

June 24, 2010

TO: Members of the MAG Transportation Review Committee

FROM: David Moody, City of Peoria, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, July 1, 2010, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

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

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

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

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

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft May 27, 2010 Minutes</u>	2. Approve Draft minutes of the May 27, 2010 meeting.
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u> Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.
5. <u>Consent Agenda</u> Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

5a. <u>American Recovery and Reinvestment Act (ARRA) Status Report*</u> A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development. The report covers highway, local, transit, and enhancement projects	5a. For information.
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programmed with ARRA funds and the status of project development milestones per project. Please refer to Attachment One.

ITEMS TO BE HEARD

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

The Fiscal Year 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 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 project changes will be made available at the Committee meeting.

7. L101 High Occupancy Vehicle (HOV) Lane Budget Increase

In January 2010, the Regional Council approved a design-build project to construct HOV lanes on L101 from Tatum Boulevard to the junction with Interstate-10 in the West Valley as a project to use a potential second round of stimulus funding. In May 2010, the Regional Council was informed that the prospects for the second round of stimulus funding had diminished, but ADOT and MAG determined that the \$138.5 million project could be funded from the available cash flow of the Freeway Life Cycle Program. ADOT has recommended that the proposed project budget be increased by \$9.0 million to include the realignment of the freeway in the vicinity of the Maryland Overpass as part of the design – build project in order to accommodate planned direct access ramps in the future. The initial plan for the Maryland Overpass included direct connection ramps to provide access to a nearby park-and-ride lot and the Westgate/University of Phoenix stadium complex. After reviewing the program cash flow, MAG staff recommends the project budget be increased by \$9.0 million to \$147.5 million.

6. For information, discussion and recommendation to approve of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

7. Information, discussion and possible action to recommend that the L101 HOV project budget be increased by \$9.0 million and that the project include the proposed realignment of the freeway in the vicinity of the Maryland Avenue.

8. Public Hearing on Draft FY 2011-2015 MAG Transportation Improvement Program, Draft Regional Transportation Plan – 2010 Update, and Draft 2010 MAG Conformity Analysis

A public hearing was held on June 21, 2010 to receive comments on the Draft FY 2011-2015 MAG Transportation Improvement Program, Draft Regional Transportation Plan – 2010 Update, and Draft 2010 MAG Conformity Analysis. MAG Staff will provide a summary of the comments received.

9. DRAFT FY 2011-2015 MAG Transportation Improvement Program

The DRAFT FY 2011-2015 MAG Transportation Improvement Program (TIP) reports on all projects programmed with federal funds and on all regionally significant projects that are funded with Federal and non-federal funds. All regionally significant transportation projects, including local, regional, and private funded projects are included in the DRAFT TIP for the purpose of meeting the air quality conformity analysis (AQCA) requirements. The DRAFT FY 2011-2015 TIP projects were approved by Regional Council in April 2010 to undergo AQCA, which is now complete. A public hearing that discussed the AQCA, the DRAFT 2011-2015 MAG TIP and the 2010 Regional Transportation Plan (RTP) Update was held on Monday, June 21, 2010. The FY 2011-2015 MAG TIP will be on the MAG Regional Council agenda for final approval on July 28, 2010. An electronic copy of the DRAFT FY 2011-2015 MAG TIP may be downloaded from the MAG Website at <http://www.mag.maricopa.gov/project.cms?item=413>.

10. Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program (ALCP)

The Regional Transportation Plan (RTP) identified 94 arterial street projects to receive funding from the regional sales tax extension

8. For information and discussion.

9. For information, discussion and possible recommendation to approve the DRAFT FY 2011-2015 MAG Transportation Improvement Program, contingent on a finding of conformity of the TIP and Regional Transportation Plan 2010 Update with applicable air quality plans.

10. For information, discussion and possible action to recommend approval of the Draft FY 2011 Arterial Life Cycle Program contingent on a new Finding of Conformity for the Regional Transportation Plan 2010 Update and FY 2011-2015 MAG Transportation Improvement

and from MAG Federal Funds. The Arterial Life Cycle Program (ALCP) provides information for each project spanning a 20-year life cycle. Information contained in the ALCP includes project location, regional funding, fiscal year (FY) or work, type of work, status of project and the Lead Agency. As part of the ALCP process, Lead Agencies update project information annual, at a minimum. MAG Staff has programmed the Draft FY 2011 ALCP based on the information provided by Lead Agencies and from project revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program (STP-MAG) funds, and Congestions Militation and Air Quality (CMAQ) funds. Please refer to Attachment Two for a memorandum, a list of project changes, and the Draft FY 2011 Arterial Life Cycle Program. An electronic copy of the Draft FY 2011 ALCP also is available for download from the MAG Website at <http://www.mag.maricopa.gov/detail.cms?item=12167>.

11. The Draft MAG Regional Transportation Plan - 2010 Update

The Draft MAG Regional Transportation Plan (RTP) - 2010 Update is a comprehensive, performance based, multi-modal and coordinated plan, identifying transportation improvements in the region over the next 20 years. The Draft 2010 Update was approved by the Regional Council for air quality conformity analysis on April 28, 2010. A technical air quality conformity analysis was performed on the RTP and demonstrated that the Plan meets all air quality conformity requirements. On June 21, 2010, a public hearing was conducted on the Draft 2010 RTP Update, the Draft FY 2011-2015 TIP, and the Air Quality Conformity Analysis. The Draft 2010 RTP Update extends through FY 2031 and includes regional plans for freeways/highways, arterial streets, and public transit, as well as information on plans for other transportation modes and programs in

Program with the applicable State and Federal air quality implementation plans.

11. Recommend approval of the Draft MAG Regional Transportation Plan - 2010 Update, contingent upon a finding of conformity with the applicable State and Federal air quality implementation plans.

the region. In addition, the plan addresses topics such as revenue estimates, consultation on environmental mitigation and resource conservation, transportation security and safety, and congestion management. Please refer to Attachment Three for the Executive Summary of the Draft RTP 2010 Update. An electronic copy of the full Draft RTP 2010 Update is available for download from the MAG website

<http://www.mag.maricopa.gov/detail.cms?item=11582>.

12. Request for Future Agenda Items

Topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting will be requested.

13. Member Agency Update

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

14. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, July 29, 2010 at 10:00 a.m. in the MAG Office, Saguaro Room.

12. For information and discussion.

13. For information.

14. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

May 27, 2010

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

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Robert Samour for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Dan Cook for Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer
Gila River: Sreedevi Samudrala for Doug
Torres
Gilbert: Michelle Gramley Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiarres
Litchfield Park: Paul Ward for Woody
Scoutten

Maricopa County: John Hauskins
#Mesa: Scott Butler
*Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
Tempe: Chris Salomone
Valley Metro Rail: John Farry
*Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Dan Cook, City of
Chandler
* ITS Committee: Debbie Albert

Bicycle/Pedestrian Committee: Peggy
Rubach, RPTA
*Transportation Safety Committee: Kerry
Wilcoxon, City of Phoenix

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

OTHERS PRESENT

Eric Anderson, MAG
Lindy Bauer, MAG
Alice Chen, MAG
Maureen DeCindis, MAG
Dean Giles, MAG
Tim Strow, MAG
Bob Hazlett, MAG
Steve Tate, MAG
Roger Roy, MAG
Tom Remes, Phoenix

Andy Granger, Peoria
Bob Antilla, RPTA
Mike Sabatini, MCDOT
Kwi-Sung Kang, ADOT
Jeanna Goad, Glendale
Kent Dibble, Dibble Eng.
Lauren Neu, Strand

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:03 a.m.

2. Approval of Draft April 1, 2010 Minutes/Approval of the April 29, 2010 Minutes

Chairman Moody asked the committee members present if any recalled who made the motion and second to approve the minutes at the April 29th committee meeting. The Committee could not recall who motioned to approve the minutes at the previous meeting and a brief discussion followed.

Mr. Grant Anderson from the Town of Youngtown motioned to approve the minutes from the April 1st and April 29th meetings of the Transportation Review Committee. Mr. Gino Turrubiarres from the Town of Guadalupe seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

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

4. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson to present the Transportation Director's report. Mr. Anderson reported that Regional Area Road Fund (RARF) revenues for April were down 0.6 percent compared to the previous year. He forecasted that total RARF revenue collection for the year would be approximately \$295 million.

Mr. Anderson expressed hope that the current revenue figures were indicators that the 31 continuous months of negative revenue collection was ending. He stated the some member agencies also had experienced anticipated or increased revenue collections recently.

Next, Mr. Anderson discussed the Regional Council meeting from the previous day. He stated that the current policy on the use of American Reinvestment and Recovery Act (ARRA) funds had been revised. He added that Ms. Lindy Bauer from MAG would address recent developments regarding the Environmental Protection Agency (EPA) and air quality in the region.

In closing, Mr. Anderson announced that the Brookings Institute had published an article discussing regional entities funding transportation improvements with regional and local funding sources. He stated that the Maricopa Association of Governments had been acknowledged in the article as one of the regions that using regional funds to supplement federal funding for transportation.

Chairman Moody asked if there were any questions or comments about the Transportation Director's Report. There were none, and he proceeded to the next agenda item.

5. Consent Agenda

Chairman Moody announced that ARRA Status Report, agenda item 5a, had been pulled from the consent agenda at the request of MAG Staff. He explained that ARRA would be heard later in the meeting. Chairman Moody stated the Update to the Federal Functional Classification System, agenda item 5b, remained on the consent agenda for action.

Chairman Moody asked if there were any questions or comments regarding agenda item 5b, and there were none. Mr. Dan Cook from the City of Chandler motioned to approve the consent agenda. Mr. John Farry from METRO seconded, and the motion passed by a unanimous voice vote of the Committee.

13. Update on Exceptional Events and MAG Five Percent Plan for PM

Chairman Moody informed the Committee that an addendum had been made to the agenda to include an Update on Exceptional Events and the MAG Five Percent Plan for PM-10. Chairman Moody announced the item would be heard prior to the ARRA Status Report, which had pulled from the consent agenda. Then, he invited Ms. Lindy Bauer to provide the update.

Ms. Bauer, MAG Environmental Director, reported that on May 25, 2010, a meeting occurred between MAG, EPA, and the Arizona Department of Environmental Quality (ADEQ) to discuss exceptional events and the MAG Five Percent Plan for Particle Matter (PM) 10. She announced that at the meeting, the EPA stated it did not occur with MAG and ADEQ documentation on four high wind exceptional events that occurred at the West 43rd Avenue air quality monitor. She explained that the four PM-10 exceedances at a monitor counted as an air quality violation.

Ms. Bauer stated that at the meeting the EPA announced the intention to disapprove MAG's 2007 Five Percent Plan for PM-10 although the official timing of the disapproval was unknown. She added that the EPA was in negotiations with the Arizona Center for Law in the Public Interest, which impacted the deadline of the disapproval action.

Ms. Bauer explained that in 2008, four high wind days occurred that resulted in PM-10 standard exceedances at the West 43rd monitor. She reported that a team consisting of MAG Staff and consultants from Sierra Research had gathered and analyzed additional data regarding the events and provided documentation to EPA as a supplement to the ADEQ documentation. She stated the documentation provided by the team included surface roughness and friction velocity maps, tables with maximum anthropogenic PM-10 contributions based on land use, a white paper explaining the PM-10 concentrations at the monitor, and graphs showing winds were exceptionally high.

Ms. Bauer stated that EPA's actions were disconcerting. She explained that prior to the meeting on May 25th, MAG and ADEQ had received positive feedback from the EPA regarding the exceptional events. She stated that MAG had not anticipated the disapproval based on earlier communications. Ms. Bauer also expressed displeasure about the notification citing that the EPA had signed a letter on May 21st regarding the disapproval; however, the EPA did not notify MAG until May 25th. She added that MAG Staff was displeased that the EPA had issue a press release on the disapproval within two hours of the meeting.

Ms. Bauer explained that if the EPA had approved the justification for one of the four exceedances, then MAG would not be in violation of the Clean Air Act (CAA). Then, Ms. Bauer relayed comments made by the regional EPA Administrator acknowledging the current exceptional events rules were fatally flawed. According to Ms. Bauer, the EPA Administrator had stated the EPA was forced to use the rule and planned to disapprove the MAG Five Percent Plan. Ms. Bauer explained that if the region was not in attainment, then the EPA could not approve Plan. She stated that the exact date of disapproval was unknown.

Moving on, Ms. Bauer addressed the consequences of a disapproval by the EPA. She stated within 30 to 90 days of publishing of disapproval in the Federal Register a conformity freeze would be in effect. She explained that under a conformity freeze only projects in the first four years of a conforming Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) could proceed. She stated that a new TIP or RTP could not be approved until a new Five Percent Plan that fulfilled the Clean Air Act (CAA) requirements was submitted to the EPA, and the conformity budgets in the plan were deemed adequate by the EPA.

Ms. Bauer reported that 18 months after the disapproval, tighter controls on major industries in the region would be subject to a two-to-one offset for emissions. She stated the 24 months after the disapproval, the region would lose federal highway funding, which she estimated at \$1.7 billion according the draft FY 2011 – 2015 MAG TIP. In addition, a federal implementation plan would be imposed on the region. Ms. Bauer stated that the imposition of highway sanctions could trigger a conformity lapse in the region. She explained that if that occurred then major projects in the TIP could not proceed. She estimated that over \$7 billion in projects would not be able to proceed if a conformity lapse occurred.

Then, Ms. Bauer summarized MAG Staff's next steps. She stated that a new emissions inventory would be needed. She informed the Committee that the 2007 plan was based on a 2005 data. She stated that the economy was robust at that time and that the downturn of the economy had a significant impact on the data specifically the mixture of sources impacting air quality. Ms. Bauer announced that MAG was working on a new emissions inventory based on 2008, which she anticipated being completed in June 2010.

Ms. Bauer cautioned that in 2009, seven exceptional events were recorded in the region according to ADEQ. She stated that MAG, ADEQ and the consultant team was working diligently to address the data. She announced a multi-agency data collection effort that included Maricopa County, ADEQ, MAG, and Arizona State University (ASU). She reported that efforts were targeted in the Salt River area, specifically during high wind events. Ms. Bauer stated that the team was working to identify sources contributing the elevated PM-10 conditions, including

nearby sources, unique soil conditions, and transport from outside the area.

Ms. Bauer reported that MAG may need to add measures to reduce emissions by five percent per year until attainment as measured at the monitors. She stated that it was increasingly difficult to find new measures because 77 measures were included in the Serious Area Plan and 53 measures were in the Five Percent Plan. She added that MAG would need to revise the modeling in the Five Percent Plan and achieve three years of clean data to demonstrate attainment of the PM-10 standards.

Ms. Bauer reported that the PM-10 standard had been exceeded at the West 43rd monitor during no-wind conditions. She stated that since then, a violation had occurred at the monitor on a no-wind day adding the high wind days counted as an exceptional event according to the EPA. Next, Ms. Bauer displayed maps that indicated wind direction and trajectories during the exceedance at the West 43rd monitor.

According to Ms. Bauer, MAG needed to attain a conformity finding on the Draft FY 2011-2015 TIP. She stated a public hearing would be held regarding the TIP on June 21st with approval slated for July 30, 2010. She explained once the TIP was approved by the MAG Regional Council, it would be forwarded to the federal government for approval. Ms. Bauer posited potential next steps to the Committee. She listed options, which included seeking assistance from the Governor and the Congressional Delegation to suspend EPA action on the Five Percent Plan until the flawed exceptional events rule was fixed. She stated a legal challenge to the ruling also was a potential option.

Mr. David Meinhart from the City of Scottsdale inquired if other regions had reached a similar level of discontent with the EPA. Ms. Bauer replied that 15 states in the western region had sent a letter to the EPA in 2009. She added that other states were upset that the EPA had turned down exceptional event documentation noting that the EPA was turning down more exceptional events documentation than it was accepting.

Ms. Bauer explained that the exceptional events rule had been challenged in court. She stated the suit contended that the EPA should not have exceptions to the PM-10 standard. Ms. Bauer reported that the courts upheld the exceptional events rule.

Mr. Meinhart asked if the worst case scenario would be a hold on anything programmed in the TIP. Ms. Bauer replied that conformity lapse would be the worst case scenario because projects in the TIP would be frozen regardless of funding source.

Mr. Paul Ward from the Town of Litchfield Park inquired if the EPA Administrator had stated they were being forced to use the exceptional events rule. Ms. Bauer replied that the exceptional events rule was enacted with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). She stated that after the passage of SAFETEA-LU, the rule was developed, enacted, challenged, upheld, and then enforced.

Mr. Turrubiartes question if the issue was the monitors. Ms. Bauer replied that if one monitor was in violation, then the entire year of data was ruined. Mr. Ward stated that under the worst case scenario, projects that were not required in the TIP could move forward as well as certain types of federally funded projects. Ms. Bauer replied that there was a detailed protocol that would need to be followed for those projects to proceed. She added that non-capacity projects, such as transit and paving projects, could proceed.

Mr. Grant Anderson inquired if MAG intended to challenge the finding or resubmit information to the EPA. Ms. Bauer replied that MAG was reviewing the information provided by the EPA at the meeting. She explained that once the EPA finding was published in the Federal Register, then MAG could comment on the finding. She added that MAG was reviewing the Clean Air Act in detail to determine what options were available.

Ms. Pat Dennis from the City of El Mirage inquired what industries had an impact on the West 43rd monitor. Ms. Bauer stated that several types of industries were located in the area, including sand and gravel operations. Ms. Bauer reported that Maricopa County was responsible for permitting the industries in the area, which also included agriculture. She added that a property near the monitor had been cited for open burning.

Mr. Eric Anderson stated that MAG and member agencies had spent in excess of \$20 million in the area on improvements to address air quality. He expressed frustration that the sanctions impacted the transportation sector, which had little impact on the PM-10 readings at the monitor.

Ms. Bauer informed that Committee that MAG Staff had reviewed data to determine why the 43rd monitor recorded higher levels compared to two adjacent monitors. She determined that the terrain near the West 43rd monitor was smooth with few features, natural or man-made, to disperse the wind and particles before reaching the monitor. She explained that the adjacent monitors were located in more urbanized areas with buildings and other features that could disperse the wind. Ms. Bauer also reported that MAG had analyzed the wind speed to determine the minimum wind speed for fine silt particles to become airborne. Ms. Bauer reported that the analysis determined winds at a minimum of 13 miles per hour would produce airborne fine silt. A brief discussion followed.

Moving on, Ms. Bauer explained the attainment date for the MAG Five Percent Plan was 2010. She stated that the Plan's measures were designed to bring the region into attainment by 2010; however, the region should achieve attainment sooner where feasible. Ms. Bauer stated that the MAG Region needed three years of clean data to achieve attainment. She announced that data from 2009 was problematic as well due to air quality exceedances.

Mr. Gino Turrubiartes inquired if the 43rd Avenue monitor had failed continuously. Ms. Bauer stated that the 43rd Avenue monitor had been problematic for a while. She reported that roads had been paved near the monitor in an attempt to reduce the particulate matter in the area. Mr. Gino Turrubiartes inquired what actions were underway to address burning near the monitor. Ms. Bauer replied that Maricopa County had increased oversight and enforcement activities in the area and that in 2007, the Arizona Legislature had increased the fine for burning.

Mr. Eric Anderson stated that although the air quality problem being discussed was localized that sanctions applied region-wide. He reported that the City of Scottsdale had received complaints from residents regarding the air quality measures. Mr. Anderson added that there was a disconnect between a reasonable policy and one monitor in non-compliance resulting in regionwide ramifications . He quipped that he was unsure a solution existed unless the region paved the riverbed.

Next, Ms. Bauer discussed a project in the City of Phoenix that might help the situation. She discussed the Rio Salado Oeste project, which in 2009 had received a 404 permit to begin excavation. Ms. Bauer reported that the project included trails, vegetation, drainage, etc. She explained project has the potential for long term stabilization for the area.

Mr. Hauskins informed the Committee that County officials had met with MAG Staff regarding the property. He explained that the County had reviewed the size of the property and the appraisal value. He stated that acquiring the property was complicated because the property had one owner that leased the land to 50 or more individuals. Mr. Hauskins reported that the access route in and out of the property was not paved yet highly traveled. A brief discussion followed.

Mr. David Meinhart inquired if the Committee could receive copies of Ms. Bauer's presentation. She replied yes. Chairman Moody inquired if there were additional questions or comments regarding the agenda item. There were none, and Chairman Moody proceeded to the next agenda item.

5a. American Recovery and Reinvestment Act (ARRA) Status Report

Chairman Moody invited Mr. Eric Anderson to discuss the American Recovery and Reinvestment Act (ARRA). Mr. Anderson reported that \$86 million in ARRA funded projects had been awarded or gone to bid. He stated that MAG and ADOT anticipated the final projects going to bid by Friday with the exception of one Wickenburg project that hinged on another project.

Mr. Anderson discussed the impact of bid amounts on the ARRA funded projects. He stated that if bids came in higher than anticipated that member agencies would need to reduce the scope of the project or increase the local funds allocated to the project. He emphasized that member agencies should not count on the availability of additional ARRA or regional funds to address any funding gaps.

Mr. Anderson stated that if bids came in lower than anticipated that member agencies could request change orders. He explained that any change orders would need to stay within the existing environmental clearances. Mr. Anderson stated that any change orders could not include new rights-of-way or utility clearances. He added that the change order also must be consistent with the original scope of the project and should not include new work elements.

Mr. Anderson encouraged member agencies to apply ARRA bid savings to supplement existing ARRA or federally funded projects. He expressed appreciation to member agencies that had

applied ARRA savings to Congestion Mitigation and Air Quality (CMAQ) projects. He explained that by applying the ARRA funds to CMAQ funded projects, member agencies were obligating the ARRA and CMAQ funds and advancing projects deemed ready-to-go.

Moving on, Mr. Anderson discussed the Regional Council meeting the previous evening. He announced that the MAG Regional Council had voted to eliminate the \$200,000 threshold on the reallocation of ARRA bid savings. He displayed the action as amended by the Regional Council, which read (deleted text stricken out; new text underlined):

The local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above \$200,000 and if all of the required documents and clearances for the project can be completed by July 30, 2010 can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the ~~\$200,000 threshold and obligation~~ deadline of July 30 September 30, 2010 will return the project savings to the regional pool for reallocation.

Next, Mr. Anderson summarized key ARRA deadlines. He announced that all ARRA projects in the MAG Region had obligated by March 2, 2010, and that all ARRA projects had gone to bid by May 30, 2010. He informed the Committee that ADOT and the Federal Highway Administration would de-obligate bid savings by June 28, 2010 and that ADOT was requiring all clearances and bid package materials to be submitted by July 30, 2010. Mr. Anderson emphasized that the July 30th date was a hard deadline established by ADOT.

Mr. Anderson then addressed the required progress of projects to receive ARRA funds. He stated that projects must be in the approved MAG Transportation Improvement Program, the Statewide Transportation Improvement Program, and be assigned an ADOT TRACS number by the end of the day to be eligible for ARRA funds. He stated the review of environmental documents must be underway at ADOT. Mr. Anderson added that a Joint Project Agreement (JPA) between ADOT and the member agency must be executed and the local funds deposited with ADOT by the July 30th deadline. He announced that given the deadlines no new projects could be added to the MAG TIP for ARRA funding.

Ms. Pat Dennis from the City of El Mirage inquired if a project would be eligible if the project was listed in an approved TIP, but had not been assigned a TRACS number by ADOT. Mr. Anderson replied that the project needed to be assigned a TRACS number by the end of the day. Ms. Dennis asked if that was the responsibility of the local agency, and Mr. Anderson replied yes.

Mr. Terry Johnson from the City of Glendale questioned the July 30th deadline for an executed JPA. He stated that for most projects a project needed to go out to bid to obligate not have an executed JPA in place. Mr. Anderson replied that ADOT preferred that a JPA be in place before obligating a project. He stated that ADOT might make exceptions on a case-by-case basis depending on the status of the other requirements. He added that the JPA was required before a project could go out to bid. Mr. Johnson stated that Glendale had not received a JPA from ADOT for a project, which was included in the MAG TIP in April 2010.

Mr. Grant Anderson from the Town of Youngtown addressed the use of ARRA funds for design. He stated that design did not require the same clearances as other work phases however ADOT was not allowing design to be funded with ARRA. Mr. Eric Anderson replied that a local agency could swap ARRA funds with State Surface Transportation Program (STP-AZ) funds to fund design. Mr. Grant Anderson inquired if the deadlines applied to projects funded with STP-AZ. Mr. Eric Anderson replied yes emphasizing that the deadlines applied to all federally funded projects.

Mr. Paul Ward from the City of Litchfield Park asked if a local agency needed to apply for a TRACS number by the end of the day or be assigned a TRACS number by the end of the day. Mr. Eric Anderson replied that the projects must be assigned a TRACS number by the end of the day.

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

6. Project Changes/Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

Chairman Moody invited Ms. Eileen Yazzie, MAG Transportation Programming Manager, to present project changes to the FY 2008-2012 MAG Transportation Improvement Program (TIP). Ms. Yazzie directed the Committee's attention to a summary transmittal and handout at their places.

Ms. Yazzie explained that three of the project changes were new projects from the Arizona Department of Transportation (ADOT). She stated the projects included a new pavement preservation project, an Intelligent Transportation System (ITS) project, and a transportation enhancement project. She added that the new projects would enable ADOT to closeout their fiscal year.

Ms. Yazzie informed the Committee that the remaining changes pertain to transit projects. She stated that all but three of the transit project listed had been heard at the MAG Transit Committee meeting early in the month. She explained that three projects not heard at the meeting resulted from a timing issue. She added that MAG, the City of Phoenix, and Valley Metro/RPTA would meet during the week to discuss the projects further.

Chairman Moody inquired if there were any questions or comment regarding the agenda item. There were none. Mr. Bryan Jungwirth from Valley Metro/RPTA motioned to approve the amendments and administrative modifications to the FY 2008-2012 MAG TIP and the 2007 Regional Transportation Plan (RTP) Update as appropriate. Mr. Rick Naimark from the City of Phoenix seconded, and the motion passed by a unanimous voice vote of the Committee.

7. Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program (ALCP)

Chairman Moody announced that the Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program (ALCP) Update would not be heard at this time. He informed the Committee that the Draft FY 2011 ALCP would be heard at the next meeting of the Transportation Review Committee.

8. Interim Closeout of the Federal Fiscal Year (FFY) 2010 MAG Federally Funded Program

Continuing on, Mr. Moody invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager, to provide an update on the Federal Fiscal Year (FFY) 2010 Interim Federal Fund Closeout. Ms. Yazzie directed the Committee's attention to a series of handouts at their places and apologized for providing the handouts.

Ms. Yazzie briefly addressed the handouts, which included a memorandum, a project deferral and deletions table, four new deferral requests, two deletion requests, a project submittal table, and a memorandum and CMAQ evaluation table from the MAG Air Quality Technical Advisory Committee. She noted two errors in the project submittal table and stated the errors should not impact any action taken by the Committee.

Ms. Yazzie summarized the FFY 2009 closeout process. She reported that MAG member agencies had spent \$28 million during the previous closeout in an effort to obligate as much as possible. She explained that in obligating a large amount in FFY 2009 that fewer funds would be available for the FFY 2010 Closeout. Ms. Yazzie directed the Committee's attention to the memorandum handout, which explained the funding available for the FFY 2010 Closeout.

Ms. Yazzie informed the Committee that the Federal Transit Administration (FTA) and FHWA had emphasized the need to tighten fiscal constraint in the MAG TIP. She explained that federal funding levels were operating under continuing resolution until the end of December 2010. She stated that MAG need to be conservative with estimates at this point because the federal funding levels were uncertain until a new appropriations bill was passed by the US Congress.

Moving on, Ms. Yazzie provided an overview of closeout funding priorities established in the Draft Federal Fund Programming Principles. According to Ms. Yazzie, the priorities, in sequential order, included advancing projects from a later year to the current year, adding funds to an existing federally funded project, and adding federal funds to a new projects.

Ms. Yazzie informed the Committee that four new project deferral requests had been submitted to MAG Staff. She stated the deferrals requested were first time deferrals that totaled \$4.7 million. She also announced that MAG Staff had received a request from the City of Glendale to delete two projects in the amount of \$196,035. Ms. Yazzie explained that \$2,141,307 in CMAQ funds were available from projects deleted by the City of Mesa in an effort to reprogram and prioritization projects in the City.

Ms. Peggy Rubach inquired about an asterisk next to a City of Surprise project listed in the project submittal table. Ms Yazzie replied that the handout had been cutoff and apologized. She explained that the City of Surprised had requested to advance a portion of funds from the construction phase of a federally funded project to design phase, which was not federally funded. A brief discussion followed.

Ms. Dennis inquired if the agencies requesting to advance federal funds for a project had committed local funding in the current budget for the projects. Ms Yazzie replied that MAG Staff could verify local funding if the Committee decided to advance the federal funds. She added that ADOT required local agencies to deposit local funds with ADOT before a project could obligate.

Chairman Moody inquired if the representatives from the agencies requesting to advance federal funds could verify local funding. Mr. Bob Beckley from the City of Surprise replied yes. Mr. Paul Ward from the City of Litchfield Park also replied yes.

