,547.5	\$ 35.1	\$ 1,514.7

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S/W - System-wide Project

Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE IV - FY2021 TO FY2026											
I-10	Papago	SR-85 to SR-303L	GP	Add one lane in each direction; Sarival Ave to Verrado Way	5.0	\$ 44.2	\$ 46.9	Improvements underway Funded by ARRA Scheduled completion in Fall 2011	\$ 29.9	\$ 29.9	\$ -
I-10	Maricopa	SR-202L/Santan to Riggs Rd	TI	Construct Chandler Heights Rd interchange	-	\$ 13.8	\$ 25.4	Move forward with present plans Lower cost opinion due to recent bids	\$ 22.9	\$ -	\$ 22.9
I-17	Black Canyon	SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	TI	Construct Dove Valley Rd interchange Advanced by the City of Phoenix	-	\$ 18.4	\$ 22.7	Construction underway Scheduled completion in Summer 2010	\$ 22.7	\$ 22.7	\$ -
I-17	Black Canyon	SR-74/Carefree Hwy to Anthem Way	GP, HOV	Add one general purpose and one HOV lane in each direction	5.0	\$ 72.0	\$ 117.9	Improvements underway - Add one GP lane in each direction - Funded by ARRA - Scheduled completion in Fall 2010 Defer urban section and HOV lanes to Future Phase	\$ 16.8	\$ 16.8	\$ -
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	GP	Add one lane in each direction	10.0	\$ 85.0	\$ 150.4	Obligated funds are for: - Frwy Management Sys construction - Improvmnts at Olive, Northern	\$ 14.4	\$ 14.4	\$ -
SR-101L	Agua Fria	US-60/Grand Ave to I-17	HOV	Add one HOV lane in each direction	12.0	\$ 64.0	\$ 64.2	Move forward with present plans Lower cost opinion due to recent bids	\$ 57.8	\$ -	\$ 57.8
I-10	Papago	Dysart Rd to SR-101L	TI	Construct El Mirage Rd interchange	-	\$ 17.3	\$ 22.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 19.8	\$ -	\$ 19.8
SR-101L	Pima	I-17 to SR-51	GP	Add one lane in each direction	7.0	\$ 59.0	\$ 93.5	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 84.1	\$ 5.5	\$ 78.7
SR-101L	Pima	SR-51 to Princess Dr	GP	Add one lane in each direction	6.0	\$ 51.0	\$ 86.0	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 77.4	\$ 0.5	\$ 76.9
SR-101L	Pima	Princess Dr to Shea Blvd	GP	Add one lane in each direction	4.0	\$ 34.0	\$ 54.4	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 49.0	\$ -	\$ 49.0
SR-101L	Price	Baseline Rd to SR-202L/Santan	GP	Add one lane in each direction	6.0	\$ 51.0	\$ 58.1	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	\$ 52.3	\$ -	\$ 52.3
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	HOV	Add one HOV lane in each direction	10.0	\$ 52.0	\$ 53.5	Move forward with present plans Lower cost opinion due to recent bids	\$ 48.2	\$ -	\$ 48.2
SR-202L	Santan	Val Vista Rd to Dobson Rd	GP	Add one lane in each direction	7.0	\$ 59.0	\$ 82.0	Obligated funds are for Lindsay Rd to Gilbert Rd multi-modal path improvement Defer GP Lanes to Future Phase	\$ 1.1	\$ 1.1	\$ -
SR-202L	Santan	US-60/Superstition to Val Vista Rd	HOV	Add one HOV lane in each direction	11.0	\$ 55.0	\$ 58.9	Move forward with present plans Lower cost opinion due to recent bids	\$ 53.0	\$ -	\$ 53.0

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TI - New Traffic Interchange
DHOV - Direct HOV Ramp connection
S/W - System-wide Project

Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
SR-801	Gila River	SR-303L to Avondale Blvd	GP	Construct new freeway, 3 general purpose lanes in each direction	7.0	\$ 352.2	\$ 790.5	Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Goodyear and Avondale	\$ 13.5	\$ 13.5	\$ -
SR-801	Gila River	Avondale Blvd to SR-202L/South Mountain	GP	Construct new freeway, 3 general purpose lanes in each direction	6.0	\$ 369.8	\$ 862.0	Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Avondale and Phoenix	\$ 11.5	\$ 11.5	\$ -
SR-101L	Agua Fria	US-60/Grand Ave to I-17	GP	Add one lane in each direction	12.0	\$ 102.0	\$ 177.8	Obligated funds are for: - Frwy Management Sys construction - Improvmnts at Thunderbird Defer GP Lanes to Future Phase	\$ 2.8	\$ 2.8	\$ -
S/W	FMS	Freeway Management System	S/W	Phase IV Expenditures	-	\$ 49.3	\$ 64.5	Reprogram cost opinion to match the original RTP estimate for Phase IV	\$ 48.3	\$ -	\$ 48.3
S/W	Maintenance	Landscaping, Liter, Maintenance	S/W	Phase IV Expenditures	-	\$ 84.5	\$ 92.1	Reprogram cost opinion to match the original RTP estimate for Phase IV	\$ 82.9	\$ -	\$ 82.9
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase IV Expenditures	-	\$ -	\$ 150.0	Defer pavement preservation efforts to next phase	\$ -	\$ -	\$ -
S/W	ROW	ROW	S/W	Phase IV Expenditures	-	\$ 17.0	\$ 17.0	Move forward with present plans Lower cost opinion due to recent bids	\$ 17.0	\$ -	\$ 17.0
S/W	Design	Design	S/W	Phase IV Expenditures	-	\$ 57.5	\$ 73.0	Reprogram cost opinion to match the original RTP estimate for Phase IV	\$ 50.8	\$ -	\$ 50.8
S/W	Park N Ride	Minor Projects	S/W	Phase IV Expenditures	-	\$ 2.6	\$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase IV	\$ 0.4	\$ -	\$ 2.6
REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE IV - FY2021 TO FY2026:						\$ 1,710.5	\$ 3,178.3		\$ 776.4	\$ 118.6	\$ 660.0

Project Type Key:
GP - General Purpose Lane Widening
HOV - High Occupancy Vehicle Lane Widening
TI - New Traffic Interchange
DHQV - Direct HOV Ramp connection
S/W - System-wide Project

Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE V - FY2027 TO FY2030											
SR-85	SR-85	Interstate 8 to Hazen Rd	GP	Convert existing facility into full freeway, including interchange with Interstate 8	29.2	\$ 43.6	\$ 98.5	Deferred from Phase I	\$ 200.3	\$ -	\$ 200.3
SR-85	SR-85	Hazen Rd to Interstate 10	GP	Convert existing facility into full freeway	5.6	\$ 74.9	\$ 152.5	Deferred from Phase I	\$ 88.5	\$ -	\$ 88.5
I-10	Maricopa	SR-51 to 40th St (CD Roads)	GP	Add General Purpose Lanes	3.0	\$ 120.0	\$ -	Deferred from Phase II	\$ 496.3	\$ -	\$ 496.3
US-60	Superstition	SR-101L/Price to Val Vista Dr	TI	Construct Lindsay Rd interchange with ramps to/from West	-	\$ 4.6	\$ 8.8	Deferred from Phase II	\$ 7.7	\$ -	\$ 7.7
SR-303L	Estrella	SR-801/MC-85 to Interstate 10	GP	Construct new freeway, 3 general purpose lanes in each direction	5.0	\$ 230.0	\$ 390.2	Deferred from Phase III	\$ 343.4	\$ -	\$ 343.4
SR-802	Williams Gateway	SR-202L to Ellsworth Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	2.0	\$ 155.0	\$ 235.3	Full six-lanes deferred from Phase III	\$ 50.9	\$ -	\$ 50.9
SR-802	Williams Gateway	Ellsworth Rd to Meridian Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	3.0	\$ 170.0	\$ 236.0	Deferred from Phase III	\$ 207.7	\$ -	\$ 207.7
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase III Expenditures	-	\$ -	\$ 150.0	Pavement preservation deferred	\$ 150.0	\$ -	\$ 150.0
I-10	Papago	SR-85 to SR-303L	GP	Add one lane in each direction; Verrado Way to SR-85	7.0	\$ 61.8	\$ 50.5	Deferred from Phase IV	\$ 44.4	\$ -	\$ 44.4
I-10	Papago	Dysart Rd to SR-101L	TI	Construct El Mirage Rd interchange	-	\$ 17.3	\$ 22.5	Deferred from Phase IV	\$ 19.8	\$ -	\$ 19.8
I-17	Black Canyon	Anthem Way to New River Rd	GP	Add one lane in each direction	3.0	\$ 26.0	\$ 25.0	Deferred from Phase IV	\$ 22.0	\$ -	\$ 22.0
US-60	Grand	SR-101L/Agua Fria to Van Buren St	TI	Construct up to three additional arterial grade separated traffic interchanges at locations to be determined	11.0	\$ 97.0	\$ 97.0	Deferred from Phase IV	\$ 85.4	\$ -	\$ 85.4
SR-51	Piestawa	SR-101L/Pima to Shea Blvd	GP	Add one lane in each direction	6.0	\$ 51.0	\$ 81.7	Deferred from Phase IV	\$ 71.9	\$ -	\$ 71.9
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	GP	Add one lane in each direction	10.0	\$ 85.0	\$ 150.4	Deferred from Phase IV	\$ 132.3	\$ -	\$ 132.3
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	DHOV	Construct Direct HOV Ramp to/from I-10/Papago on East	-	\$ 60.0	\$ 68.1	Deferred from Phase IV	\$ 59.9	\$ -	\$ 59.9