Mr. David Meinhart from the City of Scottsdale inquired if the change in budget for the City of Surprise project was due to a scope change or lower cost estimates. Ms. Yazzie explained that originally the project was programmed for \$1.7 million; however, the project scope had changed after the project location was altered.

Mr. Johnson stated that the City of Glendale had deleted two federally funded projects and requested those funds be transferred from the deleted projects to the project submitted by the City. Ms. Yazzie replied that the request would not be problematic adding the MAG Staff would look to the Committee for input regarding the request.

Mr. Cato Esquivel noted that a project was listed under CMAQ table and STP table for an identical amount. He inquired if the Committee was being asked to approve the same request twice. Mr. Anderson replied no explaining the seconded table referenced the air quality score for the project. A brief discussion followed.

Mr. Scott Butler from the City of Mesa joined the meeting via audio conference. He was provided a brief update on the agenda item. Mr. Butler expressed support for Mr. Johnson's sentiment and requested that the City of Mesa be allowed to move federal funds from the City's deleted projects to new projects.

Mr. Jungwirth suggested the Committee review the CMAQ scores in light of the air quality issue presented earlier. He inquired how much of the closeout funds for FFY 2010 were CMAQ funds. Ms. Yazzie replied all of the funds. Mr. Jungwirth encouraged the Committee to focus on the PM-10 issue and follow Air Quality Technical Advisory Committee recommendations.

Mr. Ward agreed with Mr. Jungwirth. He stated that the Committee had established specific procedures and policies and encouraged the Committee to review CMAQ scores within the procedures in place. A brief discussion followed. Ms. Yazzie informed the Committee that deferring projects to a later year in the TIP and advancing projects to FFY 2010 would not have

a negative impact on the TIP if the amount deferred and advanced balanced.

Mr. Dan Cook noted that a project from the City of Chandler was listed as priority 1-2 although no new funds were included. Ms. Yazzie apologized for the confusion. She explained that the project was listed as a priority 1-2 because the City had informed MAG Staff that the City could not advance the project unless another project, which needed funding, also moved forward.

Mr. Eric Anderson stated that if the first three projects (the Priority 1 projects) were advanced then \$2.3 million in funding was available for Priority 2 and 3 project. He explained that MAG had encouraged member agencies to review and revise, as needed, federally funded projects in the program. He stated that the cities of Glendale and Mesa had honored that request and were asking to reprogram those funds. Mr. Anderson explained that the city's requests were in line with what MAG had asked.

Mr. Ward motioned to defer the requested federally funded projects from FFY 2010 to FFY 2011 or later year and to advance the priority 1 projects to FFY 2010. Mr. Beckley seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

Chairman Moody stated that another motion was needed to address the remaining \$2.3 million in funding. Mr. Johnson motioned to allocate the closeout funds deleted from FFY 2010 projects by the cities of Glendale and Mesa to those cities respectively. Mr. Johnson requested the Glendale allocation of \$196,035 be programmed for the Skunk Creek project adding that the City of Mesa should coordinate with MAG on programming Mesa's allocation of the \$2,141,307. Mr. Naimark seconded the motion.

Mr. Butler agreed that Mesa would coordinate with MAG on the specific projects if the motion passed. Ms. Yazzie stated that the specific projects must be listed in table before the Committee. Ms. Dennis inquired if the specific project had to be in the MAG TIP. Ms. Yazzie replied yes. Mr. Grant Anderson inquired if the motion as presented would use all of the remaining \$2.3 million. Ms. Yazzie replied yes.

Chairman Moody called for a vote on the motion. The motion passed by a unanimous voice vote of the Committee.

9. Interstate 11 Proposal Update

Chairman Moody invited Mr. Bob Hazlett, MAG Senior Transportation Engineer, to provide an update on the Interstate 11 proposal. Mr. Hazlett informed the Committee that a similar update had been provided to the MAG Transportation Policy Committee and Regional Council previously.

Mr. Hazlett announced that Interstate 11 (I-11) has not received a congressional designation to-date as an official interstate corridor. He explained that I-11 was hypothetical and was not included in the time frame or funds associated with Proposition 400. He added that a movement was underway to have the US Congress designate I-11 as a corridor.

Moving on, Mr. Hazlett provided the background on the development of I-11. He reported that 62 percent of all freight movement in the US traveled through Arizona. He stated a significant amount of through freight could be attributed to coal.

Then, Mr. Hazlett discussed the origins of freight movements. He reported that Long Beach, California was the busiest port in the United States and the fifth busiest port in the world. Mr. Hazlett stated that as globalization continued, the freight activities numbers would increase. He informed the Committee that freight activity at the Long Beach port was projected to triple.

Mr. Hazlett also discussed at port at Punta Colonet, Mexico. He reported that Punta Colonet was under development and that opening accommodations would be one million container units. Mr. Hazlett explained that the accommodations would exceed existing ports, such as Charleston, Houston, and Seattle. He added that by 2030, the capacity of Punta Colonet would exceed New York/New Jersey.

Next, Mr. Hazlett discussed the relationships between the Hassayampa Framework Study, the Union Pacific and BNSF railroads and the interstate system in the western region. He stated the area continued to develop, which required additional infrastructure. He informed the Committee that I-11 would connect Phoenix to Reno and serve as a spine to Mexico. Mr. Hazlett stated I-11 would provide an alternative to Interstate 5. He reported that many in California were in support of I-11 because it would serve as a reliever to Interstate 5, a congested route.

Moving on, Mr. Hazlett summarized gaps and issues. He cited the Boulder City Bypass, bridging the Colorado River at Hoover Dam, and the US-93 widening. He explained that I-11 to Phoenix would need to be addressed. He posited whether the interstate should include an extension into the region. He stated an extension could follow an existing roadway, such as Grand Avenue. He also posited the idea of bypassing Phoenix. A brief discussion followed.

Chairman Moody inquired if there were any additional questions or comment regarding the agenda item. There were none, and Chairman Moody proceeded to the next agenda item.

10. Request for Future Agenda Items

Chairman Moody inquired if the members had any topics or issues of interest they would like to have considered for discussion at a future Committee meeting. There were none, and Chairman Moody moved onto the next agenda item.

11. Member Agency Update

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

12. Next Meeting Date

Chairman Moody informed members in attendance that the next regularly scheduled meeting of the Committee would be held on July 1, 2010. There be no further business, Chairman Moody adjourned the meeting at 12:03 p.m.

ATTACHMENT ONE

Project Status Report
Transportation Projects – MAG Region JUNE 24, 2010
American Recovery & Reinvestment Act (ARRA) Funding

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. The national Highway Infrastructure Investment component of the legislation is \$27.5 billion. All projects in the MAG region have been obligated.

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

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

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Project Status Report

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Project Status Report

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

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

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

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

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project. This date is the projected obligation date based on submittal of final PS&E. Actual date will depend on FHWA processing time.
- Advertise Date – The date the project scheduled to be advertised.
- Award Date – The date the project is awarded to contractor.
- Estimated Completion – The contractor has estimated that construction will be completed by this date.

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JUNE 24 2010

Project Information				Fund Type	Project Funding			Project Development Status						Comments	
TIP #	Federal ID	Project Location	Project Description		Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date	Award Date		Estimated Complete
State Sponsored Projects - Roadways															
DOT09-815	010-B(205)	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	\$27,635.1	\$27,635.1	\$27,635.1	05/27/09	✓	✓	✓	✓	7/17/09	2/12/2011	Admin Mod: Change project costs from \$28.2M to \$26.3M.
DOT09-818	017-A(207)	I-17: SR74-Anthem Way	Construct General Purpose Lane	ARRA	\$13,994.1	\$13,994.1	\$13,994.1	05/27/09	✓	✓	✓	✓	6/19/09	5/31/2010	Admin Mod: Change project costs from \$13.4M to \$13.3M
DOT09-6C00R	060-B(201)	US 60: SR 303L - 99th Ave	Road Widening	ARRA	\$23,899.3	\$23,923.5	\$23,923.5	03/25/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from \$45.0M to \$22.3M
DOT07-323	101-A(203)	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	\$1,519.1	\$2,251.2		04/22/09	✓	✓	✓	✓	6/18/10		Regional cost includes \$652,890 in Toleson local ARRA funds. Bids open
DOT09-801	060-B(201)	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transportation Landscaping Enhancement	ARRA	\$212.8	\$212.8	\$212.8	04/22/09	✓	✓	✓	✓	11/20/09	12/31/2011	El Mirage local ARRA funds used for local costs in ADOT project
DOT07-332	060-B(200)	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	\$8,046.8	\$8,046.8	\$8,046.8	03/25/09	✓	✓	✓	✓	8/14/09	10/31/2010	Admin Mod: Change project costs from \$11.2 mill to \$7.6M.
DOT06-613	085-B(200)	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	ARRA	\$11,147.3	\$11,147.3	\$11,147.3	05/27/09	✓	✓	✓	✓	9/18/09	11/26/2010	Admin Mod: Change project costs from \$18.6 mill to \$11.0M - pending contract award
DOT12-840	101-A(204)	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	ARRA, STP MAG & Local	\$5,667.4	\$17,173.9	\$17,173.9	04/22/09	✓	✓	✓	✓	10/16/09	7/31/2011	Admin Mod: Change project costs from \$27.5 mill to \$17.1M
DOT08-673	074-A(200)	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	\$2,440.9	\$2,440.9	\$2,324.6	05/27/09	✓	✓	✓	✓	10/16/09	09/31/2011	Admin Mod: Change project costs from \$3.9 mill to \$2.3M
DOT12-841	101-A(206)	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	ARRA	\$2,186.1	\$2,186.1		09/30/09	✓	✓	✓	✓	5/4/10		
DOT10-815	101-A(201)	Loop 101: Olive Avenue	TI Improvements	ARRA	\$2,172.4	\$2,172.4	\$2,172.4	09/30/09	✓	✓	✓	✓	3/19/10		Admin Mod: Change project costs from \$3M mill to \$2.17M - pending contract award
DOT10-6C32	074-A(201)	SR 74: MP 13 - MP 15	Construct Passing Lanes	ARRA	\$3,395.0	\$3,395.0		09/30/09	✓	✓	✓	✓			Bids open 6/11/10
DOT10-816	017-A(211)	I-17: I-10 to Indian School	Southbound Roadway Improvements	ARRA	\$1,100.0	\$1,100.0		09/30/09	✓	✓	✓	✓	6/18/10		Bids open 5/20/10
DOT10-813	101-A(205)	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	ARRA	\$2,085.1	\$2,085.1		09/30/09	✓	✓	✓	✓	5/4/10		Bids open 4/9/10
DOT10-828	087-B(205)A	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	ARRA	\$18,500.0	\$18,500.0		09/30/09	✓	✓	✓	✓	5/21/10		Bids open 4/30/10

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JUNE 24 2010

Project Information				Project Funding			Project Development Status						Comments		
Tip #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date		Award Date	Estimated Complete
State Sponsored Projects - Roadways															
DOT08-828	087-A(206)A	SR 87: MP 211.8 to 213.0	Repair cut slopes for erosion control	ARRA	\$1,600.0	\$1,600.0		12/09/09	✓	✓	✓	✓	5/21/10		To be done in conjunction with project SR 87: Four Peaks - Dos S Ranch Road
DOT08-839	143-A()	143 Hohokam: SR 143/Sky Harbor Blvd TI	TI Improvements, Adding Ramps	ARRA	\$35,100.0	\$35,100.0		12/09/09	✓	✓					
DOT10-851		US 60: San Domingo - Whitmann	Pavement Preservation	ARRA	\$9,000.0	\$9,000.0		02/24/10	✓	✓					State project to be funded with Local ARRA STP-AZ funds will be used if full amount of ARRA funds are not available
					\$160,701.4	\$172,964.1	\$106,630.3								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JUNE 24 2010

Project Information				Project Funding			Project Development Status						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Construction Award Amount	Approval Date	Design	Environment	Obligate	Bid Open Date		Award Date	Estimated Complete
Local Projects - Roadway															
APJ09-801	APJ-0(201)	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	\$1,348.3	\$1,348.3	\$1,499.1	4/22/09	✓	✓	✓	2/3/10	4/24/10		
AVN09-801	AVN-0(206)	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$2,035.2	\$2,035.2	\$1,681.9	4/22/09	✓	✓	✓	3/5/10	4/6/10		Permanent striping will be completed by the end of June. Video detection cameras are scheduled for delivery in early July.
AVN09-802	AVN-0(207)	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	\$179.7	\$401.8	N/A	4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	Combined with AVN09-801
BKY09-801	BKY-0(202)	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabilitation and Preservation	ARRA	\$1,621.9	\$1,621.9	\$1,118.9	4/22/09	✓	✓	✓	2/12/10	3/19/10		Crews are working on the milled shoulder on Yuma Road. Contractor has completed second lift of slurry seal on Broadway Road.
CFR09-801	CFE-0(200)	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	ARRA	\$35.0	\$35.0	N/A	4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	Combined Project: ARRA-CFE-0(200),Town of Carefree has been combined with Cave Creek Road ARRA-CFE-0(201)A.
CFR09-802	CFE-0(201)	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	ARRA	\$553.3	\$553.3	\$440.8	4/22/09	11/12/09	✓	✓	3/12/10	4/6/10		Partnering/Preconstruction meeting was held on May 20, 2010. Crews are working on crack sealing, milling and AC replacement.
CVK09-807	CVK-0(201)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$614.8	\$614.8	\$491.4	5/27/09	✓	✓	✓	4/2/10	5/4/10		Construction work will start on June 21st.
CHN120-07C	CHN-0(025)	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	\$2,288.7	\$7,629.0	\$5,244.0	4/22/09	✓	✓	✓	2/5/10	3/25/10	Feb-11	
CHN09-801	CHN-0(211)	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	\$3,678.9	\$3,678.9	\$2,313.0	4/22/09	✓	✓	✓	3/3/10	4/22/10	Nov-10	
ELM09-801	ELM-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	\$952.8	\$952.8	\$571.8	4/22/09	✓	✓	✓	4/16/10	5/21/10		Contract time begins June 23, 2010. Partnering/Preconstruction meeting is scheduled for June 28.
FTH07-301	FTH-0(203)	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local	\$1,081.6	\$3,376.6	\$1,746.7	6/24/09	✓	✓	✓	12/11/09	2/19/10		Paving is tentatively scheduled for the end of June.
GBD09-801	GBD-0(201)	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	\$33.0	\$33.0	N/A	4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	Combined with GBD09-802
GBD09-802	GBD-0(200)	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	\$339.5	\$339.5	\$389.3	4/22/09	✓	✓	✓	4/23/10	5/21/10		
GBD09-803	GBD-0(203)	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	\$170.0	\$170.0	\$239.9	5/27/09	✓	✓	✓	4/2/10	5/4/10		
GRC09-801	GRI-0(200)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$561.3	\$561.3	\$504.1	4/22/09	✓	✓	✓	4/9/10	5/4/10		Tentative Contractor start date is June 28, 2010. Contractor is working on obtaining required GRIC permits.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JUNE 24 2010

Project Information				Project Funding				Project Development Status						Comments	
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Construction Award Amount	Approval Date	Design	Environment	Obligate	Bid Open Date	Award Date		Estimated Complete
Local Projects - Roadway															
GLB09-801	GIL-0(203)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	\$5,306.3	\$5,306.3	\$4,179.4	4/22/09	✓	✓	✓	2/12/10	3/19/10		Contractor has started paving and will continue for 15-20 days. Final striping will be completed in August 2010.
GLN09-801	GLN-0(219)	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	\$1,100.0	\$1,100.0	\$1,527.5	4/22/09	✓	✓	✓	4/23/10	5/21/10		Preconstruction meeting is scheduled for June 10, 2010.
GLN09-802	GLN-0(218)	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	\$550.0	\$550.0	N/A	4/22/09	✓	✓	✓	N/A	N/A	N/A	Combined with GLN-0(219)
GLN09-803	GLN-0(217)	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	\$90.0	\$90.0	N/A	4/22/09	✓	✓	✓	N/A	N/A	N/A	Combined with GLN-0(219)
GLN09-804	GLN-0(215)	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	\$230.0	\$230.0	\$250.7	4/22/09	✓	✓	✓	4/16/10	5/21/10		Partnering and Preconstruction meeting is scheduled on June 15, 2010.
GLN09-805	GLN-0(216)	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	\$200.0	\$200.0	N/A	4/22/09	✓	✓	✓	N/A	N/A	N/A	Combined with GLN-0(215)
GLN09-806	GLN-0(211)	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	\$1,170.0	\$1,170.0	\$1,414.7	4/22/09	✓	✓	✓	4/23/10	5/11/10		Estimated start date for construction is June 24th.
GLN09-807	GLN-0(212)	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	\$510.0	\$510.0	\$560.3	4/22/09	✓	✓	✓	5/14/10	6/18/10		This project is scheduled to be awarded at the June 18, 2010, board meeting.
GLN09-808	GLN-0(214)	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	\$358.4	\$358.4	\$239.0	4/22/09	✓	✓	✓	4/23/10	5/21/10		Partnering and preconstruction meeting is scheduled on June 15, 2010.
GLN08-604	GLN-0(033)	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	\$1,850.0	\$5,407.4	\$2,520.0	4/22/09	✓	✓	✓	3/5/10	4/16/10		Temporary concrete barrier setup for median pier construction on L 101 is scheduled for June 24, 2010.
GDY09-801	GDY-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	\$782.4	\$798.4	\$623.5	4/22/09	✓	✓	✓	3/26/10	4/16/10		Tentative start date for contractor is June 21st.
GDL09-801	GUA-0(200)	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	\$634.0	\$634.0	\$548.1	4/22/09	✓	✓	✓	4/9/10	5/4/10		Contract time starts on June 7, 2010.
LPK09-801	LPK-0(201)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/reconstruction	ARRA	\$614.0	\$614.0	\$455.9	4/22/09	✓	✓	✓	4/2/10	5/21/10		Contract work to start end of June and the field office is working on setting up partnering and preconstruction meeting. Construction is complete, final close-out in process. (This is an ADOT TE project, so ADOT will keep savings in their TE program, if any.)
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	TEA-ARRA	\$750,000	\$1,117,817	\$552.4	5/27/09	✓	✓	✓	3/24/10	7/21/09	Mar-10	
MMA09-801	MMA-0(210)	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	\$6,469.2	\$6,478.1	\$9,399.6	4/22/09	✓	✓	✓	2/18/10	3/24/10		

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JUNE 24 2010

Project Information				Project Funding				Project Development Status					Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Construction Award Amount	Approval Date	Design	Environment	Obligate	Bid Open Date		Award Date	Estimated Complete
Local Projects - Roadway															
MES09-801R	MES-0(209)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	\$1,610.9	\$1,610.9	\$967.2	5/27/09	✓	✓	✓	3/11/10	4/5/10		
MES09-802R	MES-0(210)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	\$970.7	\$970.7	\$1,281.2	5/27/09	✓	✓	✓	2/3/10	3/22/10	Aug-10	
MES09-803	MES-0(211)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	\$2,559.3	\$2,559.3	\$2,336.4	5/27/09	✓	✓	✓	2/10/10	4/5/10	Sep-10	
MES09-804	MES-0(212)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	\$2,333.3	\$2,333.3	\$1,975.7	5/27/09	✓	✓	✓	2/3/10	3/22/10	Jun-10	
MES09-805	MES-0(213)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	\$3,310.6	\$3,310.6	\$3,476.4	5/27/09	✓	✓	✓	2/3/10	3/22/10	Nov-10	
PVY09-801	PVY-0(202)	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	\$823.2	\$823.8		4/22/09	✓	✓	✓	6/25/10			
PEO100-07AC1	PEO-0(206)	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	ARRA, STP-MAG & Local	\$2,850.4	\$11,489.7	\$7,919.3	4/22/09	✓	✓	✓	10/22/09	12/18/09		Crews are also working on screen walls, curb and gutter placement and grading for roundabout construction.
PEO09-801	PEO-0(205)	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	\$1,130.1	\$1,396.3	\$1,848.3	6/24/09	✓	✓	✓	3/12/10	4/16/10		Paving operations are scheduled to begin June 14th and will be completed by June 23rd.
PHX07-316	PHX-0(209)	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	\$1,000.0	\$2,256.0	\$748.9	4/22/09	✓	✓	✓	10/27/09	11/18/09	Jul-10	
PHX09-801	PHX-0(237)	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,136.2	\$7,136.2	\$5,190.0	4/22/09	✓	✓	✓	1/26/10	3/3/10	Dec-10	
PHX09-802	PHX-0(238)	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0	\$5,261.1	4/22/09	✓	✓	✓	1/26/10	3/3/10	Dec-10	
PHX09-803	PHX-0(239)	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0	\$5,095.9	4/22/09	✓	✓	✓	1/26/10	3/3/10	Dec-10	
PHX09-804	PHX-0(229)	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0	\$1,185.9	4/22/09	✓	✓	✓	2/2/10	3/3/10	Dec-10	
PHX09-805	PHX-0(230)	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0	\$1,270.2	4/22/09	✓	✓	✓	2/2/10	3/3/10	Dec-10	
PHX09-806	PHX-0(231)	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	ARRA	\$2,250.0	\$2,250.0	\$1,521.8	4/22/09	✓	✓	✓	3/23/10	TBD	Dec-10	
PHX09-807	PHX-0(232)	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	ARRA	\$1,250.0	\$1,250.0	\$444.9	4/22/09	✓	✓	✓	2/9/10	TBD	Dec-10	

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
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Project Information				Project Funding			Project Development Status						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Construction Award Amount	Approval Date	Design	Environment	Obligate	Bid Open Date		Award Date	Estimated Complete
Local Projects - Roadway															
PHX09-808	PHX-0(236)	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	\$3,000.0	\$3,000.0	\$1,675.4	4/22/09	✓	✓	✓	3/23/10	TBD	Dec-10	
PHX09-809	PHX-0(234)	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	\$1,500.0	\$1,500.0	\$482.3	4/22/09	✓	✓	✓	3/9/10	TBD	Dec-10	
PHX09-810	PHX-0(233)	Citywide Corridors	Design & Procure/Install CCTV	ARRA	\$1,000.0	\$1,000.0	\$578.6	4/22/09	✓	✓	✓	6/15/10	6/21/10	Feb-11	
PHX09-811	PHX-0(235)	Citywide Corridors	Design & Procure/Install Wireless Communications	ARRA	\$500.0	\$500.0		4/22/09	✓	✓	✓	6/22/10		Feb-11	
QNC09-801	QCR-0(204)	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	\$227.3	\$227.3	N/A	4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	
QNC09-802	QCR-0(205)	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	\$805.8	\$805.8	\$816.6	4/22/09	✓	✓	✓	4/16/10	5/21/10		Contractor is scheduled to start on June 23rd and the Field office is working on scheduling partnering/ preconstruction conference
SRP09-801	SRI-0(200)	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	\$653.9	\$653.9	\$663.2	5/27/09	✓	✓	✓	3/26/10	4/16/10		Contractor anticipates entire work to take approximately 2- 2½ weeks. Work anticipated to start on July 6, 2010.
SCT09-802	SCT-0(209)	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$4,600.0	\$4,600.0	\$3,870.5	7/22/09	✓	✓	✓	3/2/10			
SCT12-813	SCT-0(206)	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	\$439.6	\$500.0	\$461.7	4/22/09	✓	✓	✓	3/12/10			
SUR09-801	SUR-0(208)	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	\$2,933.4	\$2,933.4	\$2,812.0	4/22/09	✓	✓	✓	3/5/10	4/6/10		Contractor has started working on this project.
TMP09-801	TMP-0(211)	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	\$4,362.6	\$6,000.0	\$2,083.1	4/22/09	✓	✓	✓	3/23/10*	4/22/10	Jan-10	Contract Award date April 22, 2010. Notice to proceed May 1, 2010.
WKN09-801	WBG-0(200)	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	\$644.1	\$644.1		4/22/09	✓	✓	✓				Waiting for utility improvements.
YTN09-801	YTN-0(200)	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	\$645.9	\$645.9	\$324.9	4/22/09	✓	✓	✓	4/23/10	5/21/10		Contract work to start end of June and the field office is working on setting up partnering and preconstruction meeting.
					\$101,695.7	\$126,113.1									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
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Project Information			Project Funding			Project Development Status							Comments
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
AVN09-804T	Citywide	Purchase 2 replacement dial-a-ride vehicles	\$126.0	\$126.0		6/24/09	NA	✓	✓				
GDY05-202T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	\$352.2	\$1,847.1		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
GDY06-204T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	\$2,036.2	\$4,193.8		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
GDY08-800T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	\$186.5	\$977.6		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
GLN10-807T	Citywide	Operating Assistance - Glendale	\$4.6			3/2/10	NA	NA	✓	NA			
GLN10-808T	Citywide	ADA Complimentary Assistance - Glendale	\$70.3			3/2/10	NA	NA	✓	NA			
MES08-801T	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	\$517.8	\$1,800.0		9/30/09		✓	✓				Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.
MES10-801T	US60/Country Club	Park-and-Ride design	\$367.5	\$367.5		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-802T	US60/Country Club	Park-and-Ride land acquisition	\$3,238.3	\$3,238.3		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-803T	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	\$765.0	\$765.0		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-804T	Gilbert/McDowell	Design regional park-and-ride	\$765.0	\$765.0		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-805T	Gilbert/McDowell	Construct regional park-and-ride	\$517.8	\$2,289.0		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-809T	Country Club/US 60	Park-and-Ride construction	\$3,228.8	\$3,228.8		3/25/09	✓	✓	✓				Admin Mod: Modify project costs to lower amount.
PEO10-803T	Citywide	ADA Complimentary Assistance - Peoria	\$0.7			3/2/10	NA	NA	✓	NA			
PHX08-704T	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	\$1,100.0	\$1,100.0		5/27/09		✓	✓	✓		Jun-12	Staff is reviewing a revised design scope of work and fee proposal from Premier Engineering.
PHX08-705T	I-17/Happy Valley	Happy Valley/I-17 Park and Ride -construct	\$5,500.0	\$5,500.0		3/25/09	✓	✓	✓	✓		Dec-10	Construction is in it's initial stage. Contractor is clearing the site and beginning excavation for underground utilities.
PHX09-611T	Regionwide	Preventive Maintenance	\$5,400.0	\$11,964.0		3/25/09	NA	NA	✓	✓		Jun-10	Ongoing
PHX09-837T	Bell Rd/SR-51	Bus access crossover	\$640.1	\$640.1		3/25/09	✓	✓	✓	✓		Jul-10	Comments on the revised scope of work by the Deputy Director were forwarded to EAS on March 18. A cost analysis on the proposal and a negotiation summary/memorandum will be prepared by EAS.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
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Project Information			Project Funding			Project Development Status							Comments
T.P. #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
PHX09-838T	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	\$3,000.0	\$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	Contractor finished laying out underground utilities, concrete curbs and sidewalks, and is getting ready to grade site for aggregate base course placement.
PHX09-839T	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	\$300.0	\$300.0		3/25/09	NA	✓	✓	✓		Sep-10	Operational Review has been completed by Trapeze was on site March 2 - 5, 2010 installing the BSM software and providing training on System Admin, field staff using laptop and GPS for adding and updating bus stops, and map updates. Issue list has been cr
PHX09-840T	Citywide	Bus Stop Improvements	\$4,321.2	\$4,321.2		3/25/09	✓	✓	✓	✓		Dec-11	Southwest Fabrication received the Notice to Proceed work on 2/22/10. SW is now repairing concrete transit pads and is manufacturing transit furniture. The first batch of new furniture is scheduled to be placed at sites by the end of April
PHX10-804T	Citywide	Operating Assistance - Phoenix	\$870.7			3/2/10	NA	NA	✓	NA		Mar-10	
PHX10-805T	Citywide	ADA Complimentary Assistance - Phoenix	\$972.0			3/2/10	NA	NA	✓	NA		Mar-10	
PHX10-818T	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	\$5,000.0	\$5,000.0		3/25/09		✓	✓	ü		Jan-11	The construction plans were approved on March 16 after one review. The Statement of Readiness for Central Station has been approved by Budget & Research. Discussions are continuing on the revised CA services proposal from the consultant team. A draft RCA
SCT09-803T	Loop 101/Scottsdale Rd	Park-and-Ride construction	\$5,000.0	\$5,000.0		3/25/09	✓	✓	✓				Receiving FTA guidance on Scottsdale's request to secure a lease for potential site. Environmental documentation underway. Part of second 50%.
SCT10-801T	Citywide	Operating Assistance - Scottsdale	\$20.4			3/2/10	NA	NA	✓	NA			
TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	\$6,500.0	\$6,500.0		3/25/09	✓	✓	✓			Mar-11	Final Design Contract Awarded
TMP10-801T	Citywide	Operating Assistance - Tempe	\$331.0			3/2/10	NA	NA	✓	NA			

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JUNE 24 2010

Project Information					Project Funding			Project Development Status						Comments		
TT#	Federal ID	Project Location	Project Description	Length	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Advertise Date		Award Date	Estimated Complete
Local Projects - Transportation Enhancements																
CHN09-805	CHN-0(014)	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	n/a	TEA-ARRA	\$750,000	\$1,161,610	\$893.6	5/27/09	✓	✓	✓	6/4/10			Estimate based on low bid plus contingency.
GLB04-303R	GIL-0(015)	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	n/a	TEA-ARRA	\$270,000	\$680,000	\$297.6	5/27/09	✓	✓	✓	9/9/09	9/18/09		
GLB08-801	GIL-0(202)	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	1	TEA-ARRA	\$578,670	\$578,670	\$376.0	5/27/09	✓	✓	✓	9/9/09			Adjusted to include contingency.
GLN08-611	GLN-0(201)	Old Roma Alley	Design and construct pedestrian enhancements and landscape	0.05	TEA-ARRA	\$732,562	\$732,562	\$437.5	5/27/09	✓	✓	✓	12/3/09			Not yet issued. Pending City Signatures.
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	4.6	TEA-ARRA	\$750,000	\$1,117,817	\$561.1	5/27/09	✓	✓	✓	6/25/09	7/21/09	Dec-09	Construction complete
MES09-806	MES-0(021)	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	1.3	TEA-ARRA	\$750,000	\$1,509,375	\$678.0	6/24/09	✓	✓	✓	6/3/10			Estimate based on low bid plus contingency.
SCT09-703	SCT-0(200)	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	0.75	ARRA; TEA-ARRA	\$1,632,333	\$3,117,272	\$763.5	5/27/09	✓	✓	✓				Project is using \$750,000 TE ARRA funds plus \$882,333 MAG ARRA funds.
SCT09-801	SCT-0(203)	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	n/a	TEA-ARRA	\$600,000	\$625,402	\$284.0	5/27/09	✓	✓	✓	11/2/09			Includes estimated salaries and overhead
TMP09-704	TMP-0(202)	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	1	TEA-ARRA	\$750,000	\$1,400,000	\$1,644.6	5/27/09	✓	✓	✓	5/19/10			
						\$5,181,232	\$7,805,436									

ATTACHMENT TWO



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June 24, 2010

TO: Members of the Transportation Review Committee

FROM: Christina Hopes, Transportation Planner II

SUBJECT: DRAFT FISCAL YEAR 2011 ARTERIAL LIFE CYCLE PROGRAM

The Arterial Life Cycle Program (ALCP) provides management for the arterial street component of the Regional Transportation Plan (RTP) and is updated annually to reflect current project information. ALCP revenues and expenditures also must be fiscally constrained, per Arizona Revised Statute 28-6352(B). The Draft FY 2011 ALCP is fiscally constrained over the remaining period of the 20-year life cycle program using projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds.

The ALCP Policies and Procedures approved on December 9, 2009 state that regional reimbursements will be adjusted using the United States Consumer Price Index (CPI), All Urban Consumers – West Region All Items (CUUR0400SA0). Regional reimbursements in the Draft FY 2011 ALCP have been inflated to 2010\$ using an inflation rate of 1.588%. Using the same inflation factor, MAG Staff has inflated the local and regional reimbursement amounts for ALCP Projects listed in the Draft 2011-2015 Transportation Improvement Program (TIP), which will be presented to the Committee in June for approval.

Reimbursement amounts in FY10 and FY11 will be adjusted prior to the approval of the Draft FY11 ALCP by the Regional Council dependent on reimbursement requests submitted to MAG by June 14, 2010. Several materials are attached for review, including the Draft FY 2011 Arterial Life Cycle Program. Table A identifies project changes from FY10 to FY11 in the ALCP. The most notable change was the reprogramming of the Price Road project, which included the deletion of the original project and inclusion of several capacity improvement projects in the general vicinity of the original project.

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 in Table B

For further information or questions, please contact Christina Hopes by phone at 602.254.6300 or by email at chopes@mag.maricopa.gov.

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
CHANDLER																												
Arizona Ave at Chandler Blvd: Intersection Improvements	AII-ARZ-10-03	\$				CO																						
			RARF	DES	2004	CO			0.189																			
			RARF	ROW	2005	CO			1.013																			
			RARF	CONST	2006	CO			2.180																			
Arizona Ave at Elliot Rd: Intersection Improvements	AII-ARZ-10-03	\$																										
			RARF	DES	2003	E/A/CO					0.314																	
			RARF	ROW	2006	E/A/CO					0.314																	
			RARF	CONST	2006	E/A/CO					2.682																	
Arizona Ave at Ray Rd: Intersection Improvements	AII-ARZ-20-03					CO																						
			RARF	DES	2005	CO			0.188																			
			RARF	ROW	2006	CO			0.460																			
			RARF	CONST	2007	CO			2.616																			
Arizona Avenue: Ocotillo Rd to Hunt Hwy	ACI-ARZ-10-03	\$ 7,406,883																										
			STP-MAG	DES	2022	E/D																						
			STP-MAG	ROW	2022	E/D																						1.303
			STP-MAG	CONST	2022	E/D																						1.138
																												4.966
Chandler Blvd at Alma School: Intersection Improvements	AII-CHN-10-03	\$ 3,361,392																										
			RARF	DES	2008-2010					0.235	0.135	0.348																
			RARF	ROW	2009					0.016		0.578																
			RARF	CONST	2012									2.436														
Chandler Blvd at Dobson Rd: Intersection Improvements	AII-CHN-20-03	\$ 427,225																										
			RARF	DES	2005-2008			0.017	0.041	0.139																		
			RARF	ROW	2007-2010				0.026	0.837	1.013																	
			RARF	CONST	2010/2011							0.427																
Chandler Blvd at Kyrene Rd: Intersection Improvements	AII-CHN-30-03	\$ 3,752,969																										
			CMAQ	DES	2026	E/D																						0.262
			CMAQ	ROW	2026	E/D																						0.741
			CMAQ	CONST	2026	E/D																						2.750
Gilbert Rd: Loop 202 to Hunt Hwy	ACI-GIL-10-03	\$ 14,649,001																										
Gilbert Rd: 202L/Germann to Queen Creek Rd	ACI-GIL-10-03-A		RARF	DES	2008/2009	E/A/CO					0.327																	
			RARF	ROW	2008/2009	E/A/CO					0.715																	
			RARF	CONST	2008-2010	E/A/CO					5.636																	0.670
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	ACI-GIL-10-03-B		RARF	DES	2010	E/A												0.391										
			RARF	ROW	2011	E/A												0.921										
			RARF	CONST	2012	E/A												0.565										1.876
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ACI-GIL-10-03-C		RARF	DES	2009/2010	E/A																						0.258
			RARF	ROW	2012	E/A																						0.378
			RARF	CONST	2013	E/A																						2.103
																												2.406
Gilbert Rd: Ocotillo Rd to Chandler Heights	ACI-GIL-10-03-D		RARF	DES	2010	E/A												0.391										
			RARF	ROW	2011	E/A												0.921										
			RARF	CONST	2014	E/A												0.565										1.876
Kyrene Rd/Ray Rd: Intersection Improvements	AII-KYR-10-03	\$ 3,752,969																										
			CMAQ	DES	2022	E/D																						0.180
			CMAQ	ROW	2023	E/D																						0.568
			CMAQ	CONST	2024	E/D																						3.004
Price Rd Extension Replacement Projects	ACI-PRC-10-03	\$ 49,506,496																										

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RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27		
Chandler Heights Rd: Arizona Ave to McQueen Road	ACI-PRC-10-03-A		STP-MAG	DES	2017													0.811												
			STP-MAG	ROW	2017															1.067										
			STP-MAG	CONST	2018																5.404									
Chandler Heights Road: McQueen Road to Gilbert Road	ACI-PRC-10-03-B		STP-MAG	DES	2019																1.195									
			STP-MAG	ROW	2020																		2.916							
			STP-MAG	CONST	2020																			6.618						
McQueen Road: Ocotillo Road to Riggs Road	ACI-PRC-10-03-C		RARF	DES	2014										0.806															
			RARF	ROW	2015											1.849														
			RARF	CONST	2015											2.461									2.111					
Ocotillo Road: Arizona Avenue to McQueen Road	ACI-PRC-10-03-D		RARF	DES	2014										0.516															
			RARF	ROW	2014											1.351														
			RARF	CONST	2015	E/D										2.329									2.032					
Ocotillo Road: Cooper Road to Gilbert Road	ACI-PRC-10-03-E		STP-MAG	DES	2017													0.629												
			STP-MAG	ROW	2017/2018																1.636									
			STP-MAG	CONST	2019																		4.196							
Price Rd at Germann Rd: Intersection Improvements	ACI-PRC-10-03-F		CMAQ	DES	2019																							0.370		
			CMAQ	ROW	2020																							0.519		
			CMAQ	CONST	2020																							2.468		
Price Rd at Queen Creek Rd: Intersection Improvements	ACI-PRC-10-03-G		STP-MAG	DES	2019																0.526									
			STP-MAG	ROW	2020																							1.159		
			STP-MAG	CONST	2020																							3.506		
Price Rd: Santan to Germann	ACI-PRC-10-03-H		RARF	DES	2005	E/A										0.333														
			RARF	ROW	2007	E/A												0.071												
			RARF	CONST	2008	E/A												2.631												
Ray Rd at Alma School Rd: Intersection Improvements	All-RAY-10-03	\$ 3,629,626																												
			RARF	DES	2008/2009					0.137	0.217																			
			RARF	ROW	2009/2010						1.863																			
Ray Rd at Dobson Rd: Intersection Improvements	All-RAY-20-03	\$ 6,678,446																												
			RARF	CONST	2011	D							3.630																	
			STP-MAG	DES	2014	E/D																							0.705	
Ray Rd at McClintock Dr: Intersection Improvements	All-RAY-40-03	\$ 5,613,550																												
			STP-MAG	ROW	2015	E/D																							1.273	
			STP-MAG	CONST	2015	E/D																							4.700	
Ray Rd at Rural Rd: Intersection Improvements	All-RAY-50-03	\$ 3,752,969																												
			STP-MAG	DES	2009, 2014	E/D																							0.614	
			STP-MAG	ROW	2015	E/D																							0.903	
Ray Rd at Rural Rd: Intersection Improvements	All-RAY-50-03	\$ 3,752,969																												
			STP-MAG	CONST	2015	E/D																							4.096	
			CMAQ	DES	2023	E/D																							0.190	
CHANDLER/GILBERT	ACI-QNC-10-03	\$ 31,675,185																												
			CMAQ	ROW	2024	E/D																							0.543	
			CMAQ	CONST	2025	E/D																							3.021	
Queen Creek Rd: Arizona Ave to Higley Rd	ACI-QNC-10-03	\$ 31,675,185																												
			RARF	DES	2005-2008	A/CO																							0.307	
			RARF	ROW	2005-2008	A/CO																							1.393	
Queen Creek Rd: McQueen Rd to Gilbert Rd (CHN)	ACI-QNC-10-03-B		RARF	CONST	2008/2009	A/CO																						3.972		
			STP-MAG	DES	2019	E/D																							1.163	

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RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			STP-MAG	ROW	2020	E/D															1.564							
			STP-MAG	CONST	2020	E/D/RD															5.719	2.032						
Queen Creek Rd: Lindsay Rd to Greenfield Rd (GIL)	ACI-QNC-10-03-C		RARF	DES	2013									0.708														
			RARF	ROW	2014										4.151													
			RARF	CONST	2015											6.672												
Queen Creek Rd: Greenfield Rd to Higley (GIL)	ACI-QNC-10-03-D		RARF	DES	2011								0.545															
			RARF	ROW	2012									2.171	2.171													
			RARF	CONST	2013											2.390	2.390											
FOUNTAIN HILLS																												
Shea Blvd: Palisades Blvd to Cereus Wash	ACI-SHA-10-03	\$ 5,681,124																										
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	ACI-SHA-10-03-A		RARF	DES	2009				0.248			0.040																
Shea Blvd: Technology Dr to Cereus Wash	ACI-SHA-10-03-B		RARF	DES	2009				0.064	0.056		0.177																
			RARF	ROW	2011	D						0.021																
			RARF	CONST	2011	D						1.422	1.422															
Shea Blvd: Palisades Blvd to Technology Dr	ACI-SHA-10-03-C		STP-MAG	DES	2018	D													0.579									
			STP-MAG	ROW	2019	D															0.163							
			STP-MAG	CONST	2020	D																1.856						
GILBERT																												
Elliot Rd at Cooper Rd: Intersection Improvements	AII-ELT-30-03	\$ 4,115,894																										
			STP-MAG	DES	2018	E/D																						
			STP-MAG	ROW	2019	E/D																						
			STP-MAG	CONST	2020	E/D																						
Elliot Rd at Gilbert Rd: Intersection Improvements	AII-ELT-40-03	\$ 3,752,969																										
			CMAQ	DES	2019	E																						
			CMAQ	ROW	2020	E																						
			CMAQ	CONST	2021	E/D																						
Elliot Rd at Greenfield Rd: Intersection Improvements	AII-ELT-10-03	\$ 3,752,969																										
			RARF	DES	2015	A																						
			RARF	ROW	2016	A																						
			RARF	CONST	2017	A																						
Elliot Rd at Higley Rd: Intersection Improvements	AII-ELT-20-03	\$ 3,752,969																										
			CMAQ	DES	2018	E/A																						
			CMAQ	ROW	2019	E/A																						
			CMAQ	CONST	2020	E/A																						
Elliot Rd at Val Vista Dr: Intersection Improvements	AII-ELT-50-03	\$ 3,752,969																										
			RARF	DES	2015	E/A																						
			RARF	ROW	2016	E/A																						
			RARF	CONST	2017	E/A																						
Germann Rd: Gilbert Rd to Power Rd	ACI-GER-20-03	\$ 22,033,561																										
Germann Rd: Gilbert Rd to Val Vista Dr	ACI-GER-20-03-A		RARF	DES	2013	E/D																						
			RARF	ROW	2014	E/D																						
			RARF	CONST	2015	E/D																						
Germann Rd: Val Vista Dr to Higley Rd	ACI-GER-20-03-B		RARF	DES	2013	E/D																						
			RARF	ROW	2014	E/D																						
			RARF	CONST	2015	E/D																						
Greenfield Rd: Elliot Rd to Ray Rd	ACI-GRN-10-03	\$ 3,752,950																										
			RARF	DES	2013	E/A																						

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RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2006\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			RARF	ROW	2014	E/A																						
			RARF	CONST	2015	E/A																						
Guadalupe Rd at Cooper Rd: Intersection Improvements	AII-GUD-30-03	\$ 3,752,969																										
			RARF	DES	2010	E						0.236																
			RARF	ROW	2010	E						1.592																
			RARF	CONST	2010/2011	E/D						1.925																
Guadalupe Rd at Gilbert Rd: Intersection Improvements	AII-GUD-40-03	\$ 3,752,969																										
			RARF	DES	2011	E/D								0.265														
			RARF	ROW	2012	E/D									1.293													
			RARF	CONST	2013	E/D										2.195												
Guadalupe Rd at Greenfield Rd: Intersection Improvements	AII-GUD-10-03	\$ 3,752,969																										
			CMAQ	DES	2021																						0.286	
			CMAQ	ROW	2022																						0.542	
			CMAQ	CONST	2023																						2.925	
Guadalupe Rd at Power Rd: Intersection Improvements	AII-GUD-20-03	\$ 3,752,969																										
			RARF	DES	2016	E/A																						
			RARF	ROW	2017	E/A																						
			RARF	CONST	2018	E/A																					3.753	
Guadalupe Rd at Val Vista Dr: Intersection Improvements	AII-GUD-50-03	\$ 3,752,969																										
			CMAQ	DES	2016											0.238												
			CMAQ	ROW	2017													0.878										
			CMAQ	CONST	2018														2.637									
Ray Rd: Val Vista Dr to Power Rd	ACI-RAY-10-03	\$ 16,585,702																										
Ray Rd: Val Vista to Higley	ACI-RAY-10-03-A		RARF	DES	2015	E/A																					0.660	
			RARF	ROW	2016	E/A																					1.524	
			RARF	CONST	2017	E/A																					3.056	
Ray Rd: Higley to Recker	ACI-RAY-10-03-B		RARF	DES	2015	E/A																					0.660	
			RARF	ROW	2016	E/A																					1.087	
			RARF	CONST	2017	E/A																					2.032	
Ray Rd: Recker to Power	ACI-RAY-10-03-C		RARF	DES	2015	E/A																					0.660	
			RARF	ROW	2016	E/A																					1.016	
			RARF	CONST	2017	E/A																					3.930	
			RARF	SAVE	2027	E/A																					1.961	
Ray Rd at Gilbert Rd: Intersection Improvements	AII-RAY-30-03	\$ 3,752,969																										
			RARF	DES	2016	E																					0.244	
			RARF	ROW	2017	E																					1.138	
			RARF	CONST	2018	E																					2.371	
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 at Cooper Rd: Intersection Improvements	AII-WNR-10-03	\$																										
			RARF	DES	2008						0.514	0.064																
			RARF	ROW	2009/2010						0.545	0.049																
			RARF	CONST	2009/2010						0.285	2.283																
Warner Rd at Greenfield Rd: Intersection Improvements	AII-WRN-20-03	\$ 3,752,969																										
			RARF	DES	2013									0.332														
			RARF	ROW	2014										1.019													

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RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			RARF	CONST	2015											2.402												
GILBERT/MESA/MARICOPA COUNTY																												
Power Rd: Santan Fwy to Chandler Heights	ACI-PWR-10-03	\$ 15,356,192																										
Power Rd at Pecos Intersection Improvements (GIL)	ACI-PWR-10-03-A		RARF	DES	2008	E/A					0.064																	
			RARF	ROW	2008/2009	E/A					0.048																	
			RARF	CONST	2008/2009	E/A/RD					5.032																	
Power Rd: Santan Fwy to Pecos Rd (GIL)	ACI-PWR-10-03-B		RARF	DES	2010	E/A						1.029																
			RARF	ROW	2010/2011	E/A						1.778	2.655															
			RARF	CONST	2011/2012	E/A							2.936	6.959														
Power Rd: Pecos Rd to Chandler Heights (GIL)	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	\$ 10,197,271																										
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202 (MES)	ACI-PWR-20-03-A		RARF	PREDES/DES	2008-2010, 2016	E/D											1.483											
			RARF	ROW	2017	E/D												2.004										
			RARF	CONST	2018	E/D													6.710									
Power Rd: Baseline Rd to East Maricopa Floodway (MC)	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	\$ 18,522,719																										
			RARF	DCR	2009																							
			RARF	EA	2009																							
			RARF	DES	2013	D																						
			STP-MAG	ROW	2014	D/RD										7.619	5.046											
			STP-MAG	CONST	2015	D/RD											5.857											
El Mirage Rd: Bell Rd to Jomax Rd	ACI-ELM-10-03	\$ 13,868,806																										
El Mirage Rd: Bell Rd to Deer Valley Dr	ACI-ELM-10-03-A		RARF	DES	2006-2009	A						0.604																
			RARF	ROW	2003-2007	A						1.905																
			RARF	CONST	2010/2011	A						1.692						2.929	6.739									
El Mirage Rd: L303 to Jomax	ACI-ELM-10-03-C		RARF	DES	2024	D																						
			RARF	ROW	2024	D																						
			RARF	CONST	2024	D																						
El Mirage Rd: Deer Valley Dr to L303	ACI-ELM-10-03-D		RARF	DES	2008	A/CO					0.577																	
			RARF	ROW	2009	A/CO					1.167																	
			RARF	CONST	2009	A/CO					3.790																	
El Mirage Rd: Thunderbird Rd to Bell Rd	ACI-ELM-20-03	\$ 19,842,652																										
			RARF	STUDY	2006	A																						
			RARF	PRE-DES	2008-2010	A				1.105	0.343																	
			RARF	DES	2011/2012	A						0.210	1.310	0.432														
			RARF	ROW	2013/2014	A								1.213	0.939													
			RARF	CONST	2015/2016											5.838	4.951	4.951										
El Mirage Rd: Thunderbird Rd to Northern Ave	ACI-ELM-30-03	\$ 16,706,766																										
			RARF	STUDY	2008	A																			0.304			
			RARF	DES	2016																				3.590			
			RARF	ROW	2016																				2.280			
			RARF	CONST	2017/2018																				4.300	6.232		

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RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Gilbert Rd: Bridge over Salt River	ACI-GIL-20-03	\$ 13,922,305																										
			STP-MAG	DCR	2009	A																						
			STP-MAG	EA	2009	A																						
			STP-MAG	DES	2011									1,690														
			STP-MAG	ROW	2011									2,045														
			STP-MAG	CONST	2015										10,188													
Jomax Rd: 303L to Sun Valley Pkwy	ACI-JMX-10-03	\$ 20,580,799																										
			RARF	ROW	2017																10,290							
			RARF	ROW	2018																	10,290						
McKellips Rd: Bridge over Salt River	ACI-MCK-30-03	\$ 13,922,305																										
			RARF	DCR	2009	A																						
			RARF	EA	2009	A																						
			RARF	ROW	2015																							
			RARF	CONST	2016	D																						
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	ACI-MCK-40-03	\$ 39,224,581																										
			STP-MAG	PRE-DES	2009	A																						
			STP-MAG	DES	2013																							
			STP-MAG	ROW	2014																							
			STP-MAG	CONST	2015																							
			RARF	SAVE	2014/2015	RD																						
Northern Pkwy: Sarival to Grand (Phase I)	ACI-NOR-30-03	\$ 40,531,985																										
Northern Pkwy: Sarival to Dysart	ACI-NOR-30-03-A		STP-MAG	Pre-DES	2003-2011	D					2,800																	
			STP-MAG	DES	2011/2012	D					5,470																	
			STP-MAG	ROW	2010/2011	D					11,217																	
			STP-MAG	CONST	2011-2013	D						1,707	19,200	14,423														
Northern Parkway: ROW Protection	ACI-NOR-30-03-B		STP-MAG	ROW	2003-2012	D						2,601	2,601															
Northern Pkwy: Sarival to Grand (Phase II)	ACI-NOR-10-03	\$ 84,744,464																										
Northern Pkwy: Sarival to Dysart	ACI-NOR-10-03-A		STP-MAG	Reimb.	2012																							
Northern Pkwy: Dysart to 111th	ACI-NOR-10-03-B		STP-MAG	DES	2013	A																						
			STP-MAG	ROW	2014	A																						
			STP-MAG	CONST	2014/2015	A																						
Northern Pkwy: Sarival Overpass	ACI-NOR-10-03-C		STP-MAG	DES	2013	A																						
			STP-MAG	CONST	2014	A																						
Northern Pkwy: Reems Overpass	ACI-NOR-10-03-D		STP-MAG	OES	2013	A																						
			STP-MAG	CONST	2014	A																						
Northern Pkwy: Litchfield Overpass	ACI-NOR-10-03-E		STP-MAG	OES	2014	A																						
			STP-MAG	CONST	2015	A																						
Northern Pkwy: Agua Fria Bridge	ACI-NOR-10-03-F		STP-MAG	DES	2013	A																						
			STP-MAG	CONST	2014	A																						
Northern Pkwy: Northern Avenue at I.101	ACI-NOR-10-03-G		STP-MAG	DES	2014	A																						
			STP-MAG	CONST	2015	A																						
Northern Pkwy: Dysart Overpass	ACI-NOR-10-03-H		STP-MAG	DES	2017																							
			STP-MAG	CONST	2018																							
Northern Pkwy: ROW Protection	ACI-NOR-10-03-I		STP-MAG	ROW	2017/2018, 2020																							
Northern Pkwy: Sarival to Grand (Phase III)	ACI-NOR-20-03	\$ 86,318,290																										

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Northern Pkwy: Dysart Overpass	ACI-NOR-20-03-A		STP-MAG	Reimb.	2018																	3.540								
Northern Pkwy: El Mirage Alternative Access	ACI-NOR-20-03-B		STP-MAG	DES	2021																	0.147								
			STP-MAG	ROW	2021																		1.760							
			STP-MAG	CONST	2022																			2.273						
Northern Pkwy: El Mirage Overpass	ACI-NOR-20-03-C		STP-MAG	DES	2021																	1.613								
			STP-MAG	CONST	2021/2022																		5.130	15.256						
Northern Pkwy: Agua Fria to 111th	ACI-NOR-20-03-D		STP-MAG	DES	2021																	0.220								
			STP-MAG	CONST	2022																			2.493						
Northern Pkwy: 111th to 107th	ACI-NOR-20-03-E		STP-MAG	DES	2022																		0.880							
			STP-MAG	ROW	2023																				3.520					
			STP-MAG	CONST	2023/2024																					5.170	5.170			
Northern Pkwy: 107th to 99th	ACI-NOR-20-03-F		STP-MAG	DES	2024																									
			STP-MAG	ROW	2024																									
			STP-MAG	CONST	2025																									
Northern Pkwy: Loop 101 to 91st	ACI-NOR-20-03-G		STP-MAG	DES	2025																									
			STP-MAG	ROW	2025																									
			STP-MAG	CONST	2026																									
Northern Pkwy: 91st to Grand Intersection Improvements	ACI-NOR-20-03-H		CMAQ	CONST	2026																									
Northern Pkwy: ROW Protection	ACI-NOR-20-03-I		STP-MAG	ROW	2023, 2026																									
Northern Pkwy: Ultimate Construction	ACI-NOR-20-03-J		STP-MAG	CONST	2026																									
MESA																														
Baseline Rd: Power Rd to Meridian Rd	ACI-BSL-10-03	\$ 17,796,338																												
Baseline Rd: Power Rd to Ellsworth Rd	ACI-BSL-10-03-A		RARF	DES	2014	A																								
			RARF	ROW	2015	A																								
			RARF	CONST	2016	A																								
Baseline Rd: Ellsworth Rd to Meridian Rd	ACI-BSL-10-03-B		RARF	DES	2017	A																								
			RARF	ROW	2018	A																								
			RARF	CONST	2019	A																								
Broadway Rd: Dobson to Country Club	ACI-BDW-10-03	\$ 7,299,470	RARF	PRE-DES	2008, 2010					0.000	0.001	0.119																		
			RARF	DES	2013/2014	D								0.367	0.367															
			RARF	ROW	2014	D										1.086														
			RARF	CONST	2015	D											5.361													
Country Club at University: Intersection Improvements	AH-CCB-10-03	\$ 2,784,461	RARF	PRE-DES	2007	A																								
			RARF	DES	2013/2014	A																								
			RARF	ROW	2014	A																								
			RARF	CONST	2015	A																								
Country Club at Brown Rd: Intersection Improvements	AH-CCB-20-03	\$ 2,784,461	RARF	DES	2016	A																								
			RARF	ROW	2017	A																								
			RARF	CONST	2018	A																								
Crismon Rd: Broadway Rd to Germann Rd	ACI-CRS-10-03	\$ 36,561,183	RARF	DES	2014	A																								
			RARF	ROW	2015	A																								
Crismon Rd: Broadway Rd to Guadalupe Rd	ACI-CRS-10-03-A		RARF	DES	2014	A																								
			RARF	ROW	2015	A																								

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RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			RARF	CONST	2016	A/RD																					7.473	
Crismon Rd: Guadalupe Rd to Ray Rd	ACI-CRS-10-03-B		STP-MAG	DES	2023																			1.209				
			STP-MAG	ROW	2024																			3.627				
			STP-MAG	CONST	2025																				7.254			
Crismon Rd: Ray Rd to Germann Rd	ACI-CRS-10-03-C		STP-MAG	DES	2018	A																1.210						
			STP-MAG	ROW	2019	A																3.627						
			STP-MAG	CONST	2020	A																7.179						
Dobson Rd at Guadalupe Rd: Intersection Improvements	All-DOB-10-03	\$ 2,063,113																										
			RARF	PRE-DES	2007				0.072																			
			RARF	DES	2008/2009				0.034	0.077	0.125																	
			RARF	ROW	2009/2010					0.013	0.344																	
			RARF	CONST	2010						0.042	2.063																
Dobson Rd at University Dr: Intersection Improvements	All-DOB-20-03	\$ 2,784,461																										
			RARF	DES	2010	A																0.280						
			RARF	ROW	2011	A																0.839						
			RARF	CONST	2011/2012	A																1.666						
Elliot Rd: Power Rd to Meridian Rd	ACI-ELT-10-03	\$ 18,038,465																										
Elliot Rd: Power Rd to Ellsworth Rd	ACI-ELT-10-03-A		STP-MAG	DES	2021																	0.909						
			STP-MAG	ROW	2022																		2.727					
			STP-MAG	CONST	2023																			5.313				
Elliot Rd: Ellsworth Rd to Meridian	ACI-ELT-10-03-B		STP-MAG	DES	2023																			0.908				
			STP-MAG	ROW	2024																				2.727			
			STP-MAG	CONST	2025																				5.454			
Germann Rd: Ellsworth Rd to Signal Butte Rd	ACI-GER-10-03	\$ 12,469,343																										
			STP-MAG	DES	2019	A																	1.258					
			STP-MAG	ROW	2020	A																	3.660					
			STP-MAG	CONST	2021																		3.776	3.776				
Gilbert Rd at University Dr: Intersection Improvements	All-GIL-10-03	\$ (0)																										
			RARF	DES	2007	A/CO					0.188																	
			RARF	ROW	2007	A/CO					0.495																	
			RARF	CONST	2009/2010	A/CO					2.658																	
Greenfield Rd: University Rd to Baseline Rd	ACI-GRN-20-03	\$ 8,356,102																										
Greenfield Rd: Baseline Rd to Southern Ave	ACI-GRN-20-03-A		RARF	DES	2008/2009				0.454		0.079																	
			RARF	ROW	2008-2010				0.001	0.016	0.158	0.355																
			RARF	CONST	2010						1.619	2.454																
Greenfield Rd: Southern Ave to University Rd	ACI-GRN-20-03-B		RARF	PRE-DES	2013	D									0.304													
			STP-MAG	DES	2017/2018	D																0.304						
			STP-MAG	ROW	2018	D																1.624						
			STP-MAG	CONST	2019	D																		3.315				
Guadalupe Rd: Power Rd to Meridian Rd	ACI-GUD-10-03	\$ 23,002,069																										
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A		RARF	DES	2017	D												0.783										
			RARF	ROW	2018	D																2.349						
			RARF	CONST	2019	E/D																	1.914		2.784			
Guadalupe Rd: Hawes Rd to Crismon Rd	ACI-GUD-10-03-B		STP-MAG	OES	2015													0.783										
			STP-MAG	ROW	2016	D																2.349						
			STP-MAG	CONST	2017	D																		4.698				