SR-101L	Agua Fria	US-60/Grand Ave to I-17	GP	Add one lane in each direction	12.0	\$ 102.0	\$ 177.8	Deferred from Phase IV	\$ 156.5	\$ -	\$ 156.5
SR-101L	Agua Fria	US-60/Grand Ave to I-17	DHOV	Construct Direct HOV Ramp to/from I-17/Black Canyon on the South	-	\$ 72.0	\$ 81.1	Deferred from Phase IV	\$ 71.4	\$ -	\$ 71.4
SR-202L	Red Mountain	SR-101L to Gilbert Rd	TI	Construct Mesa Dr interchange with ramps to/from West	-	\$ 4.6	\$ 15.0	Deferred from Phase IV	\$ 13.2	\$ -	\$ 13.2
SR-202L	Red Mountain	Gilbert Rd to Higley Rd	GP	Add one lane in each direction	5.0	\$ 42.0	\$ 57.8	Deferred from Phase IV	\$ 50.9	\$ -	\$ 50.9
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	GP	Add one lane in each direction	10.0	\$ 85.0	\$ 136.0	Deferred from Phase IV	\$ 119.7	\$ -	\$ 119.7
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	DHOV	Construct Direct HOV Ramp to/from US-60/Superstition on the West	-	\$ 20.0	\$ 22.7	Deferred from Phase IV	\$ 20.0	\$ -	\$ 20.0
SR-202L	Santan	US-60/Superstition to Val Vista Rd	GP	Add one lane in each direction	11.0	\$ 93.0	\$ 128.9	Deferred from Phase IV	\$ 113.4	\$ -	\$ 113.4
SR-202L	Santan	Val Vista Rd to Dobson Rd	GP	Add one lane in each direction	7.0	\$ 59.0	\$ 82.0	Deferred from Phase IV	\$ 72.2	\$ -	\$ 72.2
SR-202L	Santan	Dobson Rd to I-10/Maricopa Fwy	GP	Add one lane in each direction	5.0	\$ 43.0	\$ 57.8	Deferred from Phase IV	\$ 50.9	\$ -	\$ 50.9
SR-303L	Estrella	Riggs Rd to SR-801/MC-85	GP	Provide for ROW protection for extension of Loop 303 corridor	-	\$ -	\$ 50.0	Deferred from Phase IV	\$ -	\$ -	\$ -
SR-801	Gila River	SR-85 to SR-303L	GP	Construct interim facility, 1 general purpose lane in each direction	11.0	\$ 83.0	\$ 211.0	Deferred from Phase IV	\$ 185.7	\$ -	\$ 185.7
SR-801	Gila River	SR-303L to Avondale Blvd	GP	Construct new freeway, 3 general purpose lanes in each direction	7.0	\$ 352.2	\$ 790.5	Deferred from Phase IV	\$ 695.6	\$ -	\$ 695.6
SR-801	Gila River	Avondale Blvd to SR-202L/South Mountain	GP	Construct new freeway, 3 general purpose lanes in each direction	6.0	\$ 369.8	\$ 862.0	Deferred from Phase IV	\$ 758.6	\$ -	\$ 758.6
SR-74	Carefree Hwy	SR-303L to I-17	GP	Provide for ROW protection for future Lake Pleasant Fwy corridor	5.4	\$ -	\$ 40.0	Deferred from Phase IV	\$ 40.0	\$ -	\$ 40.0
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase IV Expenditures	-	\$ -	\$ 150.0	Pavement preservation deferred	\$ -	\$ -	\$ 150.0
REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE V - FY2026 TO FY2030:						\$ 2,521.9	\$ 4,479.1		\$ 4,328.5	\$ -	\$ 4,328.5