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Guadalupe Rd: Crimson Rd to Meridian Rd	ACI-GUD-10-03-C		STP-MAG	DES	2016	D												0.783													
			STP-MAG	ROW	2017	D													2.350												
			STP-MAG	CONST	2018	D															4.210										
Hawes Rd: Broadway Rd to Ray Rd	ACI-HWS-10-03	\$ 20,701,862																													
Hawes Rd: Broadway Rd to US60	ACI-HWS-10-03-A		STP-MAG	DES	2020	A																									
			STP-MAG	ROW	2021																										
			STP-MAG	CONST	2022																										
Hawes Rd: Baseline Rd to Elliot Rd	ACI-HWS-10-03-B		STP-MAG	DES	2022																										
			STP-MAG	ROW	2023																										
			STP-MAG	CONST	2024																										
Hawes Rd: Elliot Rd to Santan Freeway	ACI-HWS-10-03-C		STP-MAG	DES	2023																										
			STP-MAG	ROW	2024																										
			STP-MAG	CONST	2024																										
Hawes Rd: Santan Freeway to Ray Rd	ACI-HWS-10-03-D		RARF	DES	2009/2010	A																									
			RARF	CONST	2010/2011	A																									
Higley Rd Pkwy: US 60 to SR-202L	ACI-HIG-10-03	\$ 16,706,766																													
Higley Rd Pkwy: 202L to Brown Rd	ACI-HIG-10-03-A		STP-MAG	DES	2017																										
			STP-MAG	ROW	2018																										
			STP-MAG	CONST	2019																										
Higley Rd Pkwy: Brown Rd to US-60	ACI-HIG-10-03-B		STP-MAG	DES	2018																										
			STP-MAG	ROW	2019																										
			STP-MAG	CONST	2020																										
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	All-HIG-10-03	\$ 27,723,546																													
			RARF	DES	2015	A																									
			RARF	ROW	2016																										
			RARF	CONST	2017																										
Lindsay Rd at Brown Rd: Intersection Improvements	All-LND-10-03	\$ 2,784,461																													
			RARF	DES	2015	E/A																									
			RARF	ROW	2016	E/A																									
McKellips Rd: East of Sossaman to Meridian	ACI-MCK-10-03	\$ 19,854,417																													
			RARF	DES	2016	A																									
			RARF	ROW	2017	A																									
McKellips Rd: Crimson Rd to Meridian Rd	ACI-MCK-10-03-B		RARF	CONST	2018	A																									
			RARF	DES	2016	A																									
			RARF	ROW	2017	A																									
McKellips Rd: Gilbert Rd to Power Rd	ACI-MCK-20-03	\$ 21,501,172																													
			RARF	DES	2016	A																									
			RARF	ROW	2017	A																									
Corridor Study	ACI-MCK-20-03-A		RARF	STUDY	2006																										
			RARF	PRE-DES	2007	D																									
			RARF	DES	2016/2017	D																									
McKellips Rd at Lindsay Rd: Intersection Improvements	ACI-MCK-20-03-B		RARF	ROW	2017	D																									
			RARF	CONST	2018	D																									
			RARF	PRE-DES	2007	D																									
McKellips Rd at Greenfield Rd: Intersection Improvements	ACI-MCK-20-03-B		RARF	PRE-DES	2007	D																									
			STP-MAG	DES	2017/2018	D																									

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RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			STP-MAG	ROW	2017	D												0.234										
			STP-MAG	CONST	2018	D												2.452										
McKellips Rd at Higley Rd: Intersection Improvements	ACI-MCK-20-03-C		RARF	PRE-DES	2007				0.040																			
			CMAQ	DES	2016/2017	D													0.183									
			CMAQ	ROW	2016/2017	D													0.234									
			CMAQ	CONST	2017/2018	D													2.452									
McKellips Rd at Power Rd: Intersection Improvements	ACI-MCK-20-03-D		STP-MAG	DES	2017/2018	D														0.563								
			STP-MAG	ROW	2018	D														0.798								
			STP-MAG	CONST	2019	D														1.937								
McKellips Rd at Recker Rd: Intersection Improvements	ACI-MCK-20-03-E		CMAQ	DES	2017/2018	D														0.563								
			CMAQ	ROW	2018	O														0.798								
			CMAQ	CONST	2019	D														1.936								
McKellips Rd at Val Vista Dr: Intersection Improvements	ACI-MCK-20-03-F		RARF	PRE-DES	2007				0.040																			
			STP-MAG	DES	2017/2018	D														0.183								
			STP-MAG	ROW	2017	D														0.234								
			STP-MAG	CONST	2018	O														2.452								
Meridian Rd: Baseline Rd to Germann Rd	ACI-MER-10-03	\$ 29,176,308																										
Meridian Rd: Baseline Rd to Ray Rd	ACI-MER-10-03-A		RARF	DES	2015	A											1.678											
			RARF	ROW	2016													5.034										
			RARF	CONST	2017															10.067								
Meridian Rd: Ray Rd to Germann Rd	ACI-MER-10-03-B		RARF	DES	2017															1.258								
			RARF	ROW	2018															3.776								
			RARF	CONST	2019																7.363							
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd	ACI-MES-10-03	\$ 9,003,486																										
Mesa Dr: US 60 to Southern Ave	ACI-MES-10-03-A		RARF	PRE-DES	2008/2009				0.041	0.015																		
			RARF	DES	2010-2012	D					0.192	1.109																
			RARF	ROW	2009-2012	D				0.002	0.004	1.080	1.080															
			RARF	CONST	2012/2013	D							2.465	2.465														
Mesa Dr at Broadway Rd: Intersection Improvements	ACI-MES-10-03-B		RARF	PRE-DES	2010					0.056		0.045																
			RARF	DES	2013/2014	D								0.759														
			RARF	ROW	2014/2015	D																						
			RARF	CONST	2016	D																						
Pecos Rd: Ellsworth Rd to Meridian Rd	ACI-PEC-10-03	\$ 12,590,606																										
			RARF	DES	2016	D											1.259											
			RARF	ROW	2017	D												3.776										
			RARF	CONST	2019	D															7.556							
Ray Rd: Sossaman Rd to Meridian Rd	ACI-RAY-20-03	\$ 25,060,149																										
Ray Rd: Sossaman Rd to Ellsworth Rd	ACI-RAY-20-03-A		RARF	DES	2009	A																			0.379			
			RARF	ROW	2009	A																			0.282			
			RARF	CONST	2010/2011	A																			3.138			
Ray Rd: Ellsworth Rd to Meridian Rd	ACI-RAY-20-03-B		STP-MAG	DES	2023																			1.511				
			STP-MAG	ROW	2024																				4.531			
			STP-MAG	CONST	2025																				8.623			
			STP-MAG	SAVE	2025																					6.597		
Signal Butte Rd: Broadway to Pecos Rd	ACI-SGB-10-03	\$ 32,929,278																										
Signal Butte Rd: Broadway Rd to Elliot Rd	ACI-SGB-10-03-A		STP-MAG	DES	2020	A																			1.678			

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			STP-MAG	ROW	2021																	5.034						
			STP-MAG	CONST	2022																	10.068						
Signal Butte Rd: Elliot Rd to Pecos Rd	ACI-SGB-10-03-B		STP-MAG	DES	2022																		1.678					
			STP-MAG	ROW	2023																			5.034				
			STP-MAG	CONST	2024																				5.374	4.064		
Southern Ave: Country Club Dr to Recker Rd	ACI-SOU-10-03	\$ 30,454,563																										
Southern Ave: Country Club Dr to Recker Rd			RARF	STUDY	2006																							
Southern at Country Club Dr: Intersection Improvements	ACI-SOU-10-03-A		RARF	DES	2007, 2012	D							0.310															
			RARF	ROW	2012	D								1.517														
			RARF	CONST	2013	D									3.034													
Southern Ave at Stapley Dr: Intersection Improvements	ACI-SOU-10-03-B		RARF	PRE-DES	2007				0.119																			
			RARF	DES	2009-2011	D				0.040		0.051	1.133															
			RARF	ROW	2012	D							3.034															
			RARF	CONST	2013	D								4.171	4.171													
Southern Ave at Lindsay Rd: Intersection Improvements	ACI-SOU-10-03-C		RARF	DES	2013	E/D																						
			RARF	ROW	2014	E/D																						
			RARF	CONST	2015	E/D																						
Southern Ave at Higley Rd: Intersection Improvements	ACI-SOU-10-03-D		RARF	DES	2013	E/D								0.771														
			RARF	ROW	2014	E/D									2.312													
			RARF	CONST	2015	E/D										5.172												
Southern Ave: Sossaman to Meridian	ACI-SOU-20-03	\$ 18,038,465																										
Southern Ave: Sossaman Rd to Crismon Rd	ACI-SOU-20-03-A		STP-MAG	DES	2020	A																						
			STP-MAG	ROW	2021																							
			STP-MAG	CONST	2022																							
Southern Ave: Crismon Rd to Meridian Rd	ACI-SOU-20-03-B		STP-MAG	DES	2022																							
			STP-MAG	ROW	2023																							
			STP-MAG	CONST	2024																							
Stapley Dr at University Dr: Intersection Improvements	All-STA-10-03	\$ 2,784,461																										
			CMAQ	DES	2013/2014	E/A																						
			CMAQ	ROW	2014/2015	E/A																						
			CMAQ	CONST	2015	E/A																						
Thomas Rd: Gilbert Rd to Val Vista Dr	ACI-THM-10-03	\$ 5,568,922																										
			STP-MAG	DES	2024	E/D																						
			STP-MAG	ROW	2025	E/D																						
			STP-MAG	CONST	2026	E/D																						
University Dr: Val Vista Dr to Hawes Rd	ACI-UNV-10-03	\$ 21,670,370																										
University Dr: Val Vista Dr to Higley Rd	ACI-UNV-10-03-A		STP-MAG	DES	2019	A																						
			STP-MAG	ROW	2020	A																						
			STP-MAG	CONST	2021																							
University Dr: Higley Rd to Hawes Rd	ACI-UNV-10-03-B		STP-MAG	DES	2021																							
			STP-MAG	ROW	2022																							
			STP-MAG	CONST	2023																							
Val Vista Dr: University Dr to Baseline Rd	ACI-VAL-10-03	\$ 11,016,780																										
Val Vista Dr: Baseline Rd to Southern Ave	ACI-VAL-10-03-A		RARF	DES	2013	A/RD																						
			RARF	ROW	2013/2014	A/RD																						
			RARF	CONST	2014	A/RD																						

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Val Vista Dr. Southern Ave to University Dr	ACI-VAL-10-03-B		RARF	DES	2016	RD.																						
			RARF	ROW	2017	RD																						
			RARF	CONST	2018	RD																						
PEORIA																												
Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	ACI-BRD-10-03	\$ 6,002,699																										
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03-A		STP-MAG	DES	2007	E																						
			STP-MAG	ROW	2007	E																						
			STP-MAG	CONST	2009/2010	E				6.696																		
Loop 101 at Beardsley Rd/Union Hills Dr	ACI-BRD-10-03-B		STP-MAG	DES	2007	E																						
			STP-MAG	ROW	2007	E																						
			STP-MAG	CONST	2009/2010	E				10.551																		
83rd Avenue: Butler Rd to Moustain View	ACI-BRD-10-03-C		RARF	DES	2010							0.569																
			RARF	CONST	2011							3.549																
75th Ave at Thunderbird Rd: Intersection Improvement	ACI-BRD-10-03-D		RARF	DES	2010							0.462																
			RARF	ROW	2011							0.356																
			RARF	CONST	2011/2012							1.067																
Happy Valley Rd: L303 to 67th Avenue	ACI-HPV-10-03	\$ 20,580,799																										
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	2008/2009	E/A						2.047																
			RARF	ROW	2008/2009	E/A						4.842																
			RARF	CONST	2008 -2010	E/A						4.729	8.963															
Lake Pleasant Pkwy: Union Hills to SR74	ACI-LKP-10-03	\$ 24,744,446																										
Lake Pleasant Pkwy: Dynamite Blvd to CAP	ACI-LKP-10-03-A		RARF	PRE-DES	2010	A						0.722																
			STP-MAG	DES	2010	A					1.987																	
			RARF	ROW	2010/2011	A										3.442												
			RARF	CONST	2011/2012	E/D																		0.683				
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	ACI-LKP-10-03-B		RARF	DES	2003	E/CO																		7.209	4.329	5.745	0.296	
			RARF	ROW	2011	E/CO																						
			RARF	CONST	2006-2008	E/CO	7.027	7.253	8.046	4.793																		
Lake Pleasant Pkwy: CAP to SR74/Carefree Hwy	ACI-LKP-10-03-C		RARF	DES	2022	D																						
			RARF	ROW	2011	D																						
			RARF	CONST	2024	D																						2.418
PHOENIX																												
Avendia Rio Salado: 51st Avenue to 7th Street	ACI-RIO-10-03	\$ 44,430,312																										
			STP-MAG	STUDY	2007	A																						
			STP-MAG	DES	2010	A																						
			STP-MAG	ROW	2011-2013							7.684	7.684	7.684														
			STP-MAG	CONST	2013-2015									5.345	10.688	5.345												
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy	ACI-BMT-10-03	\$ 22,396,751																										
			STP-MAG	STUDY	2007																							
			STP-MAG	DES	2011	D						2.555																
			STP-MAG	ROW	2012	D							2.452															
			STP-MAG	CONST	2013/2014	D								8.695	8.695													
Happy Valley Rd:67th Avenue to I-17	ACI-HPV-20-03	\$ 16,464,639																										

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			RARF	CONST	2015	E/D/RD													4.704									
			RARF	SAVE	2020	E/D/RD															5.529			4.060	0.513			
Miller Rd/SR-101L Underpass	ACI-MLR-10-03	\$ 13,922,305																										
			STP-MAG	DES	2018																						1.392	
			STP-MAG	ROW	2019																						3.415	
			STP-MAG	CONST	2020																						9.115	
Pima Rd: Happy Valley Rd to Dynamite Blvd	ACI-PMA-20-03	\$ 23,607,387																										
			STP-MAG	DES	2016														2.132									
			STP-MAG	ROW	2017														2.353									
			STP-MAG	CONST	2018														8.631	10.492								
Pima Rd: McKellips Rd to Via Linda	ACI-PMA-30-03	\$ 30,508,007																										
Pima Rd: Via Linda to Via De Ventura	ACI-PMA-30-03-A		RARF	DES	2012	D								0.102														
			RARF	CONST	2013	D								1.229														
Pima Rd: Via De Ventura to Krall	ACI-PMA-30-03-B		RARF	DES	2010							0.599																
			RARF	CONST	2010/2011	D						3.434	3.434															
Pima Rd: Krall to Chaparral Rd	ACI-PMA-30-03-C		RARF	DES	2011	D							0.752															
			RARF	CONST	2011/2012	D								4.328	4.328													
Pima Rd: Chapparal to Thomas	ACI-PMA-30-03-D		RARF	DES	2012/2013	D							0.498															
			RARF	CONST	2013/2014	D								2.885	2.876													
Pima Rd: Thomas Rd to McDowell Rd	ACI-PMA-30-03-E		RARF	DES	2011	D						0.488																
			RARF	CONST	2011/2012	D							2.778	2.778														
Scottsdale Airport Area Capacity Improvements	ACI-SAT-10-03	\$ 72,982,824																										
Frank Lloyd Wright -Loop 101 Traffic Interchange	ACI-SAT-10-03-A		RARF	DES	2013	A																					0.037	
			RARF	CONST	2014	A																					3.917	
Raintree -Loop 101 Traffic Interchange	ACI-SAT-10-03-B		RARF	PRE-DES/DES	2013	E/A							0.040															
			RARF	CONST	2014	E/A									1.127													
Northsight Blvd: Hayden to Frank Lloyd Wright	ACI-SAT-10-03-C		RARF	DES	2013	E/A							0.149															
			RARF	ROW	2014	E/A									4.557													
			RARF	CONST	2015	E/A										2.252												
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	ACI-SAT-10-03-D		RARF	DES	2013	E/A											0.055											
			RARF	ROW	2014	E/A											0.350											
			RARF	CONST	2015	E/A											0.572											
Redfield Rd: Scottsdale Rd to Hayden	ACI-SAT-10-03-E		RARF	DES	2014	E/A									0.219													
			RARF	CONST	2015	E/A										1.547	0.691											
Thunderbird-Raintree Loop	ACI-SAT-10-03-F		RARF	DES	2013	E							0.306															
			RARF	ROW	2014/2015	E									5.094	9.181												
			RARF	CONST	2016	E											6.014											
Raintree Drive: Loop 101 to Hayden	ACI-SAT-10-03-G		STP-MAG	DES	2021	D																					1.060	
			STP-MAG	ROW	2022	D																					7.723	
			STP-MAG	CONST	2023	D																					8.932	
Hayden Rd: Redfield to Raintree	ACI-SAT-10-03-H		STP-MAG	DES	2022	D																					0.236	
			STP-MAG	ROW	2023	D																					2.132	
			STP-MAG	CONST	2024	D																					2.451	
CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	ACI-SAT-10-03-I		RARF	DES	2016	E/A											0.049											
			RARF	ROW	2017	E/A												2.191										

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
			RARF	CONST	2018	E/A													0.513									
Hayden Rd - Loop 101 Interchange Improvements	ACI-SAT-10-03-J		STP-MAG	DES	2023	D																					0.949	
			STP-MAG	ROW	2024	D																					0.770	
			STP-MAG	CONST	2025/2026	D																					9.869	
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd	ACI-SCT-10-03	\$ 13,316,987																										
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	ACI-SCT-10-03-A		RARF	PRE DES	2009/2010	A						0.887																
			RARF	DES	2011	A						1.025																
			RARF	ROW	2010	A						2.032																
			RARF	CONST	2011/2012								3.792	3.792														
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	ACI-SCT-10-03-B		RARF	OES	2013									1.789														
			RARF	ROW	2014																							
			RARF	CONST	2015																							
Scottsdale Rd: Jomax Rd to Carefree Hwy	ACI-SCT-20-03	\$ 28,328,864																										
Scottsdale Rd: Jomax Rd to Dixileta Dr	ACI-SCT-20-03-A		STP-MAG	DES	2016														1.088									
			STP-MAG	ROW	2017														1.967									
			STP-MAG	CONST	2018/2019																3.194	3.194						
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	ACI-SCT-20-03-B		STP-MAG	DES	2016														1.088									
			STP-MAG	ROW	2017														1.967									
			STP-MAG	CONST	2018/2019																3.194	3.194						
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	ACI-SCT-20-03-C		STP-MAG	DES	2016														1.088									
			STP-MAG	ROW	2017														1.967									
			STP-MAG	CONST	2018/2019																3.194	3.194						
Shea Blvd: SR-101L to SR-87	ACI-SHA-20-03	\$ 18,221,557																										
Shea Blvd at 90th/92nd/96th: Intersection Improvements	ACI-SHA-20-03-A		RARF	DES	2005	A/CO				0.297																		
			RARF	ROW	2006	A/CO				0.038																		
			RARF	CONST	2007	A/CO				1.492	2.229																	
			RARF	SAVE	2021																							
Shea Auxiliary Lane from 90th St to Loop 101	ACI-SHA-20-03-B		RARF	DES	2020	A																					0.642	
			RARF	ROW	2021																						1.652	
			RARF	CONST	2021																							4.058
Shea Blvd at Via Linda (Phase 1): Intersection Improvements	ACI-SHA-20-03-C		RARF	DES	2005	A/CO				0.927																		
			RARF	CONST	2006	A/CO				0.595																		
Shea Blvd at Via Linda (Phase 2): Intersection Improvements	ACI-SHA-20-03-D		RARF	DES	2016	A																					0.073	
			RARF	ROW	2017	A																					0.073	
			RARF	CONST	2017	A																					1.927	
Shea Blvd at 120/124th St: Intersection Improvements	ACI-SHA-20-03-E		RARF	DES	2010	A																			0.066			
			RARF	ROW	2010/2011	A																			0.059			
			RARF	CONST	2011	A																			0.257			1.010
Shea Blvd at Mayo/134th St: Intersection Improvements	ACI-SHA-20-03-F		RARF	DES	2005	A/CO				0.019																		
			RARF	CONST	2006	A/CO				0.143																		
Shea Blvd: SR-101L to 96th St: ITS Improvements	ACI-SHA-20-03-G		RARF	DES	2009	A						0.048															0.073	
			RARF	CONST	2009/2010	A																					0.308	
Shea Blvd: 96th St to 144th St: ITS Improvements	ACI-SHA-20-03-H		RARF	DES	2011	A																					0.440	
			RARF	ROW	2012	A																					0.440	
			RARF	CONST	2012	A																					1.467	

DRAFT FY 2011 ARTERIAL LIFE CYCLE PROGRAM

RTP PROJECT	RTP ID	REMAIN. REG. BUDGET 2010\$	FUND TYPE	WORK PHASE	FY FOR WORK	STATUS	FY06 2006\$	FY07 2006\$	FY08 2007\$	FY09 2008\$	FY10 2009\$	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	
Shea Blvd at Loop 101: Intersection Improvements	ACI-SHA-20-03-I		RARF	DES	2016	A																						0.403	
			RARF	ROW	2017	A																							0.330
			RARF	CONST	2018	A																							
Shea Blvd at 110th St: Intersection Improvements	ACI-SHA-20-03-J		RARF	DES	2016	A																		0.044					
			RARF	ROW	2017	A																			0.088				
			RARF	CONST	2017	A																				0.132			
Shea Blvd at 114th St: Intersection Improvements	ACI-SHA-20-03-K		RARF	DES	2018	A																		0.044					
			RARF	ROW	2019	A																				0.088			
			RARF	CONST	2019	A																					0.132		
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	ACI-SHA-20-03-L		RARF	DES	2010	A																							
			RARF	ROW	2010/2011	A																							
			RARF	CONST	2011	A																							
Shea Blvd at 115th St: Intersection Improvements	ACI-SHA-20-03-M		RARF	DES	2018	A																							
			RARF	ROW	2019	A																							
			RARF	CONST	2019	A																							
Shea Blvd at 125th St: Intersection Improvements	ACI-SHA-20-03-N		RARF	DES	2018	A																							
			RARF	ROW	2019	A																							
			RARF	CONST	2019	A																							
Shea Blvd at 135th St: Intersection Improvements	ACI-SHA-20-03-O		RARF	DES	2018	A																							
			RARF	ROW	2019	A																							
			RARF	CONST	2019	A																							
Shea Blvd at 136th St: Intersection Improvements	ACI-SHA-20-03-P		RARF	DES	2016	A																							
			RARF	ROW	2017	A																							
			RARF	CONST	2017	A																							
Legacy Dr: Hayden Rd to 88th Street	ACI-UNH-10-03	\$ 13,559,114																											
			STP-MAG	DES	2019	A																							
			STP-MAG	ROW	2020	A																							
			STP-MAG	CONST	2021																								
MAG/Multi-Agency																													
ITS Program	AOP-ITS-10-03	\$ 49,417,138	CMAQ					5,559	5,641	6,461	6,565	6,670	6,778	6,887	7,760	3,031	2,729	2,526	4,340										
Implementation Studies	APL-MAG-10-03	\$ 33,839,546	RARF					6,924	1,676		4,253	1,061	1,126	1,254	1,378	1,424	1,470	1,523	1,574	1,620	1,667	1,728	1,775	1,827	1,885	1,132			
TOTAL							7.027	14.228	28.326	66.697	62.396	98.027	98.238	100.934	82.282	105.874	124.585	108.081	126.606	123.122	109.278	75.833	88.976	86.501	88.336	90.592	93.670	22.408	

TABLE A. ARTERIAL LIFE CYCLE PROGRAM PROJECT CHANGES: FY2010 to FY2011

AGENCY	RTP ID	LOCATION	DESCRIPTION
ADVANCED			
Chandler	ACI-PRC-10-03-C	McQueen Road: Ocotillo Road to Riggs Road	Project advanced from Phase III to Phase II
Chandler	ACI-PRC-10-03-D	Ocotillo Road: Arizona Avenue to McQueen Road	Project advanced from Phase III to Phase II
Chandler	ACI-PRC-10-03-F	Price Rd: Santan to Germann	Project advanced from Phase III to Phase I
Chandler	All-RAY-20-03	Ray Rd at Dobson Rd: Intersection Improvements	Project advanced from Phase IV to Phase II
Chandler	All-RAY-40-03	Ray Rd at McClintock Dr: Intersection Improvements	Project advanced from Phase III to Phase II
Fountain Hills	ACI-SHA-10-03-C	Shea Blvd: Palisades Blvd. to Technology Dr	Project advanced from Phase IV to Phase III
Gilbert	All-ELT-50-03	Elliot Rd at Val Vista Dr	Project advanced from Phase IV to Phase III
Scottsdale	ACI-SAT-10-03-I	CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	Project advanced from Phase IV to Phase III
CHANGE PROJECT SCOPE			
Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Lindsay Dr	Reduced Project Scope by 1 mile. New Segment called Queen Creek Rd: McQueen Rd to Gilbert Rd. Section between Lindsay Rd and Gilbert Rd completed by developers
Peoria	ACI-LKP-10-03-C	Lake Pleasant Pkwy: CAP to SR74/Carefree Hwy	Segment limits changed on Lake Pleasant Pkwy from Loop 303 to SR74/Carefree Hwy to CAP to SR74/Carefree Hwy
Peoria	ACI-LKP-10-03-A	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Segment limits changed from Lake Pleasant Pkwy: Dynamite to Loop 303 to Lake Pleasant Pkwy: Dynamite Blvd to CAP
Phoenix	ACI-RIO-10-03	Avendia Rio Salado: 51st Avenue to 7th St	Project Scope reduced from Loop 202 to 7th St to 51st Avenue to 7th St
COMBINE SEGMENTS			
Gilbert	ACI-QNC-10-03-C	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Combined two project segments: Queen Creek: Lindsay Rd to Val Vista Dr and Queen Creek: Val Vista Dr to Greenfield Rd
Phoenix	ACI-SON-10-03	Sonoran Blvd: 15th Avenue to Cave Creek	Combined three project segments into one: Sonoran Blvd: 15th Ave to 10th St, Sonoran Blvd: 10th St to 26th St, Sonoran Blvd: 26th St to Cave Creek
DEFERRED			
Carefree	ACI-PMA-10-03-E	Pima Rd: Stagecoach Rd to Cave Creek	Project deferred from Phase II to Phase III
Chandler	ACI-ARZ-10-03	Arizona Ave: Ocotillo Rd to Hunt Hwy	Project deferred from Phase III to Phase IV
Chandler	All-CHN-30-03	Chandler Blvd at Kyrene Rd	Project deferred from Phase III to Phase IV
Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Gilbert Rd	Project deferred from Phase II to Phase III
Fountain Hills	ACI-SHA-10-03-B	Shea Blvd: Technology Dr to Cereus Wash	Project deferred from Phase I to Phase II
Gilbert	All-ELT-10-03	Elliot Rd at Greenfield Rd	Project deferred from Phase II to Phase III
Gilbert	ACI-RAY-10-03-A	Ray Rd: Val Vista to Higley	Project deferred from Phase II to Phase III
Gilbert	ACI-RAY-10-03-B	Ray Rd: Higley to Recker	Project deferred from Phase II to Phase III
Gilbert	ACI-RAY-10-03-C	Ray Rd: Recker to Power Rd	Project deferred from Phase II to Phase III
Maricopa County	ACI-ELM-10-03-A	El Mirage Rd: Bell Rd to Deer Valley Drive	Project deferred from Phase I to Phase II
Maricopa County	ACI-ELM-10-03-C	El Mirage Rd: Loop 303 to Jomax	Project deferred from Phase III to Phase IV
Maricopa County	ACI-MCK-30-03	McKellips Road Bridge over the Salt River	Project deferred from Phase II to Phase III
Maricopa County	ACI-NOR-30-03-B	Northern Parkway: Corridorwide ROW Protection	Project deferred from Phase I to Phase II
Maricopa County	ACI-NOR-20-03-B	Northern Parkway: El Mirage Alternative Access	Project deferred from Phase III to Phase IV
Maricopa County	ACI-NOR-20-03-C	Northern Parkway: El Mirage Overpass	Project deferred from Phase III to Phase IV
Maricopa County	ACI-NOR-30-03-A	Northern Parkway: Sarival to Dysart	Project deferred from Phase I to Phase II
Mesa	All-CCB-20-03	Country Club/Brown Rd: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-GUD-10-03-A	Guadalupe Rd: Power Rd to Hawes Rd	Project deferred from Phase II to Phase III

TABLE A. ARTERIAL LIFE CYCLE PROGRAM PROJECT CHANGES: FY2010 to FY2011

AGENCY	RTP ID	LOCATION	DESCRIPTION
Mesa	ACI-HWS-10-03-D	Hawes Rd: Santan Fwy to Ray Rd	Project deferred from Phase I to Phase II
Mesa	All-LND-10-03	Lindsay Rd/Brown Rd: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-MCK-20-03-C	McKellips Rd/Higley Rd: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-MCK-20-03-A	McKellips Rd/Lindsay Rd: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-MCK-20-03-F	McKellips Rd/Val Vista Dr: Intersection Improvements	Project deferred from Phase II to Phase III
Mesa	ACI-MES-10-03-B	Mesa Dr at Broadway Rd	Project deferred from Phase II to Phase III
Mesa	ACI-PEC-10-03	Pecos Rd: Ellsworth Rd to Meridian Rd	Project deferred from Phase II to Phase III
Mesa	ACI-PWR-20-03-A	Power Rd: East Maricopa Floodway to Santan Fwy/Loop	Project deferred from Phase II to Phase III
Mesa	ACI-RAY-20-03-A	Ray Rd: Sossaman Rd to Ellsworth Rd	Project deferred from Phase I to Phase II
Mesa	ACI-VAL-10-03-B	Val Vista Dr: Southern Ave to University Dr	Project deferred from Phase II to Phase III
Peoria	ACI-HPV-10-03-A	Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	Project deferred from Phase III to Phase IV
Phoenix	ACI-BMT-10-03	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Project deferred from Phase I to Phase II
Scottsdale	ACI-PMA-10-03-D	Pima Rd: Dynamite Blvd to Stagecoach Pass	Project deferred from Phase II to Phase III
Scottsdale	ACI-SHA-20-03-E	Shea at 120/124th Streets	Project deferred from Phase I to Phase II
Scottsdale	ACI-SHA-20-03-B	Shea Auxiliary Lane from 90th St to Loop 101	Project deferred from Phase III to Phase IV
Scottsdale	ACI-SHA-20-03-J	Shea Blvd at 110th Street	Project deferred from Phase II to Phase III
Scottsdale	ACI-SHA-20-03-L	Shea Blvd at Frank Lloyd Wright Blvd	Project deferred from Phase I to Phase II
Scottsdale	ACI-SHA-20-03-I	Shea Blvd at Loop 101	Project deferred from Phase II to Phase III
DELETE PROJECT/ADD SUBSTITUTE PROJECT			
Chandler	ACI-PRC-10-03	Price Rd (Extension): SR202 to 1-10	Project deleted from ALCP. Project budget allocated to 8 substitute projects (ACIPRC-10-03 A through H), Ray/McClintock (All-RAY-40-03), Ray/Dobson (All-RAY-20-03), Arizona Avenue (ACI-ARZ-10-03), and Queen Creek Rd (ACI-QNC-10-03-B)
Chandler	ACI-PRC-10-03-A	Chandler Heights Rd: Arizona Ave to McQueen Rd	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-B	Chandler Heights Road: McQueen Road to Gilbert Rd	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-C	McQueen Road: Ocotillo Road to Riggs Road	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-D	Ocotillo Road: Arizona Avenue to McQueen Road	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-E	Ocotillo Road: Cooper Road to Gilbert Road	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-F	Price Rd at Germann Rd: Intersection Improvements	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-G	Price Rd at Queen Creek Rd: Intersection Improvements	Substitute project for Price Rd Extension
Chandler	ACI-PRC-10-03-H	Price Rd: Santan to Germann	Substitute project for Price Rd Extension
EXCHANGE			
Chandler	All-CHN-30-03	Chandler Boulevard at Kyrene Road: Intersection Improvements	Exchange Project with Ray Rd at Dobson Rd: Intersection Improvements
Chandler	All-RAY-20-03	Ray Road at Dobson Road: Intersection Improvements	Exchange Project with Chandler Boulevard at Kyrene Road: Intersection Improvements
Scottsdale	ACI-SAT-10-03-I	CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-D	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-C	Northsight Blvd: Hayden to Frank Lloyd Wright	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-B	Raintree -Loop 101 Traffic Interchange	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-E	Redfield Rd: Scottsdale Rd to Hayden	Exchanged project with Pima Rd: Dynamite to Stagecoach
Scottsdale	ACI-SAT-10-03-F	Thunderbird-Raintree Loop	Exchanged project with Pima Rd: Dynamite to Stagecoach

TABLE A. ARTERIAL LIFE CYCLE PROGRAM PROJECT CHANGES: FY2010 to FY2011

AGENCY	RTP ID	LOCATION	DESCRIPTION
EXCHANGE FUNDS			
Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Lindsay Dr	Existing RARF funds swapped with STP-MAG from the deletion of Price Rd. RARF funds were reallocated to McQueen Road: Ocotillo Road to Riggs Road
Chandler	ACI-ARZ-10-03	Arizona Ave: Ocotillo Rd to Hunt Hwy	Existing RARF funds swapped with STP-MAG from the deletion of Price Rd. RARF funds were reallocated to Ocotillo Rd: Arizona Ave to McQueen Rd and Price Rd: Loop 202 to Germann
OTHER			
Fountain Hills	ACI-SHA-10-03-B	Shea Blvd: Technology Dr to Cereus Wash	Reallocated \$2.6 million in funds to Shea Blvd: Palisades Blvd to Technology Dr
Gilbert	ACI-QNC-10-03-D	Queen Creek Rd: Greenfield Rd to Higley	Reassigned Segment ID. Project segment previously listed under ACI-QNC-10-03-E
REALLOCATE PROJECT SAVINGS			
Chandler	All-RAY-40-03	Ray Rd at McClintock Dr: Intersection Improvements	A portion of the funds from the deletion of Price Rd. were reallocated to the project. Total Remaining Regional Budget increased by \$1,831,496
Chandler	All-RAY-20-03	Ray Road at Dobson Road: Intersection Improvements	A portion of the funds from the deletion of Price Rd. were reallocated to the project. Total Remaining Regional Budget increased by \$2,879,476
Chandler	ACI-QNC-10-03-B	Queen Creek Rd: McQueen Rd to Lindsay Dr	Reallocated \$161,460 in project savings from Price Rd to Queen Creek Rd
Chandler	ACI-ARZ-10-03	Arizona Ave: Ocotillo Rd to Hunt Hwy	Reallocated \$1,213,375 in project savings from Price Rd to Arizona Avenue
Gilbert	ACI-PWR-10-03-A	Power Rd at Pecos Rd: Intersection Improvement	Reallocated \$4.7 million in project savings to Power Rd: Santan/202 to Pecos Rd (ACI-PWR-10-03-B)
Peoria	ACI-LKP-10-03	Lake Pleasant Pkwy: Union Hills to SR74	Reallocation project savings of \$5,334,127 from Beardsley Connection (ACI-BRD-10-03)
REIMBURSEMENT DEFERRED			
Maricopa County	ACI-DOB-10-03	Dobson Rd: Bridge over Salt River	A portion of the reimbursement was deferred from Phase II to Phase III
SEGMENT PROJECT			
Chandler	ACI-GIL-10-03-B	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Project divided into 2 segments: Gilbert Rd: Queen Creek to Ocotillo (ACI-GIL-10-03-B) and Gilbert Rd: Ocotillo Rd to Chandler Heights (ACI-GIL-10-03-D)
Gilbert	ACI-RAY-10-03	Ray Rd: Val Vista Dr to Power Rd	Project divided into 3 segments: Ray Rd: Val Vista to Higley (ACI-RAY-10-03-A), Ray Rd: Higley to Recker (ACI-RAY-10-03-B), and Ray Rd: Recker to Power (ACI-RAY-10-03-C)
Scottsdale	ACI-PMA-30-03	Pima Rd: McKellips to Via Linda	Project divided into 5 segments: Pima Rd: Via Linda to Via de Ventura (ACI-PMA-30-03-A), Pima Rd: Via de Ventura to Krail (ACI-PMA-30-03-B), Pima Rd: Krail to Chapparal (ACI-PMA-30-03-C), Pima Rd: Chapparal to Thomas Rd (ACI-PMA-30-03-D), and Pima Rd: Thomas Rd to McDowell Rd (ACI-PMA-10-03-E)
COMPLETED PROJECT			
Chandler	ACI-GIL-10-03-A	Gilbert Rd: SR-202L/Germann to Queen Creek Rd	Project Completed in FY2010
Gilbert	ACI-PWR-10-03-A	Power Rd at Pecos Rd: Intersection Improvement	Project Completed in FY2010
Mesa	All-GIL-10-03	Gilbert Rd/University Dr: Intersection Improvements	Project completed in FY 2010
Peoria	ACI-BRD-10-03-A	Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	Project Completed in FY2010
Peoria	ACI-HPV-10-03-B	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Project Completed in FY2010
Peoria	ACI-BRD-10-03-B	Loop 101 at Beardsley/Union Hills Drive	Project Completed in FY2010



TABLE B. ARTERIAL LIFE CYCLE PROGRAM ABBREVIATIONS

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 the project's original phase in the RTP
D	Project has been deferred from the project's 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

ATTACHMENT THREE



DRAFT

2010 UPDATE



REGIONAL TRANSPORTATION PLAN Executive Summary



RTP

**JUNE
2010**



DRAFT

**REGIONAL TRANSPORTATION PLAN
2010 UPDATE – EXECUTIVE SUMMARY**

JUNE 2010

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INTRODUCTION

The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2031. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety, security and air quality conformity analysis. The RTP is prepared, updated and adopted by the Maricopa Association of Governments, which is the regional planning agency for the Maricopa County area. The RTP is developed through a cooperative effort among government, business and public interest groups, and includes an aggressive community outreach and public involvement program.

The Maricopa Association of Governments (MAG) was formed in 1967 and is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Maricopa County region. MAG has also been designated by the Governor of Arizona to serve as the principal planning agency for the region in a number of other areas, including air quality, water quality and solid waste management. In addition, MAG develops population estimates and projections for the region, and conducts human services planning. MAG members include the region's 25 incorporated cities and towns, Maricopa County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee (CTOC), and the Arizona Department of Transportation. The MAG planning area includes all areas within Maricopa County, Arizona.

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

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

The following report presents a summary of the Regional Transportation Plan - 2010 Update. The reader is referred to the complete plan document for a more detailed discussion of plan elements and the planning process.

REGIONAL TRANSPORTATION PLANNING PROCESS

The RTP is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through FY 2031. The regional transportation planning process followed in developing the RTP is guided by a series of goals, objectives and priority criteria; responds to Federal and State transportation planning requirements; and incorporates broad-based public input, which is received as the result of extensive public and agency involvement.

Goals, Objectives and Priority Criteria

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

- System Preservation and Safety: Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.
- Access and Mobility: Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.
- Sustaining the Environment: Transportation improvements that help sustain our environment and quality of life.
- Accountability and Planning: Transportation decisions that result in effective and efficient use of public resources and strong public support.

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

Federal and State Regulations

The regional transportation planning approach has been designed to respond to Federal and State mandates directed at the metropolitan transportation planning process. This includes complying with the requirements of the Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) and Arizona House Bill 2292.

On August 10, 2005, the President signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). Along with identifying Federal funding for a range of transportation programs and other transportation related regulations, SAFETEA-LU updated requirements for metropolitan transportation planning. In order to reflect SAFETEA-LU in their administrative regulations, the Federal Highway Administration and Federal Transit Administration jointly issued final rulemaking for “23 CFR Part 450” dated February 14,

2007, which, in part, addresses the development of metropolitan transportation plans. The 2010 RTP Update fully complies with the requirements of the final rule.

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

Public Involvement and Agency Consultation

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

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

MAG also recognizes the significance of transportation to all residents of the metropolitan area and the importance of Title VI/Environmental considerations in the transportation planning process. MAG's adopted policy for public involvement identifies opportunities for public input early on in the process, during the planning process, and prior to final hearings. The process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and environmental justice communities.

Consistent with SAFETEA-LU, MAG reached out to Federal, State, Tribal, regional, and local agencies to consult on environmental and resource issues and concerns, as part of the 2010 Update of the RTP. The primary goal of this consultation effort is to make transportation planning decisions and prepare planning products that are sensitive to environmental mitigation and resource conservation considerations. It should also be noted that all MAG member cities and towns, Maricopa County, and ADOT are routinely involved in the RTP and its development. The overall approach to the consultation process has included an agency workshop, individual agency meetings, and participation in the MAG public involvement process.

Costs and Revenue Estimates

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

As an example of the decline in revenues, receipts from the Proposition 400 half-cent sales for FY 2008 were 3.0 percent lower than those for FY 2007, while those for FY 2009 were 13.6 percent lower than FY 2008, and 16.4 percent lower than those in FY 2007. The decline between FY 2007 and FY 2008 was the first year-over-year revenue decline in the history of the half-cent sales tax since its inception in 1985. In addition, the twenty-year forecasts of future half-cent revenues are in the range of \$3.0 billion, or 22.5 percent, lower than the previous forecast.

In contrast to the decline in revenues, construction costs have faced marked increases. For the five-year period between 2003, when the RTP was first adopted, and 2008, the Highway Construction Cost Index experienced a price increase of approximately 52 percent. In addition to the effects of price inflation, the refinement and, in some cases, enhancement of project design features also resulted in cost increases. The economic recession that began in late 2007 has lessened the pressure on construction costs and recent bids have been quite favorable. Cost estimates in the 2010 RTP Update have been adjusted to recognize the mitigating effects of these recent trends. However, the long term outlook regarding construction and right-of-way costs remains highly uncertain, and an attempt was made to avoid over reacting to recent trends. Continued adjustments in cost and revenue estimates may be expected in the future.

During the past several years, the life cycle programming process in each of the key transportation modes -- freeways, arterials and transit -- has had to deal with major project cost increases, as well as significantly reduced forecasts of future revenues. Maintaining a balance between program costs and revenues under these circumstances has been the prime focus of the 2010 Update of the RTP.

Planning Period Phases

The planning period for the RTP, which runs through fiscal year (FY) 2031, generally has been divided into five-year phases, to facilitate the discussion of plan concepts and project priorities. The phases have been adjusted slightly from the original RTP planning effort conducted in 2003, and include the past five-year period from FY 2006 through FY 2010. The plan phases are indicated below, with fiscal years ending on June 30th.

Phase I:	FY 2006 through FY 2010
Phase II:	FY 2011 through FY 2015
Phase III:	FY 2016 through FY 2020
Phase IV:	FY 2021 through FY 2025
Phase V:	FY 2026 through FY 2031

REGIONAL DEVELOPMENT OVERVIEW

The MAG Region is geographically situated in the south-central region of the State of Arizona, and encompasses an area of 9,223 square miles. The MAG Region contains 25 incorporated cities and towns, five Native American Indian Communities and a large area of unincorporated land. The region is located in the Sonoran Desert with elevations generally ranging from 500 to 2,500 feet above sea level. In 2004, Maricopa County contained approximately 60 percent of the population in Arizona, as well as eight of the nine cities in Arizona with populations greater than 100,000 people.

2005 Special Census Survey and 2009 Population Update

In September 2005, the U.S. Census Bureau conducted a Special Survey of Maricopa County on behalf of the Maricopa Association of Governments (MAG). The Survey indicated a September 1, 2005 population for Maricopa County of 3,700,516 people. This represented an increase of 628,367 people, or about 20.5 percent since 2000. The Survey also determined the population for each city or town within Maricopa County. MAG has updated the Survey to provide population estimates that correspond to a mid-2009 timeframe, resulting in a total county estimate of 4,023,331 for July 1, 2009. During the September 1, 2005 and July 1, 2009 time period, many of the fastest-growing cities in Maricopa County showed percentage increases greater than 20 percent. The Town of Buckeye had the highest percentage increase of 107.7 percent, followed by the Town of Queen Creek (56.6%), City of Goodyear (34.0%), the Town of Gilbert (25.7%), and the City of Surprise (24.0%). The City of Phoenix had the largest net increase in population, with the addition of 99,589 residents.

Population Forecasts

For the past several decades, the MAG Region has been one of the fastest growing metropolitan areas in the United States, among those with populations of more than one million people. Maricopa County has grown from a population of 1.5 million persons in 1980, to a population of 3.7 million in 2005. High levels of growth are expected to continue in the future, and by 2030 the population of Maricopa County is projected reach 6.1 million people. This means that the region will experience a growth of nearly a million people during each decade.

Table ES-1 shows the total resident population for Municipal Planning Areas (MPAs) from July 1, 2005, to July 1, 2030. Total resident population includes the resident population in households, and the resident population in group quarters (dorms, nursing homes, prisons and military establishments). Over the 25-year period (2005-2030), seven MPAs are projected to grow by more than 100,000 persons. These areas include Phoenix, Buckeye, Surprise, Goodyear, Gilbert, Peoria, and Chandler. Another five MPAs are projected to experience population growth greater than 50,000 persons, which include Mesa, Avondale, Scottsdale, Glendale, and the Maricopa County portion of Queen Creek.

Currently, there are five MPAs within the MAG Region with populations of over 200,000 persons, which include Phoenix, Mesa, Glendale, Chandler and Scottsdale. By 2010, Gilbert will surpass 200,000 in population, and will be followed by Peoria, Buckeye and Surprise by 2020. By 2030, the largest Municipal Planning Area, Phoenix, will contain 2.2 million persons, followed by Mesa at 585,000, Buckeye at 419,000, and Surprise at 401,000.

**TABLE ES-1
TOTAL RESIDENT POPULATION BY MPA
JULY 1, 2005 and DRAFT PROJECTIONS JULY 1, 2010 to JULY 1, 2030**

MPA	Total Resident Population 2005	Total Resident Population 2010	Total Resident Population 2020	Total Resident Population 2030
Avondale	70,160	83,856	105,989	123,265
Buckeye	32,735	74,906	218,591	419,146
Carefree	3,654	4,418	5,816	6,097
Cave Creek	4,845	5,781	7,815	9,656
Chandler	236,073	265,107	282,991	283,792
County Areas	80,661	87,434	107,441	159,312
El Mirage	31,935	34,819	38,620	38,717
Fountain Hills	24,347	27,166	33,331	33,810
Fort McDowell	824	839	1,037	1,239
Gila Bend	2,118	2,575	3,950	9,074
Gila River	2,742	2,790	2,941	3,410
Gilbert	178,708	218,009	285,819	300,295
Glendale	257,891	279,807	315,055	322,062
Goodyear	47,520	71,354	174,521	299,397
Guadalupe	5,555	5,790	5,982	5,983
Litchfield Park	6,787	8,587	10,305	10,510
Mesa	486,296	518,944	565,693	584,866
Paradise Valley	14,136	14,790	15,224	15,352
Peoria	141,441	172,793	236,154	306,070
Phoenix	1,510,177	1,695,549	1,990,450	2,201,843
Queen Creek	19,879	34,506	55,529	72,947
Salt River	6,822	7,087	7,308	7,425
Scottsdale	234,515	249,341	269,266	286,020
Surprise	93,356	146,890	268,359	401,458
Tempe	165,740	177,771	191,881	197,970
Tolleson	6,491	7,748	9,646	10,193
Wickenburg	9,606	11,022	13,311	17,732
Youngtown	6,011	6,820	7,275	7,359
TOTAL	3,681,025	4,216,499	5,230,300	6,135,000

Notes:

Total resident population includes resident population in households and resident population in group quarters (dorms, nursing homes, prisons and military establishments)

These projections include the Maricopa County portion of Peoria, Queen Creek and the Gila River Indian Community only.

The City of Apache Junction which became a MAG member in 2002, had a resident population of approximately 40,000 in the Year 2000. MAG has assembled databases and compiled placeholder projections based on their input for portions of Pinal County. Based upon their input, Apache Junctions population is projected to be: 78,000 in 2010; 122,000 in 2020; 142,000 in 2025; 157,000 in 2030.

For complete notation on this series please refer to Caveats for Socioeconomic Projections 2007.

FINANCIAL PLAN

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

Regional Revenue Sources

The major regional level funding sources for the (RTP) include: Half-cent Sales Tax, Arizona Department of Transportation (ADOT) Funds, and MAG Area Federal Transportation Funds. Another recent funding source is the 2006 Statewide Transportation Acceleration Needs (STAN) Account.

- **Half-Cent Sales Tax:** On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region (also known as the *Maricopa County Transportation Excise Tax*). This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement projects and programs identified in the MAG RTP. For purposes of the RTP, it was assumed that the tax would be renewed in January 2026.
- **Arizona Department of Transportation Funds:** ADOT relies on funding from two primary sources: the Arizona Highway User Revenue Fund (HURF) and Federal transportation funds. The MAG region receives annual funding from ADOT in the form of ADOT 15 Percent Funds, which are allocated from the Highway User Revenue Fund (HURF). In addition, a 37 percent share of ADOT Discretionary Funds is targeted to the MAG region.
- **MAG Area Federal Transportation Funds:** A number of Federal transportation funding sources are available for use in implementing projects in the MAG RTP. These sources include: Federal Transit 5307 and 5309 Funds, Federal Highway Surface Transportation (STP) Funds and Congestion Mitigation and Air Quality (CMAQ) Funds.

Revenue Summary

Regional revenue sources for the MAG RTP between FY 2008 and FY 2028 are summarized in Table ES-2 and ES-3. These projections are expressed in “Year of Expenditure” (YOE) dollars, which reflect the actual number of dollars collected/expended in a given year. Regional revenue sources for the MAG RTP between FY 2011 and FY 2031 include: the Proposition 400 half-cent sales tax extension (\$15.7 billion); ADOT funds (\$7.8 billion); Federal Transit (5307) funds (\$1.4 billion); Federal Transit (5309) funds (\$1.7 billion); Federal Highway Surface Transportation Program (STP) funds (\$1.6 billion); and Federal Highway Congestion Mitigation and Air Quality (CMAQ) funds (\$1.4 billion). The total of all these revenue sources is projected to amount to \$29.6 billion between FY 2011 and FY 2031.

TABLE ES-2
SOURCES AND DISTRIBUTION OF REGIONAL REVENUES: FY 2011-2031
 (Year of Expenditure Dollars in Millions)

Sources	Uses						Total
	Highways/ Freeways	Arterial Streets	Bus Transit	Light Rail Transit	Bicycle/ Ped.	Air Quality	
Proposition 400: Half Cent Sales Tax Extension	8,841.6	1,651.9	2,973.4	2,265.5			15,732.3
ADOT Funds (Includes HURF and Federal Aid)	7,799.8						7,799.8
Federal Transit (5307 Funds) *			1,388.7				1,388.7
Federal Transit (5309 Funds)			350.0	1,351.2			1,701.2
Federal Highway (MAG STP)	183.2	1,372.1					1,555.3
Federal Highway (MAG CMAQ)	274.2	192.2	43.0	472.0	244.0	209.6	1,435.0
Total	17,098.8	3,216.2	4,755.1	4,088.7	244.0	209.6	29,612.3

* Phoenix Urbanized Area

TABLE ES-3
PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2011-2031
 (Percentage of Funding Source Total)

Sources	Uses						Total
	Highways/ Freeways	Arterial Streets	Bus Transit	Light Rail Transit	Bicycle/ Ped.	Air Quality	
Proposition 400: Half Cent Sales Tax Extension (RARF)	56.2%	10.5%	18.9%	14.4%			100.0%
ADOT Funds (Includes HURF and Federal)	100.0%						100.0%
Federal Transit (5307 Funds)			100.0%				100.0%
Federal Transit (5309 Funds)			20.6%	79.4%			100.0%
Federal Highway (MAG STP)	11.8%	88.2%					100.0%
Federal Highway (MAG CMAQ)	19.1%	13.4%	3.0%	32.9%	17.0%	14.6%	100.0%
Total	57.7%	10.9%	16.1%	13.8%	0.8%	0.7%	100.0%

FREeways AND HIGHWAYS

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

The freeway/highway system currently serving the MAG region includes routes on the Interstate System, urban freeways and highways, and rural highway mileage. All the facilities in this system are on the State Highway System, which is constructed, maintained and operated by the Arizona Department of Transportation (ADOT). A total of 621 existing centerline miles are included in the freeway/highway network, and an additional 89 miles are planned for future development during the planning period. Of the existing 621 miles, 269 miles are currently urban in character, whereas 352 miles are situated in rural areas of the region.

Planned Freeway/Highway Corridors and Improvements

The Freeway/Highway Element of the RTP includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed. Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, High Occupancy Vehicle (HOV) ramps at system interchanges, and maintenance and operations programs. The improvements planned for the system, including both new freeway corridors and improvements to existing freeway and highway facilities, are shown in Figure ES-1. A detailed listing of the specific projects covered by these improvements is provided in Appendix A.

- New Corridors: The new freeway/highway corridors in the RTP include the South Mountain Freeway (202L), the Estrella Freeway (303L), the I-10 Reliever (SR 801), and the Williams Gateway Freeway (SR 802).
- Widen Existing Facilities - General Purpose Lanes and HOV Lanes: In addition to new corridors, the RTP calls for additional general purpose and new High Occupancy Vehicle (HOV) lanes that will be added to the regional freeway/highway system. This includes additional lanes on I-10, I-17, 101L (the Agua Fria, Pima and Price Freeways), 202L (the Red Mountain and Santan Freeways), State Route 51 (Piestewa Freeway), State Route 85, and on US 60 (Grand Avenue and Superstition Freeway).
- New Interchanges and New HOV Ramps on Existing Facilities: In addition to new corridors and additional travel lanes, the RTP call for a series of new interchanges on existing freeways at arterial street crossings, as well as improvements at freeway-to-freeway interchanges to provide direct connections between HOV lanes.

2010 Update Regional Transportation Plan Executive Summary

Fig. ES-1

DRAFT

REGIONAL
TRANSPORTATION
PLAN



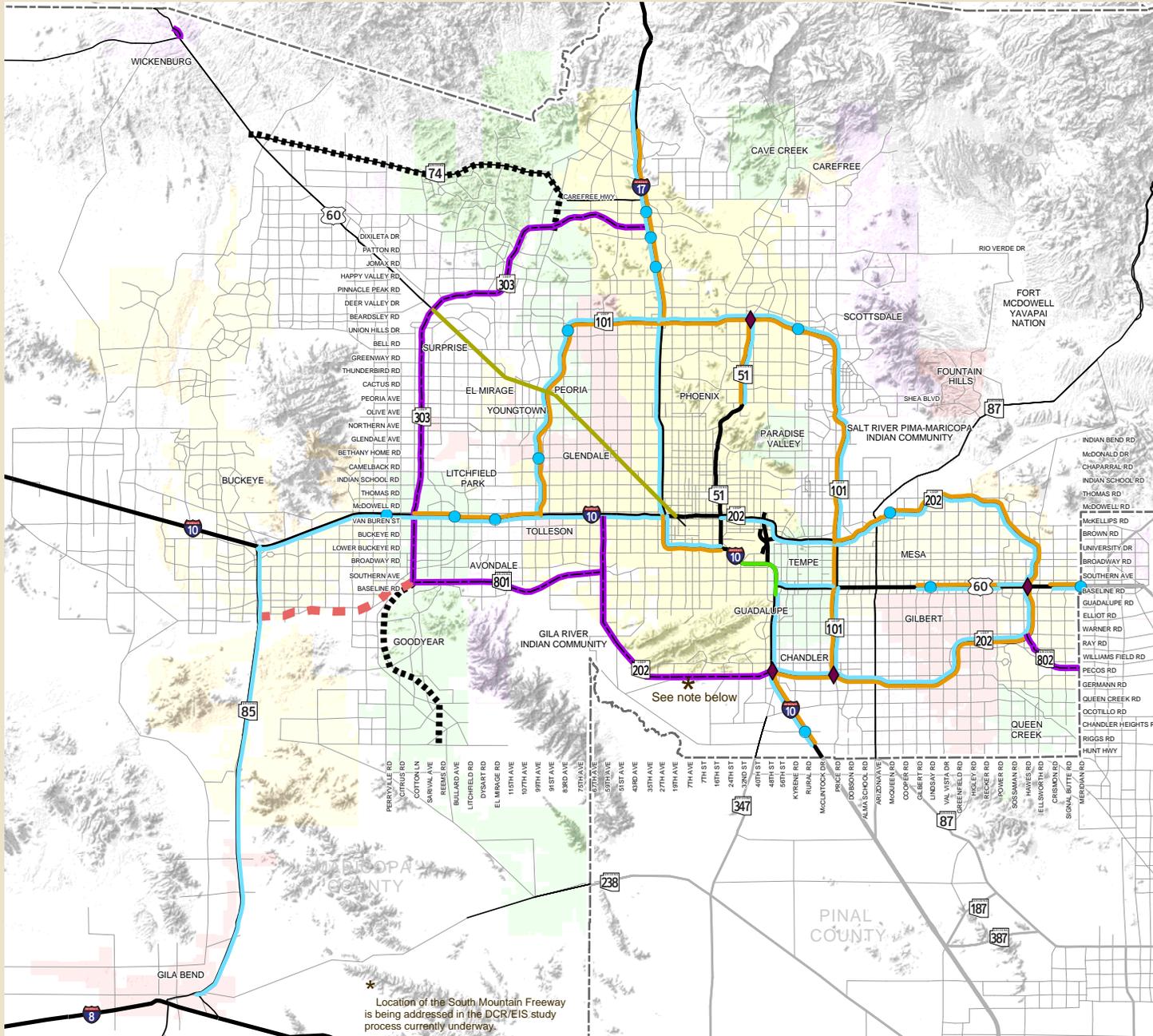
Planned Freeway/Highway Improvements

- 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
- New Freeway/Highway
- Interim Corridor Development
- Right of Way Preservation
- Existing Freeway
- Other Roads
- County Boundary

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



MARICOPA
COUNTY



See note below

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

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.