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Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
						2003 RTP Estimate	2009 ADOT Cost Opinion		Estimate for Proposed Action	Funding obligated thru FY2010	Remainder for Proposed Action
Totals for Regional Freeway and Highway Program:						\$ 9,416.7	\$ 15,931.3		\$ 13,825.2	\$ 2,622.8	\$ 11,209.0

Project Type Key:
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 HOV - High Occupancy Vehicle Lane Widening
 TI - New Traffic Interchange
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2010 Update Regional Transportation Plan

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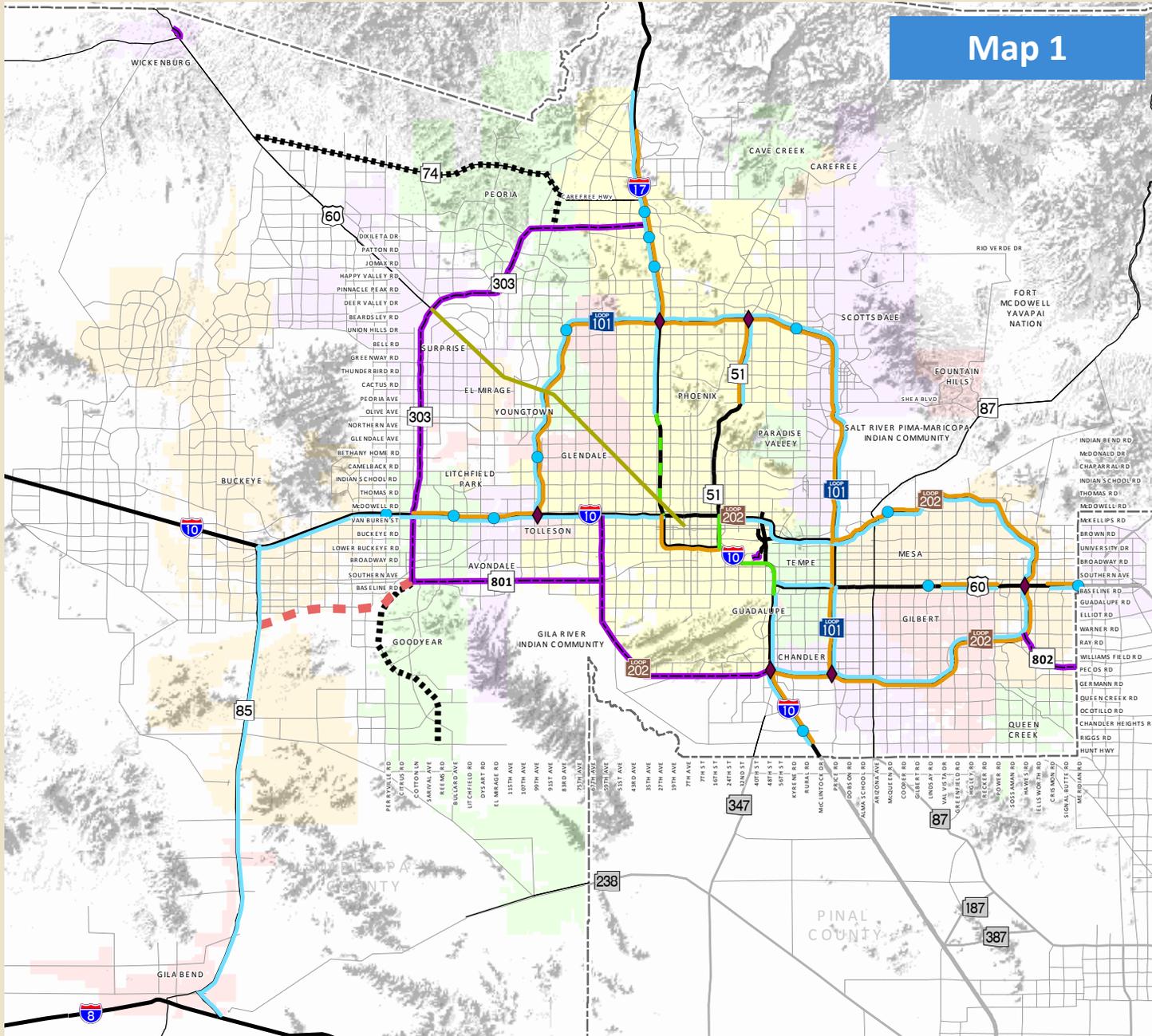


**MARICOPA
ASSOCIATION of
GOVERNMENTS**

Planned Freeway/Highway Improvements

- New Traffic Interchange
- ◆ New High Occupancy Vehicle Ramp Connection
- Grand Avenue Corridor Improvements
- New High Occupancy Vehicle Lanes
- New General Purpose Lanes
- Corridor Capacity Improvements
- - - Long Term Capacity Improvements
- New Freeway/Highway Construction
- - - Interim Corridor Development
- Right of Way Preservation
- County Boundary
- Existing Freeway
- Other Roads

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.



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



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2010 Update Regional Transportation Plan

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MARICOPA ASSOCIATION of GOVERNMENTS

Recommended RTP Segment Projects for Deferral to Future Phases

- Freeway/Highways Deferred
- General Purpose Lanes Deferred
- New Traffic Interchanges Deferred
- Grand Ave Traffic Interchanges Deferred
- New HOV Ramps Deferred
- New Traffic Interchange
- New High Occupancy Vehicle Ramp Connection
- Grand Avenue Corridor Improvements
- New High Occupancy Vehicle Lanes
- New General Purpose Lanes
- Corridor Capacity Improvements
- Long Term Capacity Improvements
- New Freeway/Highway Construction
- County Boundary
- Existing Freeway
- Other Roads