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

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- Systemwide Programs: The RTP also identifies programs that address needs throughout the regional freeway/highway system in the MAG area. These programs include:
 - Noise Mitigation
 - Minor Projects
 - Preliminary Engineering
 - Freeway System Management
 - Litter Pick-up/Landscaping
 - Right-of-Way Protection

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

- Proposition 300 - Regional Freeway Program: The Proposition 300 - Regional Freeway Program was initiated in 1985 with voter passage of a half-cent sales tax in Maricopa County for use on the regional freeway system. The program was drawn to a close with the opening of the freeway segment between University Dr. and Power Rd. on the Red Mountain Freeway on July 21, 2008.

Funding and Expenditure Summary

Table ES-4 has been prepared to provide an overview of the funding and expenditures for the freeway/highway element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The revenue sources included in Table ES-4 are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. As indicated, projected future funding is in balance with estimated future program expenditures, indicating that the freeway/highway element can be accomplished using reasonably available funding sources over the planning period.

Funding sources shown in Table ES-4 for the freeway/highway element include the half-cent sales tax (\$8.8 billion); MAG area ADOT funds (\$7.8 billion); Federal Highway Congestion Mitigation/Air Quality funds and Surface Transportation Program funds (\$466 million); ADOT statewide funding (\$550 million); 145 million at the beginning of FY 2011. Debt service and other expenses totaling \$6.2 billion are deducted from these sources, yielding a net total of \$15.9 billion (YOE \$'s) for use on freeway/highway construction projects. The above revenue sources have been major funding elements for transportation facilities in the MAG region for decades and are considered to be reasonably available to the region throughout the planning period.

Table ES-4 also lists estimated future costs for the freeway/highway element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period total \$15.9 billion. This includes \$7.9 billion for construction of new corridors; \$5.0 billion for widening of existing facilities; \$207million for construction of new interchanges on existing freeways; \$1.4 billion for system-wide programs; and \$1.2 billion for operations, maintenance and preservation.

**TABLE ES-4
FREEWAY/HIGHWAY FUNDING PLAN FY 2011 - 2031**

FUNDING (Year of Expenditure \$'s in Millions)	
	Totals
Regional Funds	
MAG Half-Cent Sales Tax	8,841.6
MAG Area ADOT Funds	7,799.8
MAG Federal CMAQ and STP	466.4
Total Regional Funds	17,107.8
Other Funding	
ADOT Statewide Funding	550.0
Other Income	212.3
Total Other Funding	762.3
Bond Proceeds	4,035.0
Beginning Balance	145.4
Allowance for Debt Service and Other Expenses	(6,191.8)
Total Funding (2007 \$'s)	15,858.7
EXPENDITURES (Year of Expenditure \$'s in Millions)	
	Totals
New Facilities and Improvements	
New Corridors	7,948.5
Widening of Existing Facilities: General Purpose and HOV Lanes	5,023.4
New Interchanges and New HOV Ramps on Existing Facilities	207.0
Systemwide Programs: Noise Mitigation, Minor Projects, Litter/Landscaping, FMS, Preliminary Engr., Right-of-Way Mgmt.	1,436.8
Other Projects	8.3
Total New Facilities and Improvements	14,624.0
System Operation, Maintenance and Preservation	1,230.2
Total Expenditures (2007 \$'s)	15,854.2

ARTERIAL STREETS

The arterial street grid system is a vital component of the regional transportation system in the MAG area, and is also a key element of the RTP. The RTP provides regional funding for widening existing streets, improving intersections, and constructing new arterial segments. The continued implementation of Intelligent Transportation Systems (ITS) and dust control measures, for air quality purposes, are also funded.

Planned Arterial Facilities and Improvements

The planned arterial street system is addressed in three ways within the RTP. First, the RTP identifies a long-range regional arterial grid system that provides for access to existing and newly developing areas in the region. Second, a specific package of improvements to the arterial network has been identified in the RTP and is funded with regional revenues. Third, dust control measures, which focus on street sweeping and the paving of unpaved roads, are included. In addition, MAG member agencies seek to maintain and operate the arterial street system in a way that preserves past investments and obtains the maximum capacity from existing facilities.

The RTP identifies regional funding for improving the arterial grid system. This package of regionally funded projects provides for the construction of new arterial linkages, widening of existing streets, and improvement of intersections. The implementation of projects in the regional ITS Plan is also included. The regionally funded arterial improvements planned for the system are shown in Figure ES-2. MAG maintains the Arterial Street Life Cycle Program (ALCP), which implements arterial street projects in the RTP that are funded from regional revenue sources. A detailed listing of the specific projects covered by these improvements is provided in Appendix B.

As the MAG area grows in the future, the continued expansion and improvement of the arterial street system will be vital to the functioning of the regional transportation system. This system is characterized by a one-mile grid network of streets and will be developed through a combination of public and private funding sources. The future arterial network extends the current one-mile arterial grid system concurrent with new development, and also closes gaps and improves connectivity in both developed and developing areas. In addition, certain existing arterials receive capacity improvements. It is anticipated that the overall arterial street network will expand by a combination of the construction of new roadway alignments; the paving of dirt roads on the one-mile arterial grid system; and the widening of existing arterial streets.

Funding and Expenditure Summary

Table ES-5 has been prepared in order to provide a summary of the funding scenario for the streets element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between the funds that are available and the potential expenditures indicates that the arterial element of the RTP can be accomplished by using reasonably available funding sources over the planning period.

Funding sources for the arterial streets element total \$24.3 billion, which includes regional and local/other funding sources. Estimated future costs for arterial streets total approximately \$24.2 billion.

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Fig. ES-2

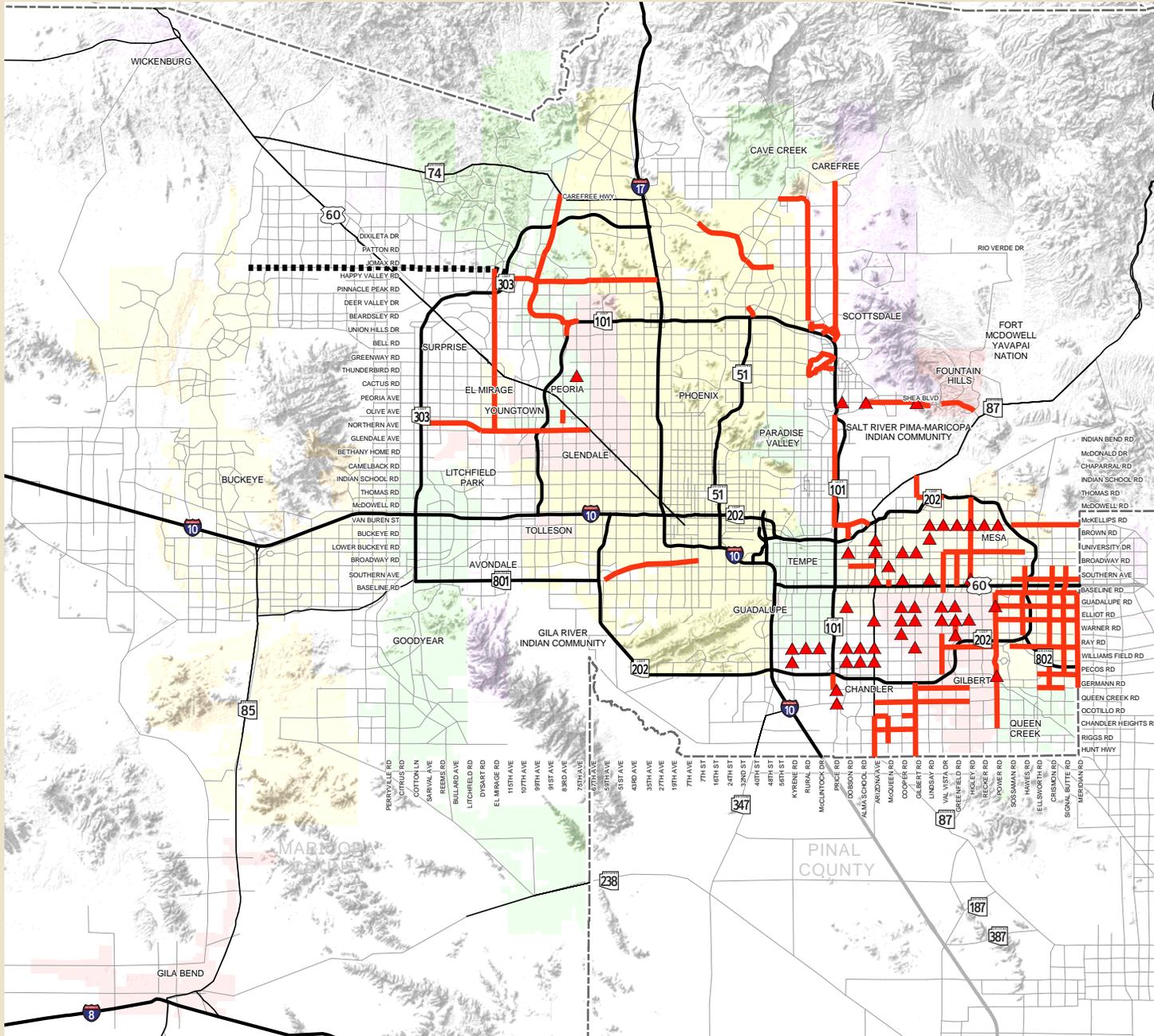


Planned Arterial Street Improvements

- Improved Intersections
- New/Improved Arterials
- Right of Way Preservation
- Freeways
- Highways
- Other Roads
- County Boundary

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

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



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**TABLE ES-5
ARTERIAL STREET FUNDING PLAN FY 2011 - 2031**

FUNDING (Year of Expenditure \$'s in Millions)	
	Totals
Regional Funds	
MAG Half-Cent Sales Tax	1,651.9
MAG Federal STP	1,372.1
MAG Federal CMAQ (For arterial improvements)	192.2
MAG Federal CMAQ (For PM-10 and other air quality programs)	209.6
Total Regional Funds	3,425.8
Local/Other Funds	
City/County Highway User Revenue Funds and County VLT	10,851.7
Local Sources (General Funds, Local Sales Taxes, etc.)	6,457.5
Private Funds (PAD Improvements, Developer Contributions, etc.)	3,500.0
Total Local/Other Funds	20,809.2
Bond Proceeds (Regional Funding)	325.2
Beginning Balance (Regional Funding)	93.7
Allowance for Debt Service (Regional Funding)	(359.6)
Total Funding	24,294.3
EXPENDITURES (Year of Expenditure \$'s in Millions)	
	Totals
Regionally Funded Projects	
Capacity/Intersection Improvements (ALCP)	1,935.3
Intelligent Transportation Systems (ALCP)	62.7
MAG Implementation Studies (ALCP)	34.0
PM-10 and Other Air Quality Programs	209.6
Other Arterial Grid Extensions, Widenings and Improvements	1,184.2
Total Regionally Funded Projects	3,425.8
Local/Other Funded Projects	
Match for Regionally Funded Projects	1,904.5
Future Arterial Grid Extensions, Widenings and Improvements	9,841.4
System Operation, Maintenance and Preservation	9,055.6
Total Local/Other Funded Projects	20,801.5
Total Expenditures	24,227.3

PUBLIC TRANSIT

With the passage of Proposition 400 in November 2004, approximately one-third of the regional half-cent sales tax for transportation will be devoted to mass transit. The RTP reflects this significant increase in funding, with transit plans and programs providing for expanded regional bus service and new light rail transit facilities throughout the region.

Planned Transit Facilities and Service Improvements

The RTP provides for a range of transit facilities and services throughout the MAG region. As part of the RTP, a regional bus network is funded, including operating costs, to ensure that reliable service is available on a continuing basis. In addition, light rail corridors are constructed to provide a high-capacity backbone for the transit network. Other transit services are included to provide a full range of options, such as paratransit and rural transit service. A detailed listing of the specific projects covered by these improvements is provided in Appendix C.

- **Bus Service Operations:** Fixed route bus service in the MAG region represents an increasingly important component of the regional transportation network. These services operate primarily on arterial streets and serve a range of trip needs, including work, shopping, medical appointments and school trips. Figures ES-3 and ES-4, respectively, depict bus rapid transit and regional grid routes that will be regionally funded.
- **Bus Capital Facilities:** Associated with the expansion of transit service will be the need for additional maintenance and passenger facilities. In addition, over the duration of the planning period, a total of 1,501 buses will be purchased for fixed route networks; 40 buses for rural routes; 1,061 Dial-a-Ride (DAR) vans for paratransit purposes; and 1,375 vanpool vans. These procurements reflect both replacement and expansion vehicles.
- **Light Rail Transit: Minimum Operating Segment:** The alignment for the Light Rail Transit (LRT) Minimum Operating Segment (MOS) starter segment extends from Bethany Home Road and 19th Avenue into downtown Phoenix; from downtown Phoenix to downtown Tempe and Arizona State University; and continuing to the intersection of Main Street and Sycamore in Mesa. The MOS will be completed in December 2008. Half-cent sales tax money from Proposition 400 was not utilized to pay for route construction, nor will be used for operation of the MOS. Certain elements of the support infrastructure for the system were funded with half-cent revenues.
- **Light Rail Transit (LRT)/High Capacity Transit (HCT) - Extensions and Support Infrastructure:** The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT/HCT system. This includes infrastructure along the LRT MOS; infrastructure needs on the Northwest Extension, from 19th Avenue/Bethany Home Road to 25th Avenue/Mountain View Road; infrastructure needs on the Glendale Extension from 19th Avenue/Bethany Home Road to Downtown Glendale; and other improvements throughout the future LRT/HCT system.

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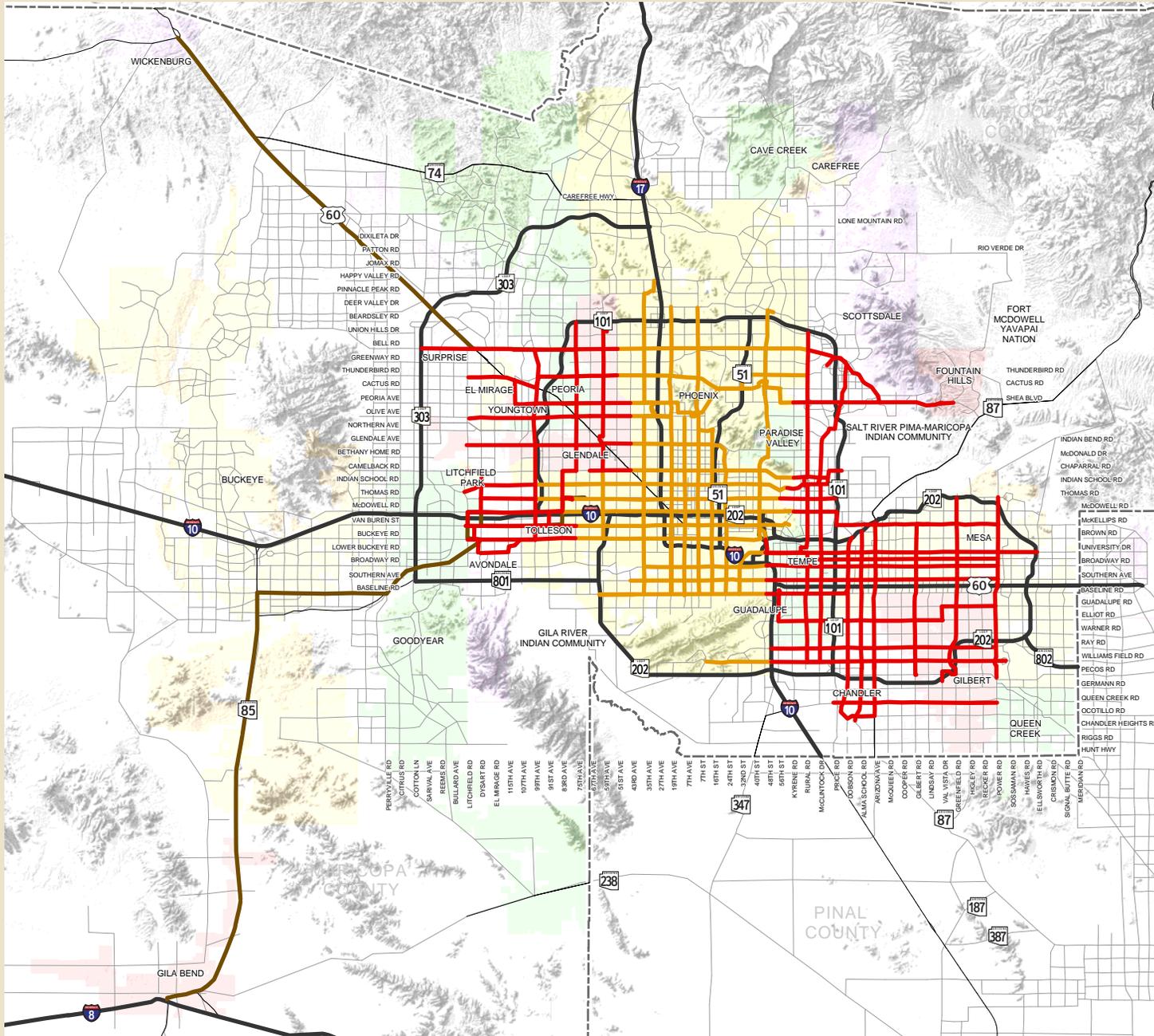
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Fig. ES-4

REGIONAL
TRANSPORTATION
PLAN



Planned Regional Super Grid Bus System



- Regional Grid Routes
- Grid Routes Funded by City of Phoenix
- New Rural Routes
- Freeways
- Highways
- Other Roads
- County Boundary

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

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The RTP also includes regional funding for the completion of six additional LRT/HCT segments on the system. These include a five-mile extension to 25th Avenue/Mountain View Road (Northwest Extension); a five-mile extension to downtown Glendale (Glendale Extension); an 11-mile extension in the I-10 corridor west to 79th Avenue (Phoenix West Extension); a 12-mile extension to Paradise Valley Mall (Northeast Phoenix Extension); a two-mile extension south of the MOS to Southern Avenue (Tempe South Extension); and a 2.7-mile extension from the east terminus of the MOS to Mesa Drive (Central Mesa Extension). In total, the extensions account for 37.7 miles of the 57.7-mile system. Figure ES-5 depicts the full LRT/HCT system envisioned for the region. As with the MOS, operating costs for LRT/HCT extensions are not regionally funded. To date, the only future corridors that have been designated as LRT through an FTA Alternatives Analysis (AA) are the Northwest Extension and the Central Mesa Extension. The alignment and transit technology of the other extensions are subject to the results of an AA.

- Commuter Rail: The RTP recognizes that commuter rail corridors may potentially serve a vital function in addressing future travel needs in the region, and commuter rail studies are being pursued for continuing development of commuter rail concepts for the region.
- Sky Harbor Automated Train System: The Sky Train is a fully automated, grade separated transit system that will connect the major facilities at Sky Harbor International Airport with the Metro light rail transit (LRT) system. Stage One of the project extends from the LRT station at 44th St. to Airport Terminal Four. Stage Two is planned to link the remaining airport terminals with the rental car center. On June 24, 2009, the Regional Council amended the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) - 2007 Update to include Stage One.

Funding and Expenditure Summary

Table ES-6 has been prepared to provide a summary of the funding plan for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. This includes farebox revenues, as well as operating and capital costs. The balance between funds available and used indicates that the transit element can be accomplished within reasonably available funding sources over the planning period.

Regional funding sources for transit in terms of YOE \$'s are shown in ES-6 for the period FY 2011-2031. These sources include the half-cent sales tax (\$5.2 billion); Federal Transit Section 5307 funds (\$1.4 billion) and Section 5309 funds (\$1.7 billion); Federal Congestion and Air Quality Mitigation funds (\$515 million); bond proceeds (\$288 million); local/other funding sources (\$7.9 billion); and the estimated cash balance of \$98 million in regional funds at the beginning of FY 2011. An additional \$124 million in half-cent sales tax funding is received through ADOT for planning activities. Debt service and other expenses totaling \$404 million are deducted from these sources. This yields a net total of \$16.9 billion (YOE \$'s) for use on transit services and projects.

Table 10-1 also lists estimated future costs for the transit element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period total \$16.3 billion. This includes \$11.1 billion for bus capital and operating (including vanpool, dial-a-ride and rideshare); and \$5.2 billion for light rail transit capital and operating.

2010 Update Regional Transportation Plan Executive Summary

Fig. ES-5

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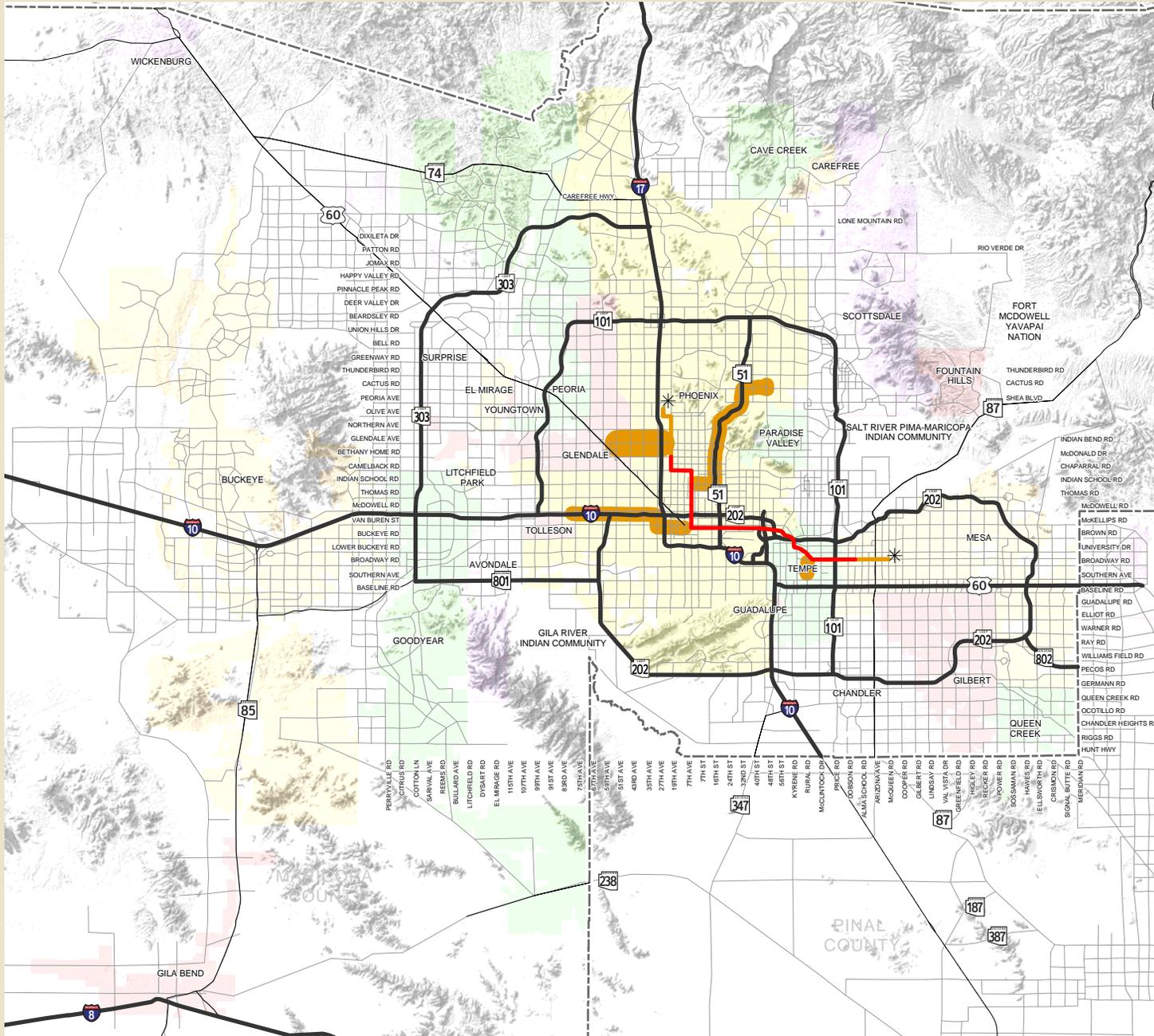


Existing and Planned Light Rail Transit (LRT)/ High Capacity Transit

- Completed Minimum Operating Segment
- Future High Capacity Transit Corridor
- Freeways
- Highways
- Other Roads
- County Boundary

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

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* LRT Corridor

TABLE ES-6: TRANSIT FUNDING PLAN: FY 2011 through FY 2031

FUNDING (Year of Expenditure \$'s in Millions)		
		Totals
Regional		
Maricopa County Transportation Excise Tax	5,362.8	
Federal Transit (Section 5307)	1,388.7	
Federal Transit (Section 5309)	1,701.2	
MAG Federal CMAQ	515.0	
Total Regional Funding	-	8,967.5
Beginning Balance (Regional Funds)	-	97.8
Local / Other		
Fixed Route Bus Fares	1,944.3	
Light Rail Transit/High Capacity Transit Fares	373.9	
Paratransit Vehicle Fares	89.2	
Vanpool Fares	188.6	
Local General Funds	882.0	
Local Sales Tax	4,104.2	
LTA II	361.1	
Total Local / Other Funding		7,943.4
Bond Proceeds		288.1
Less Allowance for Debt Service		
Debt Service	(404.3)	
Total Allowances		(404.3)
TOTAL FUNDING		16,892.5
EXPENDITURES (Year of Expenditure \$'s in Millions)		
Regionally Funded		
Capital		
Regional Bus Fleet	1,034.5	
Bus Maintenance and Passenger Facilities	396.3	
Light Rail Transit/High Capacity Transit Regional Infrastructure	800.0	
Light Rail Transit/High Capacity Transit Extensions	2,196.2	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	126.8	
Vanpool	62.6	
Rural/Non-Fixed Route Transit	4.4	
Total Capital	4,620.9	
Operating		
Supergrid	1,987.0	
Freeway Bus Rapid Transit (BRT) and Express Bus	262.7	
Arterial BRT	99.5	
Regional Support Services	211.4	
Paratransit (ADA-compliant)	807.9	
Light Rail Transit/High Capacity Transit	0.0	
Rural/Non-Fixed Route Transit	33.3	
Vanpool	213.9	
Planning	183.0	
Total Operating	3,798.7	
Total Regionally Funded Expenditures		8,419.6
Locally / Other Funded		
Capital		
Light Rail Transit/High Capacity Transit	790.4	
Total Capital	790.4	
Operating Costs		
Local Fixed Route Service	5,339.5	
Paratransit	293.6	
Light Rail Transit/High Capacity Transit	1,438.5	
Travel Demand Management	67.9	
Total Operating	7,139.5	
Total Locally/Other Funded Expenditures		7,930.0
TOTAL EXPENDITURES		16,349.5

ILLUSTRATIVE CORRIDORS/PROJECTS

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

Illustrative Corridor/Project Concept

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

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

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

2010 RTP Update

The illustrative corridors/projects included in the Regional Transportation Plan - 2010 Update are listed below.

- Interstate 10/Hassayampa Valley Transportation Framework Study: On February 27, 2008, the MAG Regional Council accepted the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.
- Interstates 8 and 10/ Hidden Valley Transportation Framework Study: On September 30, 2009, the MAG Regional Council accepted the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

- New River Corridor: On November 25, 2003, the Regional Council approved inclusion of a connection between Loop 303 and I-17 in the vicinity of New River Road as a corridor for further study.
- Sky Harbor Automated Train System: On April 22, 2009, the Regional Council approved inclusion of Stage Two of the Sky Harbor Automated Train System (Sky Train) as an illustrative project in the RTP.
- Central Mesa Light Rail Transit - Phase II: On September 30, 2009, the Regional Council approved a recommendation for extension of the Central Mesa Light Rail Transit (LRT) Corridor on Main Street to approximately Gilbert Road, and to improve service frequency on the Main Street LINK Bus Rapid Transit to match the LRT, as illustrative projects in the RTP.
- Regional Transit Framework Study: On March 31, 2010, the MAG Regional Council accepted the Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the RTP, as well as the future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process.
- Potential Improvements to the Existing Freeway/Highway System: Certain additional projects to improve the existing freeway/highway system have been identified as a result of various ADOT corridor and design concept studies. These illustrative projects are:
 - I-10 (SR-101L/Agua Fria to I-17) - Capacity improvements after completion of the I-10/SR-202L interchange and possible enhancements to the I-10 “Stack”.
 - SR-85 (I-10 to I-8) - Upgrading SR-85 to a full freeway, including construction of a fully directional interchange at I-8.
- Projects Formerly in 2003 Plan: Certain freeway/highway projects and bus routes that were originally identified during the 2003 planning process have been moved beyond the current planning period of the RTP (FY 2011 - 2031). These illustrative projects are:
 - SR-101L (Agua Fria Freeway) - Installation of direct HOV ramps at the system interchanges with I-17 and I-10.
 - I-10 (SR-51 to 32nd St.) - Extension of the local/express lane concept north from 32nd St. to the SR-51/SR-202L/I-10 interchange.
 - Chandler Blvd. LINK - Arterial Bus Rapid Transit service extending from Phoenix/Mesa Gateway Airport and ASU East Campus to I-10 via Chandler Blvd.
 - Litchfield Rd. Super Grid Route - Regional Super Grid bus service extending from Lower Buckeye Rd./Goodyear Airport to 128th Ave. and R.H. Johnson Blvd. via Litchfield Rd.

OTHER TRANSPORTATION MODES

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

Aviation

The existing airport system consists of 16 airports, including one major commercial facility, Phoenix Sky Harbor International Airport, seven general aviation reliever airports and six additional general aviation airports. One of the airports, Phoenix-Mesa Gateway, is currently classified as general aviation reliever, but is being developed to serve as a commercial service airport to supplement Phoenix Sky Harbor International Airport.

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

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

Bicycle and Pedestrian Facilities

In 2007, MAG developed the MAG Regional Bikeway Master Plan, which incorporated the 1999 MAG Regional Bicycle Plan, the Alternative Solutions to Pedestrian Mid-block Crossings at Canals, and the 2001 ROSS Plan. The goal of the MAG Regional Bikeway Master Plan is to update and integrate all three documents into one master plan, in order to develop an inter-connected bikeway system of on-street and off-street facilities. The MAG Regional Bikeway Master Plan provides a guide for the development of a convenient and efficient transportation system where people can bike safely to all destinations. This plan recognizes the growing needs of the bicycling public and seeks to encourage more bicycling for transportation and health reasons. Bicycling, as a transportation mode, improves air quality and reduces traffic congestion and is less costly than operating a motorized vehicle. In addition, bicyclists benefit from improved health and fitness.

The MAG Pedestrian Design Assistance Program encourages the development of designs for pedestrian facilities according to the MAG *Pedestrian Policies and Design Guidelines*. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. Through the program, the design of pedestrian facilities that are compatible with existing land use and transportation practices is promoted. In 2009, MAG embarked on developing a Complete Streets Plan, known as the Bicycle and Pedestrian Facilities Integration Plan. The purpose of the Bicycle and Pedestrian Facilities Integration Plan is to ensure that bicycle and pedestrian facilities are included in all street designs, to the greatest extent possible, and are ultimately being considered as integral to a street component.

Freight

MAG prepared a Regional Freight Assessment in 2004, which is intended to serve as a comprehensive base for the analysis of current and future needs for regional freight infrastructure improvements, activities, and future planning endeavors related to freight and the goods movement process. This analysis revealed the dominant role played by the movement of goods over the highway system by truck. MAG has updated the truck travel component of the regional travel demand model, including a survey of current truck travel patterns. It is anticipated that a multimodal freight framework study for the MAG area will begin in FY 2011. The study will describe the movement of goods throughout the MAG region, identify possible hindrances to the safe and efficient flow of goods in the region, and propose strategies to improve an economical, safe, and efficient goods movement system that will enhance regional mobility.

Special Needs Transportation

The transportation needs of special populations are a regional concern. Limitations caused by age or disability often complicate the process of securing transportation for a portion of the population. In addition, those who are seeking employment or training, and those who lack financial resources find limited transportation options available to reach second shift and weekend employment. Special Transportation Services (STS) provide transportation assistance to the most transit dependant populations in Maricopa County, which include the elderly, disabled, and low-income individuals.

As part of the effort to plan and coordinate special needs transportation services, MAG developed a *Regional Action Plan on Aging* that was adopted by the MAG Regional Council on October 3, 2001. MAG continues to use the 25 recommendations to guide regional planning on aging and mobility. In addition, MAG has prepared a Public Transit/Human Services Transportation Plan. The first plan was approved by the MAG Regional Council in 2007, and updates were approved in 2008 and 2009. The plan seeks to standardize operations and policies among the human services transportation service providers, and to maximize the capacity of the current system by providing more rides for the targeted populations for the same or fewer resources.

Transportation Enhancement Activities

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

Since the inception of the Transportation Enhancement Program in Arizona in 1993, the MAG region has been awarded \$29.5 million in funding for a total of approximately 30 multi-use or shared use pathways along existing routes and canals, including projects for sidewalks and pedestrian crossings; 19 projects directly related to bike routes and bike facilities; and a number of projects pertaining to streetscapes and pedestrian alleyways, historic preservation and lighting, transportation-related museums, archaeological projects and street signs. Many of these awarded projects have included a secondary component that included landscaping.

SYSTEM OPERATION AND MANAGEMENT

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

System Management / ITS Planning

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

In April 2001, MAG approved the first comprehensive ITS Strategic Plan and ITS Architecture for the region. This Plan has provided direction for ITS implementation throughout the region. The Regional ITS Architecture (RIA), which is part of the Plan, played a direct role in the identification of ITS projects for programming in the five-year Transportation Improvement Program (TIP). A project that would update the 2001 ITS Strategic Plan is expected to be launched in mid to late 2009. A comprehensive update of the RIA was performed through a project completed in February 2009. In addition, in 2003 MAG developed the Regional Concept of Transportation Operations, a high-level plan for the coordination of transportation operations in the region.

Demand Management

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

Transportation Demand Management (TDM) programs include: (1) rideshare programs such as free carpool/vanpool on-line ride matching, (2) trip reduction programs at employers with 50 or more employees, (3) vanpool programs in which over 1.4 million passenger trips per year are made in over 380 vanpools, (4) transportation management associations in which employers share resources to promote alternative mode use, and (5) telework programs that linked employees to an office by a personal computer eliminating commuter travel.

Congestion Management Process

MAG maintains a congestion management process (CMP) to improve traffic flow and mitigate congestion throughout the metropolitan area, as part of the regional transportation planning effort.

MAG has been updating its CMP, developing a metropolitan-wide approach to facility utilization through the use of travel demand reduction and operational management strategies. The MAG CMP will also be functionally integrated with a multimodal system performance measurement program. MAG has developed a Performance Measures Framework and Regional Performance Report, published in November of 2009, which addresses key performance characteristics associated with surface transportation in the MAG region. Measures captured in these multi-modal documents include VMT, throughput, speeds, spatial and temporal congestion, as well as travel times for the MAG modeling area. The MAG Performance Report is based on observed data sets and constitutes a fundamental tool in the CMP evaluation process.

The CMP update will include four key components: (1) the integration of system and corridor performance measures to help identify areas of highest congestion mitigation needs, (2) the utilization of analytical and visual tools to communicate and quantify congestion, (3) the early involvement of a stakeholder group representing both planning and operational components of the CMP, and (4) the emphasis on searching for management and operational solutions as well as travel demand reduction strategies as a prerequisite for any proposed additional SOV capacity increase. As new funding for programming of projects becomes available, the CMP will play a greater role in the planning and programming of future transportation investments in the MAG region. CMP strategies will continue to be based on the same goals and objectives of the original 2003 RTP, and will continue to use the same congestion mitigation criteria in the assessment and evaluation of the projects submitted for consideration.

Transportation Safety and Security

Transportation safety is addressed at two levels within the MAG planning process. The first involves the consideration of road safety as a criterion in comprehensive planning, such as the RTP. Planning decisions, made at the regional level on infrastructure investment priorities, have a significant indirect impact on the long-term road safety provided by the transportation system. This decision making task is supported by an assessment of the different regional transportation alternatives from a safety viewpoint. At the second level, transportation safety planning is addressed more strategically and addresses short to medium-term needs, comprehensively described in the 2005 MAG Strategic Transportation Safety Plan. This Plan identifies general strategies and potential actions to be carried out with oversight provided by the MAG Transportation Safety Committee.

Although programs for transportation safety have been around for many years, the concept of planning for transportation security, and implementing security procedures on different modes of transportation is relatively new. Often, “safety” and “security” are used interchangeably; however, by definition, safety can be described as the “freedom from danger,” whereas security is the “freedom from *intentional* danger.” Agencies in the MAG region that address transportation security issues include: Arizona Office of Homeland Security, Arizona Department of Public Safety, Arizona Department of Transportation, Maricopa County Department of Emergency Management, MAG 9-1-1 Emergency Telephone, Valley Metro/Regional Public Transportation Authority, and local municipalities. In the future, MAG will be working to identify a productive role for the agency in assisting with transportation security planning efforts in the region.

Appendix A
Freeway/Highway Program

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONAL FREEWAY/HIGHWAY SYSTEM PROGRAM

(Thousands of YOE & 2010 \$'s)

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
I-10 PAPAGO CORRIDOR						
TI	10	I	43rd Ave / 51st Ave TI	2,432		2,432
TI	10	I	Bullard Ave TI	13,672		13,672
HOV/GPL	10	I	Sarival Ave - SR101L	99,205		99,205
GPL	10	I	Verrado Way - Sarival Ave	29,997		29,997
GPL	10	I	Sarival Ave - Dysart Rd (Outside lane)	42,030	5,000	47,030
TI	10	I	Avondale Blvd TI	2,000		2,000
GPL	10	III	SR101L, Agua Fria - I-17 (Phase 1)		87,900	87,900
TI	10	II	Perryville Rd TI		21,100	21,100
TI	10	IV	EI Mirage Rd TI		20,300	20,300
GPL	10	V	SR85 - Verrado Way		42,800	42,800
GPL	10	N/A	SR101L, Agua Fria - I-17 (Phase 2)			
			Total	189,336	177,100	366,436
I-10 MARICOPA CORRIDOR						
TI	10	I	Ray Rd TI	8,053		8,053
IMP	10	I	Southern Ave - SR143	3,107		3,107
TI	10	I	SR347 TI	215		215
TI	10	II	Sky Harbor West Airport Access		50,600	50,600
GPL	10	II	32nd St. - 202L, Santan (Phase 1)	81,800	250,100	331,900
GPL	10	II	32nd St. - 202L, Santan (Phase 2)		146,900	146,900
GPL	10	II	32nd St - 202L, Santan (Phase 3)		216,200	216,200
HOV/GPL	10	II	SR202L, Santan - Riggs Rd		73,700	73,700
TI	10	IV	Chandler Heights TI		22,900	22,900
GPL	10	N/A	SR51 Piestewa - 32nd St.			
			Total	93,175	760,400	853,575
I-17 BLACK CANYON CORRIDOR						
TI	17	I	Cactus Rd TI	6,792		6,792
TI	17	I	Jomax Rd / Dixileta Dr TI	49,655		49,655
HOV/GPL	17	I	SR101L - SR 74, Carefree Hwy	297,390		297,390
TI	17	I	SR74 TI, Carefree Highway	24,966		24,966
TI	17	I	Dove Valley TI	24,999		24,999
GPL	17	I	SR74, Carefree Highway - Anthem Way (Interim)	15,914		15,914
MISC	17	II	Bethany Home Rd - Northern Ave, Alhambra Distr.		2,100	2,100
GPL	17	II	Arizona Canal - SR101L		92,400	92,400
MISC	17	II	Peoria Ave - Greenway Rd (Drainage Imprvmnts.)		16,500	16,500
HOV/GPL	17	IV	I-10 East - I-10 West		400,000	400,000
GPL	17	IV	McDowell Rd - Arizona Canal		598,600	598,600
HOV	17	V	SR74, Carefree Highway - Anthem Way (Final)		89,500	89,500

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
GPL	17	V	Anthem Way - New River		57,400	57,400
MISC	17	N/A	16th St - Buckeye Rd, (Local Construction)			
			Total	419,716	1,256,500	1,676,216
<u>SR 51 PIESTEWA CORRIDOR</u>						
HOV/RMP	51	I	Shea Blvd - SR101L, Pima	51,112		51,112
GPL	51	V	Shea Blvd - SR101L, Pima		60,200	60,200
			Total	51,112	60,200	111,312
<u>US 60 GRAND AVENUE CORRIDOR</u>						
IMP	60G	I	71st Avenue - Grand Canal Brdg	3,979		3,979
IMP	60G	I	83rd Avenue/Peoria Avenue	2,060		2,060
GPL	60G	I	99th Ave - 83rd Ave, Incl New River Brdg	8,205		8,205
GPL	60G	I	SR303L - 99th Ave (Phase 1)	27,071		27,071
GPL	60G	I	SR101L, Agua Fria - McDowell Rd (Phase 1)	36,200		36,200
GPL/IMP	60G	II	SR101L, Agua Fria - McDowell Rd (Phase 2)		22,000	22,000
GPL/IMP	60G	II	SR303L - 99th Ave (Phase 2)		65,000	65,000
GPL/IMP	60G	V	SR101L, Agua Fria - McDowell Rd (Phase 3)		86,200	86,200
			Total	77,515	173,200	250,715
<u>US 60 SUPERSTITION CORRIDOR</u>						
HOV/GPL	60S	I	Gilbert Rd - Power Rd	90,687		90,687
TI	60S	I	Higley Rd TI	5,342		5,342
GPL	60S	I	I-10 - SR101L, Price	25,000		25,000
TI	60S	II	Meridian Rd Half Interchange		12,500	12,500
HOV/GPL	60S	III	Crismon Rd - Meridian Rd		28,400	28,400
TI	60S	V	Lindsay Rd Half Interchange		8,200	8,200
			Total	121,029	49,100	170,129
<u>SR 74 CAREFREE CORRIDOR</u>						
GPL	74	I	US60, Grand - SR303L (MP20-22 Passing Lanes)	2,238		2,238
GPL	74	I	US60, Grand - SR303L (MP13 - 15 Passing Lanes)	3,800		3,800
GPL	74	I & V	US60, Grand - SR303L (R/W Protection)	3,000	41,960	44,960
			Total	9,038	41,960	50,998
<u>SR 85 CORRIDOR</u>						
GPL	85	I	MP 130.7 - 137.0	28,729		28,729
GPL	85	I	MP 139.01 - 141.71	22,994		22,994
GPL	85	I	MC85 - Southern Ave	9,416		9,416
GPL	85	I	Southern Ave - I-10	21,381		21,381
GPL	85	I	Broadway Rd - Lower Buckeye (Connecting Rd. IGA)	4,110		4,110
TI	85	I	I-8 TI (Phase 1/HES Project)	28,400		28,400

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
GPL	85	I	I-8 - I-10	21,447		21,447
GPL	85	II	Warner Street Bridge		5,300	5,300
TI	85	III	I-8 TI (Phase 2)		43,300	43,300
TI	85	N/A	I-8 TI (Phase 3)			
GPL	85	N/A	Hazen Rd - Broadway Rd			
			Total	136,477	48,600	185,077
SR87 DUTHIE-MARTIN CORRIDOR						
MISC	87	I	Forest Boundary - New Four Peaks	21,506		21,506
MISC	87	I	MP 211.8 - MP 213.0	2,220		2,220
MISC	87	I	New Four Peaks Rd - Dos S Ranch Rd	20,300		20,300
			Total	44,026		44,026
SR88 CORRIDOR						
MISC	88	I	Fish Creek Hill (Retaining Wall)	1,650		1,650
			Total	1,650		1,650
US93 CORRIDOR						
IMP	93	I	Wickenburg By-Pass	41,850		41,850
			Total	41,850		
101L AGUA FRIA CORRIDOR						
TI	101AF	I	Bethany Home Rd, North Half	9,387		9,387
LNS	101AF	I	Northern Ave - 31st Ave (Median Landscape)	1,467		1,467
TI	101AF	I	Thunderbird Rd TI (Imp)	2,804		2,804
TI	101AF	I	Beardsley Rd/Union Hills Dr TI	24,025		24,025
MISC	101AF	I	99th Ave (I-10 - Van Buren St)	6,600		6,600
TI	101AF	I	Olive Ave TI (Crossroad Imp)	3,000		3,000
HOV	101AF	I	I-10 - US60, Grand Ave	44,000		44,000
HOV	101AF	I	US60, Grand Ave - I-17	50,700		50,700
GPL	101AF	V	I-10 - US60, Grand Ave		116,400	116,400
GPL	101AF	V	US60, Grand Ave - I-17		150,400	150,400
RAMP	101AF	N/A	I-10 System Interchange (DHOV Ramps)			
RAMP	101AF	N/A	I-17 System Interchange (DHOV Ramps)			
			Total	141,983	266,800	408,783
101L PIMA CORRIDOR						
HOV	101PI	I	Princess Dr - SR202L, Red Mountain	61,319		61,319
HOV	101PI	I	Tatum Blvd - Princess Dr	18,766		18,766
TI	101PI	I	64th St TI	31,380		31,380
TI	101PI	I	Chaparral Rd TI (Imp)	940		940
MISC	101PI	II	Pima Road Extension (JPA)	300	3,634	3,934

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
HOV	101PI	I	I-17 - Tatum Blvd	44,800		44,800
GPL	101PI	II	Shea Blvd - SR202L, Red Mountain		97,400	97,400
GPL	101PI	IV	Princess Dr - Shea Blvd		56,400	56,400
GPL	101PI	IV	SR51 - Princess Dr		77,900	77,900
GPL	101PI	IV	I-17 - SR51		73,500	73,500
			Total	157,505	308,834	466,339
101L PRICE CORRIDOR						
HOV	101PR	I	SR202L, Red Mountain - SR202L, Santan	43,219		43,219
MISC	101PR	I	Galveston Street (Drainage Improvements)	2,100		2,100
MISC	101PR	II	Balboa Dr, Multi-use Path (Local Construction)		1,800	1,800
GPL	101PR	IV	Baseline Rd - SR202L, Santan		53,400	53,400
			Total	45,319	55,200	100,519
SR143 HOHOKAM CORRIDOR						
TI	143HK	I	SR143/Sky Harbor Blvd TI	38,700		38,700
			Total	38,700		38,700
202L RED MOUNTAIN CORRIDOR						
GPL	202RM	I	Mill Ave & Washington St (Brdg Widen)	7,211		7,211
GPL	202RM	I	I-10/SR51 TI - SR101L, Pima	219,777		219,777
HOV	202RM	I	SR101L - Gilbert Rd	26,821		26,821
GPL	202RM	II	SR101L - Gilbert Rd		60,300	60,300
HOV	202RM	III	Gilbert Rd - Higley Rd		19,300	19,300
HOV	202RM	IV	Higley Rd - US60, Superstition		33,500	33,500
GPL	202RM	V	Gilbert Rd - Higley Rd		51,900	51,900
GPL	202RM	V	Higley Rd - US60, Superstition		108,300	108,300
RAMP	202RM	V	US60, Superstition System TI (DHOV Ramps)		42,100	42,100
TI	202RM	V	Mesa Dr TI (Ramps Only)		13,500	13,500
			Total	253,809	328,900	582,709
202L SANTAN CORRIDOR						
MISC	202SAN	I	Lindsay Rd - Gilbert Rd	500		500
HOV/RAMP	202SAN	I	Price Rd - I-10	59,100		59,100
HOV/RAMP	202SAN	I	Gilbert Rd - Price Rd	86,900		86,900
HOV	202SAN	IV	US60, Superstition - Gilbert		45,200	45,200
GPL	202SAN	V	Dobson Rd - I-10		50,300	50,300
GPL	202SAN	V	Val Vista Dr - Dobson Rd		83,500	83,500
GPL	202SAN	V	US60, Superstition - Val Vista Dr		104,000	104,000
			Total	146,500	283,000	429,500
202L SOUTH MOUNTAIN CORRIDOR						

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
NEW	802	I & II	SR202L, Santan - Meridian Rd (R/W Protection)	8,000	4,000	12,000
NEW	802	III	SR202L, Santan - Ellsworth Rd (Phase 1)	44,100	158,300	202,400
NEW	802	V	SR202L, Santan - Ellsworth Rd (Phase 2)		46,900	46,900
NEW	802	V	Ellsworth Rd - Meridian Rd		212,600	212,600
			Total	52,100	421,800	473,900
<u>NOISE MITIGATION</u>						
NOISE	SW	I & V	Noise Mitigation/Quiet Pavement	67,722	150,000	217,722
			Total	67,722	150,000	217,722
<u>MINOR PROJECTS</u>						
MISC & TI	SW	I - V	Minor Projects	10,729	25,900	36,629
			Total	10,729	25,900	36,629
<u>MAINTENANCE</u>						
MAINT	SW	I - V	Maintenance (Landscape, litter & sweep)	49,300	308,400	357,700
			Total	49,300	308,400	357,700
<u>PRELIMINARY ENGINEERING/DESIGN</u>						
ENGR	SW	I - V	Preliminary Engineering	142,203	351,500	493,703
			Total	142,203	351,500	493,703
<u>FREEWAY MANAGEMENT SYSTEM (FMS)</u>						
FMS	SW	I - IV	FMS Projects & Preservation	38,634	107,020	145,654
			Total	38,634	107,020	145,654
<u>RIGHT OF WAY MANAGEMENT</u>						
R/W	SW	I - V	R/W Acquisition & Mgmt	39,500	92,200	131,700
			Total	39,500	92,200	131,700
<u>TOTALS</u>						
			Corridor Projects	2,737,791	9,499,594	12,237,385
			Systemwide	348,088	1,035,020	1,383,108
			Grand Total	3,085,879	10,534,614	13,620,493

NOTES

Plan Phases:

I	FY 2006 - FY2020
II	FY 2011 - FY 2015
III	FY 2016 - FY 2020
IV	FY 2021 - FY 2025
V	FY 2026 - FY 2031
N/A	Illustrative Project

Abbreviations:

FMS	Freeway Management System
GPL	General Purpose Lanes
HOV	High Occupancy Vehicle (Lanes)
IMP	Improvements (Roadway)
LNS	Landscaping
MISC	Miscellaneous (Improvements)
NEW	New Corridor
R/W	Right-of-Way
TI	Traffic Interchange

Appendix B
Arterial Street Program

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONALLY FUNDED ARTERIAL STREET PROJECTS

(As of June 16, 2010)

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2010\$)	Total Reimb. (YOE\$, 2010\$)	Total Cost (YOE\$, 2010\$)
	Const. Complete	Program Reimb.					
CHANDLER							
Arizona Ave/Chandler Blvd: Intersection Improvements	I	I	RARF	3.582	0.000	3.582	7.209
Arizona Ave/Elliot Rd: Intersection Improvements	I	I	RARF	3.211	0.000	3.211	4.587
Arizona Ave/Ray Rd: Intersection Improvements	I	I	RARF	3.464	0.000	3.464	4.949
Arizona Ave: Ocotillo Rd to Hunt Hwy	IV	IV	STP-MAG	0.000	7.407	7.407	15.902
Chandler Blvd/Alma School: Intersection Improvements	II	I, III	RARF	0.735	3.361	4.096	11.721
Chandler Blvd/Dobson Rd: Intersection Improvements	I	I	RARF	2.073	0.427	2.500	7.349
Chandler Blvd/Kyrene Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	16.656
Gilbert Rd: SR-202L to Hunt Hwy				6.078	14.649	20.727	65.128
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	I	I, IV	RARF	6.078	0.670	6.747	10.307
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	II	III, IV	RARF	0.000	4.011	4.011	11.059
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	II	IV, V	RARF	0.000	5.957	5.957	32.703
Gilbert Rd: Ocotillo Rd to Chandler Heights	II	III, IV	RARF	0.000	4.011	4.011	11.059
Kyrene Rd/Ray Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	17.419
Price Rd Substitute Projects				0.000	49.506	49.506	76.525
Chandler Heights Rd: Arizona Avenue to McQueen Road	III	III	STP-MAG	0.000	7.282	7.282	10.403
Chandler Heights Road: McQueen Road to Gilbert Road	III	III	STP-MAG	0.000	10.728	10.728	17.250
McQueen Road: Ocotillo Road to Riggs Road	II	II, IV	RARF	0.000	7.226	7.226	12.224
Ocotillo Road: Arizona Avenue to McQueen Road	II	II, IV	RARF	0.000	6.227	6.227	10.794
Ocotillo Road: Cooper Road to Gilbert Road	III	III	STP-MAG	0.000	6.460	6.460	9.229
Price Rd at Germann Rd: Intersection Improvements	III	III	CMAQ	0.000	3.357	3.357	4.795
Price Rd at Queen Creek Rd: Intersection Improvements	III	III	CMAQ	0.000	5.191	5.191	7.415
Price Rd: Santan to Germann	I	II	RARF	0.000	3.035	3.035	4.414
Ray Rd/Alma School Rd: Intersection Improvements	II	I, III	RARF	2.217	3.630	5.846	12.784
Ray Rd/Dobson Rd: Intersection Improvements	II	III	STP-MAG	0.000	6.678	6.678	9.541
Ray Rd/McClintock Dr: Intersection Improvements	II	III	STP-MAG	0.000	5.614	5.614	8.346
Ray Rd/Rural Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	15.822
CHANDLER/GILBERT							
Queen Creek Rd: Arizona Ave to Higley Rd				5.672	31.675	37.347	56.851
CHANDLER Queen Creek Rd: Arizona Ave to McQueen Rd	I	I	RARF	5.672	0.000	5.672	8.103
CHANDLER Queen Creek Rd: McQueen Rd to Gilbert Rd	III	III, IV	STP-MAG	0.000	10.478	10.478	14.969
GILBERT Queen Creek Rd: Lindsay Rd to Greenfield Rd	II	II	RARF	0.000	11.530	11.530	17.298

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2010\$)	Total Reimb. (YOE\$, 2010\$)	Total Cost (YOE\$, 2010\$)
	Const. Complete	Program Reimb.					
GILBERT Queen Creek Rd: Greenfield Rd to Higley	II	II	RARF	0.000	9.667	9.667	16.482
FOUNTAIN HILLS							
Shea Blvd: Palisades Blvd to Cereus Wash				0.367	5.681	6.049	8.782
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	II	I, II	RARF	0.247	0.040	0.287	0.411
Shea Blvd: Technology Dr to Cereus Wash	II	I,II	RARF	0.121	3.043	3.163	4.577
Shea Blvd: Palisades Blvd to Technology Dr	III	III	STP-MAG	0.000	2.598	2.598	3.794
GILBERT							
Elliot Rd/Cooper Rd: Intersection Improvements	III	IV	STP-MAG	0.000	4.116	4.116	6.976
Elliot Rd/Gilbert Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	10.474
Elliot Rd/Greenfield Rd: Intersection Improvements	III	IV	RARF	0.000	3.753	3.753	5.364
Elliot Rd/Higley Rd: Intersection Improvements	III	IV	CMAQ	0.000	3.753	3.753	6.976
Elliot Rd/Val Vista Dr: Intersection Improvements	III	IV	RARF	0.000	3.753	3.753	6.976
Germann Rd: Gilbert Rd to Power Rd				0.000	22.034	22.034	31.479
Germann Rd: Gilbert Rd to Val Vista Dr	II	IV	RARF	0.000	6.609	6.609	9.444
Germann Rd: Val Vista Dr to Higley Rd	II	III, IV	RARF	0.000	15.424	15.424	22.035
Greenfield Rd: Elliot Rd to Ray Rd	II	II	RARF	0.000	3.753	3.753	5.525
Guadalupe Rd/Cooper Rd: Intersection Improvements	II	II	RARF	0.000	3.753	3.753	6.939
Guadalupe Rd/Gilbert Rd: Intersection Improvements	II	II	RARF	0.000	3.753	3.753	5.361
Guadalupe Rd/Greenfield Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.753	3.753	6.976
Guadalupe Rd/Power Rd: Intersection Improvements	III	IV	RARF	0.000	3.753	3.753	8.919
Guadalupe Rd/Val Vista Dr: Intersection Improvements	III	III	CMAQ	0.000	3.753	3.753	5.659
Ray Rd: Val Vista Dr to Power Rd				0.000	16.586	16.586	23.694
Ray Rd: Val Vista to Higley	III	IV	RARF	0.000	5.240	5.240	7.486
Ray Rd: Higley to Recker	III	IV	RARF	0.000	3.779	3.779	5.399
Ray Rd: Recker to Power	III	IV, V	RARF	0.000	7.567	7.567	10.809
Ray Rd/Gilbert Rd: Intersection Improvements	III	IV	RARF	0.000	3.753	3.753	5.362
Val Vista Dr: Warner Rd to Pecos Rd	I	I	RARF	10.398	0.000	10.398	16.308
Warner Rd/Cooper Rd: Intersection Improvements	I	I	RARF	3.701	0.000	3.701	6.268
Warner Rd/Greenfield Rd: Intersection Improvements	II	II	RARF	0.000	3.753	3.753	5.361
GILBERT/MESA/MARICOPA COUNTY							
Power Rd: Santan Fwy to Chandler Heights				5.143	15.356	20.499	63.732
GILBERT Power Rd/Pecos: Intersection Improvements	I	I	RARF	5.143	0.000	5.143	7.347
GILBERT Power Rd: Santan Fwy to Pecos Rd	II	II	RARF	0.000	15.356	15.356	28.557
GILBERT Power Rd: Pecos Rd to Chandler Heights	IV	n/a	RARF	0.000	0.000	0.000	27.828
Power Rd: Baseline Rd to Santan Fwy				7.760	10.197	17.958	38.359
MESA Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	III	III	RARF	0.000	10.197	10.197	16.319
M.C. Power Rd: Baseline Rd to East Maricopa Floodway	I	I	RARF	7.760	0.000	7.760	22.040