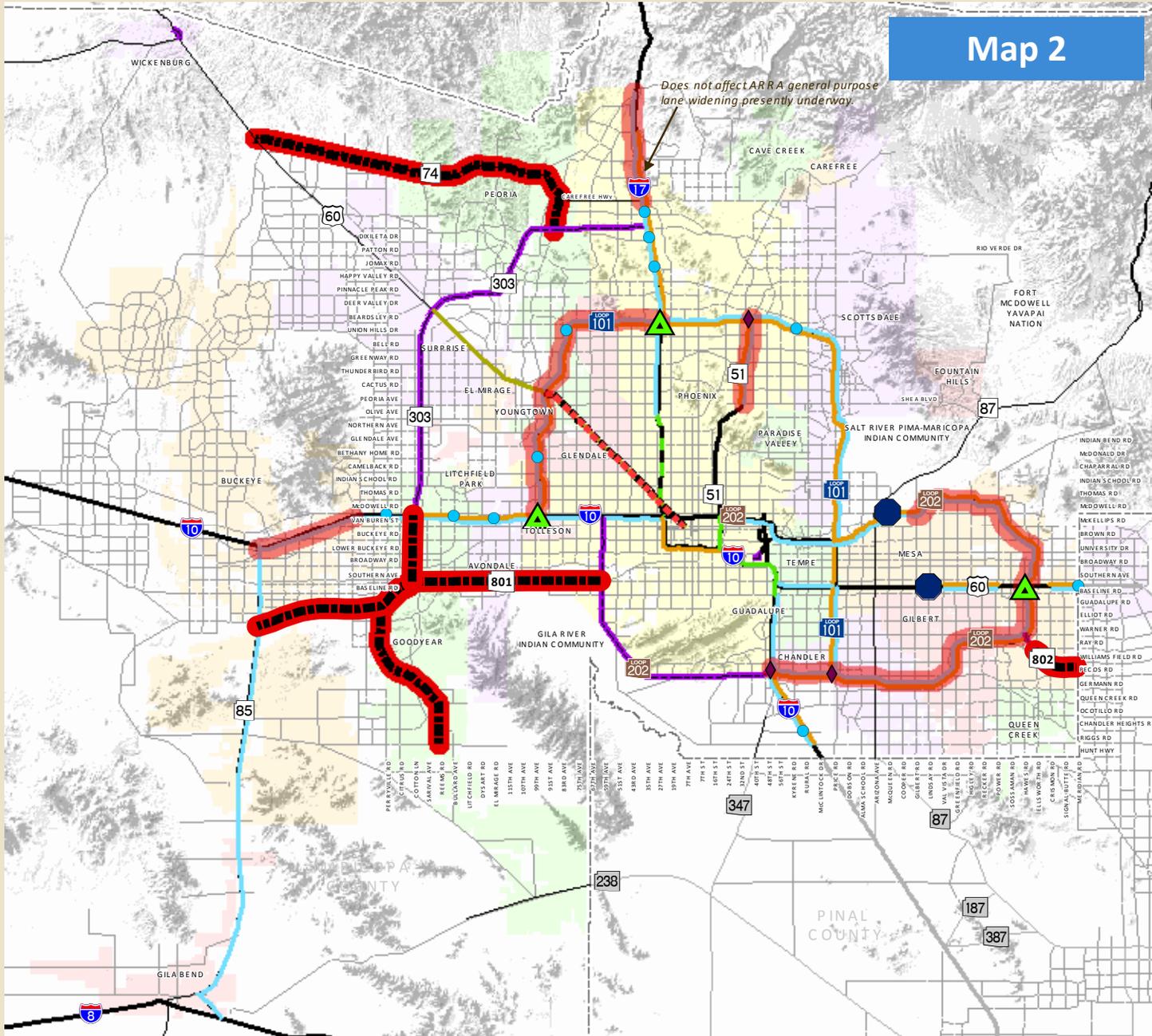
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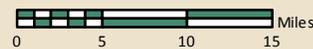
MARICOPA COUNTY

Map 2

Does not affect ARRA general purpose lane widening presently underway.



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2010 Update Regional Transportation Plan

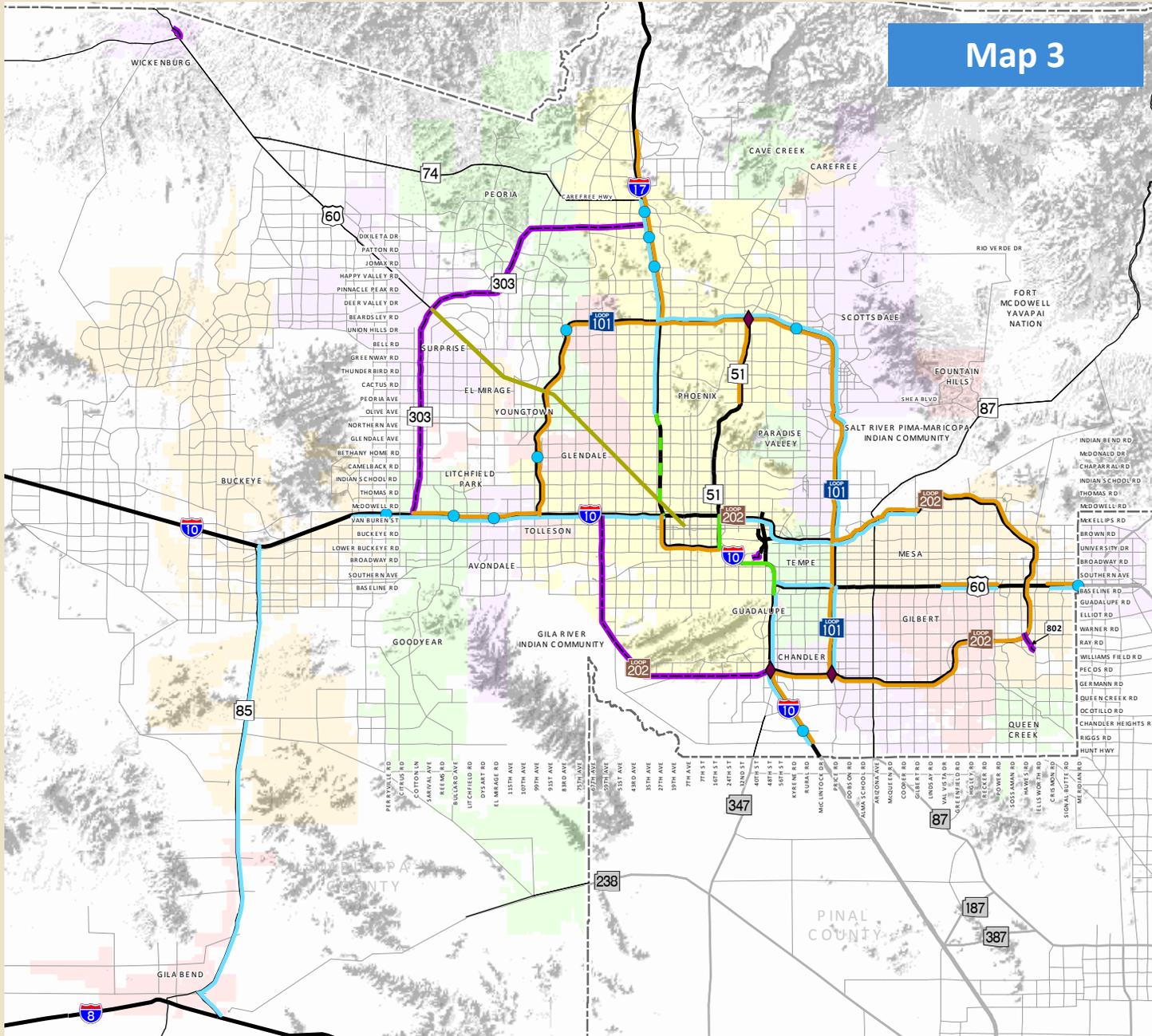
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Recommended RTP Segments for Funding Through FY 2026

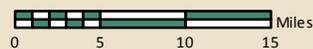
- New Traffic Interchange
- New High Occupancy Vehicle Ramp Connection
- Grand Avenue Corridor Improvements
- New High Occupancy Vehicle Lanes
- New General Purpose Lanes
- Corridor Capacity Improvements
- Long Term Capacity Improvements
- New Freeway/Highway Construction
- County Boundary
- Existing Freeway
- Other Roads

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Map 3

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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.