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2010\$)	Total Reimb. (YOE\$, 2010\$)	Total Cost (YOE\$, 2010\$)
	Const. Complete	Program Reimb.					
MARICOPA COUNTY							
Dobson Rd: Bridge over Salt River	II	II, III	STP-MAG	0.000	18.523	18.523	43.357
El Mirage Rd: Bell Rd to Jomax Rd				5.535	13.869	19.403	50.157
El Mirage Rd: Bell Rd to Deer Valley Drive	II	II, III	RARF	0.000	13.869	13.869	24.467
El Mirage Rd: L303 to Jomax	IV	n/a	RARF	0.000	0.000	0.000	17.783
El Mirage Rd: Deer Valley Drive to L303	I	I	RARF	5.535	0.000	5.535	7.906
El Mirage Rd: Thunderbird Rd to Bell Rd	III	I - III	RARF	1.448	19.843	21.290	48.028
El Mirage Rd: Thunderbird Rd to Northern Ave	III	III	RARF	0.000	16.707	16.707	26.291
Gilbert Rd: Bridge over Salt River	II	II	STP-MAG	0.000	13.922	13.922	40.910
Jomax Rd: SR-303L to Sun Valley Parkway	na	III	RARF	0.000	20.581	20.581	29.401
McKellips Rd: Bridge over Salt River	III	II, III	RARF	0.000	13.922	13.922	28.140
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	II	II, III	RARF/ STP-MAG	0.000	39.225	39.225	48.005
Northern Pkwy: Sarival to Grand (Phase I)				19.776	40.532	60.308	86.155
Northern Parkway: Sarival to Dysart	II	I, II	STP-MAG	19.776	35.330	55.106	78.723
Northern Parkway: ROW Protection	n/a	II	STP-MAG	0.000	5.202	5.202	7.432
Northern Pkwy: Sarival to Grand (Phase II)				0.000	80.371	80.371	115.116
Northern Pkwy: Dysart to 111th	II	III	STP-MAG	0.000	18.919	18.919	27.028
Northern Pkwy: Sarival Overpass	II	III	STP-MAG	0.000	9.753	9.753	13.933
Northern Pkwy: Reems Overpass	II	III	STP-MAG	0.000	8.360	8.360	11.942
Northern Pkwy: Litchfield Overpass	II	III	STP-MAG	0.000	7.846	7.846	11.466
Northern Pkwy: Agua Fria Bridge	II	III	STP-MAG	0.000	4.913	4.913	7.019
Northern Pkwy: Northern Ave at L101	II	III	STP-MAG	0.000	5.940	5.940	8.485
Northern Pkwy: Dysart Overpass	III	III, IV	STP-MAG	0.000	20.313	20.313	29.062
Northern Pkwy: ROW Protection	n/a	III	STP-MAG	0.000	4.327	4.327	6.181
Northern Pkwy: Sarival to Grand (Phase III)				0.000	82.778	82.778	118.487
Northern Pkwy: El Mirage Alternative Access	IV	IV	STP-MAG	0.000	4.180	4.180	5.972
Northern Pkwy: El Mirage Overpass	IV	IV	STP-MAG	0.000	21.999	21.999	31.428
Northern Pkwy: Agua Fria to 111th	IV	IV	STP-MAG	0.000	2.713	2.713	3.876
Northern Pkwy: 111th to 107th	IV	IV	STP-MAG	0.000	14.740	14.740	21.057
Northern Pkwy: 107th to 99th	IV	IV	STP-MAG	0.000	21.119	21.119	30.171
Northern Pkwy: Loop 101 to 91st	IV	IV	STP-MAG	0.000	3.447	3.447	4.924
Northern Pkwy: 91st to Grand Intersection Improvements	IV	IV	CMAQ	0.000	5.866	5.866	8.381
Northern Pkwy: ROW Protection	n/a	IV	STP-MAG	0.000	2.567	2.567	3.667
Northern Pkwy: Ultimate Construction	IV	IV	STP-MAG	0.000	6.147	6.147	9.013
MESA							
Baseline Rd: Power Rd to Meridian Rd				0.000	17.796	17.796	25.501
Baseline Rd: Power Rd to Ellsworth Rd	III	IV	RARF	0.000	8.708	8.708	12.512
Baseline Rd: Ellsworth Rd to Meridian Rd	III	IV	RARF	0.000	9.089	9.089	12.989

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2010\$)	Total Reimb. (YOE\$, 2010\$)	Total Cost (YOE\$, 2010\$)
	Const. Complete	Program Reimb.					
Broadway Rd: Dobson to Country Club	II	I, II	RARF	0.082	7.299	7.381	19.332
Country Club/University: Intersection Improvements	II	III	RARF	0.000	2.784	2.784	8.887
Country Club/Brown: Intersection Improvements	III	IV	RARF	0.000	2.784	2.784	5.033
Crismon Rd: Broadway Rd to Germann Rd				0.000	36.561	36.561	52.289
Crismon Rd: Broadway Rd to Guadalupe Rd	III	IV	RARF	0.000	12.456	12.456	17.809
Crismon Rd: Guadalupe Rd to Ray Rd	IV	IV	STP-MAG	0.000	12.090	12.090	17.272
Crismon Rd: Ray Rd to Germann Rd	III	IV	STP-MAG	0.000	12.016	12.016	17.209
Dobson Rd/Guadalupe Rd: Intersection Improvements	I	I	RARF	0.707	2.063	2.770	4.274
Dobson Rd/University Dr: Intersection Improvements	II	III	RARF	0.000	2.784	2.784	6.988
Elliot Rd: Power Rd to Meridian Rd				0.000	18.038	18.038	25.770
Elliot Rd: Power Rd to Ellsworth Rd	IV	IV	STP-MAG	0.000	8.950	8.950	12.785
Elliot Rd: Ellsworth Rd to Meridian	IV	IV	STP-MAG	0.000	9.089	9.089	12.985
Germann Rd: Ellsworth Rd to Signal Butte Rd	IV	IV	STP-MAG	0.000	12.470	12.470	17.822
Gilbert Rd/University Dr: Intersection Improvements	I	I	RARF	2.741	0.000	2.741	11.765
Greenfield Rd: University Rd to Baseline Rd				2.367	8.356	10.723	19.317
Greenfield Rd: Baseline Rd to Southern Ave	I	I	RARF	2.367	2.810	5.176	8.296
Greenfield Rd: Southern Ave to University Rd	III	II, III	RARF/ STP-MAG	0.000	5.546	5.546	11.021
Guadalupe Rd: Power Rd to Meridian Rd				0.000	23.002	23.002	38.544
Guadalupe Rd: Power Rd to Hawes Rd	III	III, IV	RARF	0.000	7.830	7.830	15.037
Guadalupe Rd: Hawes Rd to Crimson Rd	III	III	STP-MAG	0.000	7.830	7.830	13.017
Guadalupe Rd: Crimson Rd to Meridian Rd	III	III	STP-MAG	0.000	7.343	7.343	10.490
Hawes Rd: Broadway Rd to Ray Rd				0.000	20.702	20.702	29.997
Hawes Rd: Broadway Rd to US60	IV	IV	STP-MAG	0.000	7.131	7.131	10.187
Hawes Rd: Baseline Rd to Elliot Rd	IV	IV	STP-MAG	0.000	6.922	6.922	9.889
Hawes Rd: Elliot Rd to Santan Freeway	IV	IV	STP-MAG	0.000	4.296	4.296	6.138
Hawes Rd: Santan Freeway to Ray Rd	II	IV	RARF	0.000	2.353	2.353	3.784
Higley Rd Parkway: US 60 to SR-202L				0.000	16.707	16.707	23.867
Higley Pkwy: SR202L to Brown Rd	III	III	STP-MAG	0.000	8.353	8.353	11.934
Higley Pkwy: Brown Rd to US-60	III	III	STP-MAG	0.000	8.353	8.353	11.933
Higley Rd Parkway: US 60 to SR 202L Grade Separations	III	III	RARF	0.000	27.724	27.724	39.606
Lindsay Rd/Brown Rd: Intersection Improvements	III	II, III	RARF	0.000	2.784	2.784	4.049
McKellips Rd: East of Sossaman to Meridian				0.000	19.854	19.854	28.364
McKellips Rd: E. of Sossaman to Crismon	III	IV	RARF	0.000	11.969	11.969	17.100
McKellips Rd: Crismon Rd to Meridian Rd	III	V	RARF	0.000	7.885	7.885	11.264
McKellips Rd: Gilbert Rd to Power Rd				0.162	21.501	21.663	34.163
McKellips Rd/Lindsay Rd: Intersection Improvements	III	I, III	RARF	0.043	6.299	6.341	10.462
McKellips Rd/Greenfield Rd: Intersection Improvements	III	I, III	RARF/ STP-MAG	0.040	2.869	2.909	5.058

Project Location	Phase		Fund Type	Reimb. To Date (YOES)	Future Reimb. (2010\$)	Total Reimb. (YOES, 2010\$)	Total Cost (YOES, 2010\$)
	Const. Complete	Program Reimb.					
McKellips Rd/Higley Rd: Intersection Improvements	III	I, III	RARF/ CMAQ	0.040	2.869	2.909	5.065
McKellips Rd/Power Rd: Intersection Improvements	III	III	CMAQ	0.000	3.298	3.298	4.711
McKellips Rd/Recker Rd: Intersection Improvements	III	III	CMAQ	0.000	3.297	3.297	4.710
McKellips Rd/Val Vista Dr: Intersection Improvements	III	I, III	RARF / STP-MAG	0.040	2.869	2.909	4.157
Meridian Rd: Baseline Rd to Germann Rd				0.000	29.176	29.176	41.683
Meridian Rd: Baseline Rd to Ray Rd	III	III	RARF	0.000	16.779	16.779	23.973
Meridian Rd: Ray Rd to Germann Rd	III	III	RARF	0.000	12.397	12.397	17.710
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd				0.312	9.003	9.316	39.118
Mesa Dr: US60 to Southern Ave	II	I, II	RARF	0.257	8.199	8.456	13.704
Mesa Dr/Broadway Rd: Intersection Improvements	II	I, II	RARF	0.056	0.804	0.860	25.414
Pecos Rd: Ellsworth Rd to Meridian Rd	III	III	RARF	0.000	12.591	12.591	19.246
Ray Rd: Sossaman Rd to Meridian Rd				0.000	25.060	25.060	37.039
Ray Rd: Sossaman Rd to Ellsworth Rd	II	IV	RARF	0.000	3.799	3.799	9.489
Ray Rd: Ellsworth Rd to Meridian Rd	IV	IV	STP-MAG	0.000	21.262	21.262	27.550
Signal Butte Rd: Broadway to Pecos Rd				0.000	32.929	32.929	47.044
Signal Butte Rd: Broadway Rd to Elliot Rd	IV	IV	STP-MAG	0.000	16.780	16.780	23.972
Signal Butte Rd: Elliot Rd to Pecos Rd	IV	IV	STP-MAG	0.000	16.150	16.150	23.072
Southern Ave: Country Club Dr to Recker Rd				0.168	30.455	30.623	50.350
Southern/Country Club Dr: Intersection Improvements	II	II	RARF	0.000	4.861	4.861	8.380
Southern Ave/Stapley Dr: Intersection Improvements	II	I, II	RARF	0.168	12.560	12.728	21.917
Southern Ave/Lindsay Rd: Intersection Improvements	II	II	RARF	0.000	4.779	4.779	8.258
Southern Ave/Higley Rd: Intersection Improvements	II	II	RARF	0.000	8.255	8.255	11.796
Southern Ave: Sossaman to Meridian				0.000	18.038	18.038	25.770
Southern Ave: Sossaman Rd to Crismon Rd	IV	IV	STP-MAG	0.000	10.908	10.908	15.584
Southern Ave: Crismon Rd to Meridian Rd	IV	IV	STP-MAG	0.000	7.130	7.130	10.186
Stapley Dr/University Dr: Intersection Improvements	II	III	CMAQ	0.000	2.784	2.784	13.458
Thomas Rd: Gilbert Rd to Val Vista Dr	IV	IV	STP-MAG	0.000	5.569	5.569	8.035
University Dr: Val Vista Dr to Hawes Rd				0.000	21.670	21.670	30.962
University Dr: Val Vista Dr to Higley Rd	IV	IV	STP-MAG	0.000	10.906	10.906	15.585
University Dr: Higley Rd to Hawes Rd	IV	IV	STP-MAG	0.000	10.764	10.764	15.377
Val Vista Dr: University Dr to Baseline				0.000	11.017	11.017	16.867
Val Vista Dr: Baseline Rd to Southern Ave	II	IV	RARF	0.000	5.563	5.563	9.075
Val Vista Dr: Southern Ave to University Dr	III	IV	RARF	0.000	5.454	5.454	7.792

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2010\$)	Total Reimb. (YOE\$, 2010\$)	Total Cost (YOE\$, 2010\$)
	Const. Complete	Program Reimb.					
PEORIA							
Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy				16.976	6.003	22.978	41.621
Beardsley Connection: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	I	I	STP-MAG	6.125	0.000	6.125	8.473
Loop 101 (Agua Fria Fwy) at Beardsley Rd/Union Hills Dr	I	I	STP-MAG	10.851	0.000	10.851	19.151
83rd Avenue: Butler Rd to Mountain View	II	I, II	RARF	0.000	4.118	4.118	6.225
75th Ave at Thunderbird Rd: Intersection Improvement	II	I, II	RARF	0.000	1.884	1.884	7.771
Happy Valley Rd: L303 to 67th Avenue				0.000	20.581	20.581	50.078
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	III	IV	RARF	0.000	0.000	0.000	0.000
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	I	II	RARF	0.000	20.581	20.581	50.078
Lake Pleasant Pkwy: Union Hills to SR74				29.034	24.744	53.779	85.321
Lake Pleasant Pkwy: Dynamite Blvd to CAP	II	I, II, IV	RARF/ STP-MAG	1.907	22.327	24.234	43.114
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	I	I	RARF	27.127	0.000	27.127	38.753
Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	IV	V	RARF	0.000	2.418	2.418	3.454
PHOENIX							
Avendia Rio Salado: 51st Ave. to 7th St.	II	II	STP-MAG	0.000	44.430	44.430	70.786
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	II	II	STP-MAG	0.000	22.397	22.397	32.036
Happy Valley Rd:67th Avenue to I-17				0.000	16.465	16.465	37.993
Happy Valley: I-17 to 35th Ave	I	IV	RARF	0.000	5.218	5.218	7.454
Happy Valley: 35th Ave to 43rd Ave	III	IV	RARF	0.000	4.237	4.237	12.069
Happy Valley: 43rd Ave to 55th Ave	III	IV	RARF	0.000	4.181	4.181	9.508
Happy Valley: 55th Ave to 67th Ave	III	IV, V	RARF	0.000	2.828	2.828	8.962
Sonoran Blvd: 15th Avenue to Cave Creek	II	II	RARF	0.000	32.445	32.445	60.182
SCOTTSDALE/CAREFREE							
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek Rd				16.891	79.527	96.417	140.911
SCOTTSDALE Pima Rd: Thompson Peak Pkwy to Pinnacle Peak	II	I, II	RARF	3.251	20.544	23.795	33.993
SCOTTSDALE Pima Rd/Happy Valley Intersection Improvement	I	n/a	RARF	0.000	0.000	0.000	1.599
SCOTTSDALE Pima Rd: Pinnacle Peak to Happy Valley Rd	II	II	RARF	0.000	15.896	15.896	22.709
SCOTTSDALE Pima Rd: Dynamite Blvd to Stagecoach Rd	III	III	RARF	0.000	37.669	37.669	54.945
CAREFREE Pima Rd: Stagecoach Rd to Cave Creek	III	III	RARF	0.000	5.417	5.417	7.739
SCOTTSDALE Pima Rd: SR101L to Thompson Peak Pkwy	I	I	RARF	13.639	0.000	13.639	19.926
SCOTTSDALE							
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	III	III	RARF	0.000	9.322	9.322	14.260
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd				3.745	16.097	19.842	24.018
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	I	I	RARF	3.745	0.000	3.745	5.350
SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	II	III, IV	RARF	0.000	16.097	16.097	18.668
Miller Rd/SR-101L Underpass	III	III	STP-MAG	0.000	13.922	13.922	19.889
Pima Rd: Happy Valley Rd to Dynamite Blvd	III	III	STP-MAG	0.000	23.607	23.607	33.725

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2010\$)	Total Reimb. (YOE\$, 2010\$)	Total Cost (YOE\$, 2010\$)
	Const. Complete	Program Reimb.					
Pima Rd: McKellips Rd to Via Linda				0.000	30.294	30.294	49.080
Pima Rd: Via Linda to Via De Ventura	II	II	RARF	0.000	1.331	1.331	2.341
Pima Rd: Via De Ventura to Krail	II	II	RARF	0.000	7.467	7.467	10.670
Pima Rd: Thomas Rd to McDowell Rd	II	II	RARF	0.000	6.044	6.044	8.641
Pima Rd: Krail to Chaparral	II	II	RARF	0.000	9.407	9.407	16.453
Pima Rd: Chaparral Rd to Thomas Rd	II	II	RARF	0.000	6.044	6.044	10.976
Scottsdale Airpark Area Capacity Improvements				0.000	72.983	72.983	104.261
Frank Lloyd Wright -Loop 101 Traffic Interchange	II	III	RARF	0.000	3.954	3.954	5.648
Raintree -Loop 101 Traffic Interchange	II	II	RARF	0.000	1.168	1.168	1.668
Northsight Blvd: Hayden to Frank Lloyd Wright	II	II	RARF	0.000	6.957	6.957	9.939
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	II	III	RARF	0.000	0.977	0.977	1.396
Redfield Rd: Scottsdale Rd to Hayden	II	II, III	RARF	0.000	2.456	2.456	3.509
Thunderbird-Raintree Loop	III	II, III	RARF	0.000	20.596	20.596	29.422
Raintree Drive: Loop 101 to Hayden	IV	IV	STP-MAG	0.000	17.715	17.715	25.307
Hayden Rd: Redfield to Raintree	IV	IV	STP-MAG	0.000	4.819	4.819	6.884
CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	III	III	RARF	0.000	2.753	2.753	3.933
Hayden Rd - Loop 101 Interchange Improvements	IV	IV	STP-MAG	0.000	11.588	11.588	16.555
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd				0.000	13.317	13.317	54.323
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	II	II	RARF	0.000	11.528	11.528	16.514
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	II	II	RARF	0.000	1.789	1.789	37.809
Scottsdale Rd: Jomax Rd to Carefree Hwy				0.000	28.329	28.329	51.027
Scottsdale Rd: Jomax Rd to Dixileta Dr	III	III	STP-MAG	0.000	9.443	9.443	17.975
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	III	III	STP-MAG	0.000	9.443	9.443	16.526
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	III	III	STP-MAG	0.000	9.443	9.443	16.526
Shea Blvd: SR-101L to SR-87				4.839	18.173	23.012	32.876
Shea Blvd at 90th/92nd/96th: Intersection Improvements	I	I	RARF	4.056	0.000	4.056	5.794
Shea Auxiliary Lane from 90th St to Loop 101	IV	IV, V	RARF	0.000	6.353	6.353	9.075
Shea Blvd at Via Linda (Phase1): Intersection Improvements	I	I	RARF	0.621	0.000	0.621	0.888
Shea Blvd at Via Linda (Phase 2): Intersection Improvements	III	IV	RARF	0.000	2.074	2.074	2.962
Shea Blvd at 120/124th St: Intersection Improvements	I	IV, V	RARF	0.000	1.391	1.391	1.988
Shea Blvd at Mayo/134th St: Intersection Improvements		I	RARF	0.162	0.000	0.162	0.231
Shea Blvd: SR-101L to 96th St: ITS Improvements	I	IV	RARF	0.000	0.381	0.381	0.545
Shea Blvd: 96th St to 144th St: ITS Improvements	II	IV	RARF	0.000	2.347	2.347	3.352
Shea Blvd at Loop 101: Intersection Improvements	III	IV	RARF	0.000	3.667	3.667	5.238

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2010\$)	Total Reimb. (YOE\$, 2010\$)	Total Cost (YOE\$, 2010\$)
	Const. Complete	Program Reimb.					
Shea Blvd at 110th St: Intersection Improvements	III	IV	RARF	0.000	0.264	0.264	0.377
Shea Blvd at 114th St: Intersection Improvements	III	IV	RARF	0.000	0.264	0.264	0.377
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	II	IV	RARF	0.000	0.660	0.660	0.943
Shea Blvd at 115th St: Intersection Improvements	III	IV	RARF	0.000	0.110	0.110	0.158
Shea Blvd at 125th St: Intersection Improvements	III	IV	RARF	0.000	0.377	0.377	0.540
Shea Blvd at 135th St: Intersection Improvements	III	IV	RARF	0.000	0.110	0.110	0.158
Shea Blvd at 136th St: Intersection Improvements	III	IV	RARF	0.000	0.176	0.176	0.251
Legacy Dr: Hayden Rd to 88th Street	IV	IV	STP-MAG	0.000	13.559	13.559	21.357

<u>Totals (in millions)</u>	
Reimbursed to Date (YOE \$'s)	\$159
Future Reimbursements (2010 \$'s)	\$1,541
Total Reimbursed (YOE \$'s & 2010 \$'s)	\$1,700
Total Cost (YOE \$'s & 2010 \$'s)	\$2,889

Appendix C
Public Transit Program

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONAL BUS OPERATING COSTS
(Millions of YOE & 2010 \$'s)

	Route	Implementation Phase	Operating Cost		Total
			2006-2010	2011-2031	
Freeway Express/BRT					
	Express Route 573	I	2.6	18.0	20.6
	Express Route 572	I	2.8	9.8	12.6
	Express Route 511	I	0.9	6.3	7.2
	Main Street LINK	I	2.9	43.1	46.0
	Express Route 562	I	0.3	3.5	3.9
	Express Route 535	I	0.4	4.9	5.4
	Express Route 536	I	0.2	0.0	0.2
	Express Route 575	I	0.7	6.8	7.5
	Express Route 576	I	0.7	0.0	0.7
	I-10 West RAPID	I	1.5	0.0	1.5
	Apache Junction Express	V	0.0	2.0	2.0
	Arizona Avenue LINK	II	0.0	16.8	16.8
	Buckeye Express	II	0.0	7.1	7.1
	Superstition Freeway Connector	V	0.0	0.7	0.7
	Grand Avenue Limited	II	0.0	7.7	7.7
	Pima Express	V	0.0	1.7	1.7
	Peoria Express	V	0.0	1.2	1.2
	Scottsdale/Rural LINK	III & V	0.0	9.2	9.2
	S. Central Express	II	0.0	10.4	10.4
	Black Canyon Freeway Connector	V	0.0	0.3	0.3
	I-17 RAPID	I	4.6	0.0	4.6
	South Central Avenue LINK	V	0.0	0.8	0.8
	Ahwatukee Connector	V	0.0	0.2	0.2
	Anthem Express	V	0.0	0.5	0.5
	Santan Express	V	0.0	0.7	0.7
	Red Mountain Freeway Connector	V	0.0	0.3	0.3
	Superstition Springs Express	V	0.0	0.5	0.5
	Avondale Express	III	0.0	3.0	3.0
	North I-17 Express	V	0.0	0.5	0.5
	Loop 303 Express	V	0.0	0.7	0.7
	SR 51 RAPID	I	2.8	1.2	4.0
	I-10 East RAPID	I	3.5	0.0	3.5
	Chandler Boulevard LINK	NA	0.0	0.0	0.0
Sub-total			23.9	158.0	181.8
Supergrid Route					
	Scottsdale Road	I	25.2	139.3	164.5
	Chandler Boulevard	I	12.0	103.9	115.9
	Glendale Avenue	I	18.6	123.2	141.8
	Main Street	I	3.1	45.5	48.6
	Arizona Avenue/Country Club	II	0.0	43.9	43.9
	Gilbert Road	I	1.1	31.5	32.6
	Baseline Road	II	0.0	48.7	48.7
	Southern Avenue	I	9.7	107.9	117.7
	Dobson Road	I	4.7	48.4	53.1
	Camelback Road	IV	0.0	32.7	32.7

	Route	Implementation Phase	Operating Cost		Total
			2006-2010	2011-2031	
	Alma School Rd.	III	0.0	18.5	18.5
	Elliot Road	II	0.0	29.9	29.9
	University Drive	III	0.0	59.0	59.0
	Dysart Road	V	0.0	2.8	2.8
	Hayden/McClintock	IV	0.0	44.2	44.2
	59th Avenue	II	0.0	32.3	32.3
	Broadway Avenue	III	0.0	57.8	57.8
	Power Road	II	0.0	32.0	32.0
	Ray Road	IV	0.0	8.0	8.0
	Tatum Boulevard/44th Street	V	0.0	2.9	2.9
	McDowell/McKellips Road	II	0.0	99.1	99.1
	Peoria/Shea Avenue	V	0.0	17.2	17.2
	Van Buren	IV	0.0	44.9	44.9
	Bell Road	IV	0.0	52.2	52.2
	Waddell Road/Thunderbird	IV	0.0	29.6	29.6
	99th Avenue	V	0.0	1.0	1.0
	Buckeye Road	V	0.0	1.7	1.7
	Dunlap/Olive Avenue	V	0.0	2.1	2.1
	Indian School Road	V	0.0	4.5	4.5
	Queen Creek Road	V	0.0	0.3	0.3
	Thomas Road	V	0.0	4.0	4.0
	Litchfield Road	NA	0.0	0.0	0.0
	83rd Avenue/75th Avenue	IV	0.0	14.6	14.6
	Greenfield Road	IV	0.0	9.7	9.7
Sub-total			74.5	1,293.3	1,367.9
Rural Service					
	Gila Bend connector	I	1.8	15.6	17.3
	Wickenburg connector	I	1.1	6.1	7.2
Sub-total			2.8	21.7	24.6
RPTA Funded Service That Predates RTP					
	Local Bus Service	I	24.1	48.5	72.6
	Express Bus Service	I	21.7	86.5	108.3
	SCAT	I	0.4	1.3	1.7
Sub-total			46.2	136.4	182.6
Other Services					
	ADA Complementary Paratransit	I	32.6	555.8	588.4
	Regional Customer Services	I	32.5	149.7	182.3
	RPTA Planning and Administration	I	21.4	88.8	110.3
	Safety and Security Programs	I	1.5	24.3	25.7
	Operating Contingency	I	1.0	11.4	12.4
Sub-total			89.0	830.0	919.1
Total			236.5	2,439.4	2,675.9

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONAL BUS CAPITAL COSTS
(Millions of YOE & 2010 \$'s)

	Facility	Const./Acquisition Phase	Capital Cost		Total
			2006-2010	2011-2031	
Fleet					
	Fixed Route Buses	All	147.1	768.4	915.5
	Rural Routes	All	0.5	3.3	3.8
	Paratransit	All	17.3	87.8	105.1
	Van Pool	All	9.9	43.8	53.7
<i>Sub-total</i>			174.8	903.3	1,078.0
Capital Facilities					
Park and Rides					
	East Buckeye	II	2.1	3.1	5.2
	Chandler	I	4.6	0.0	4.6
	Val Vista/202	V	0.0	5.2	5.2
	Glendale Arrowhead	II	0.0	23.5	23.5
	Country Club	I	9.4	0.0	9.4
	Peoria Grand	III	0.0	5.2	5.2
	Desert Sky	II	0.0	14.3	14.3
	Laveen/59th Ave	III	0.0	5.2	5.2
	Elliot/I-10	V	0.0	5.2	5.2
	Camelback/101	V	0.0	5.2	5.2
	Happy Valley-I-17	II	5.5	0.0	5.5
	Scottsdale/Loop 101	II	5.0	0.0	5.0
	Grand/Surprise	II	4.5	0.0	4.5
Total Park and Rides			31.1	67.1	98.2
Transit Centers					
	Downtown Chandler 4-bay	V	0.0	2.2	2.2
	South Chandler 4-bay	V	0.0	2.2	2.2
	Glendale/Grand 4-bay	V	0.0	2.2	2.2
	Arrowhead 6-bay	II	0.0	3.2	3.2
	Mesa Downtown 6-bay	III	0.0	3.2	3.2
	Peoria 4-bay	II	0.0	2.2	2.2
	19thAveCamelback 6-bay	V	0.0	3.2	3.2
	44th Cactus 6-bay	V	0.0	3.2	3.2
	Central Station Rehab	II	4.9	0.0	4.9
	Metrocenter TC Rehab	V	0.0	7.7	7.7
	Scottsdale 4-bay	V	0.0	2.2	2.2
	South Tempe 4-bay	V	0.0	2.2	2.2
	College/ASU Expansion/Rehab	V	0.0	7.7	7.7
Total Transit Centers			4.9	41.5	46.3
Operations and Maintenance Facilities					
	Paratransit EVDAR	V	0.0	11.0	11.0
	Mesa Purchase	I	9.9	0.0	9.9

	Facility	Const./Acquisition Phase	Capital Cost		Total
			2006-2010	2011-2031	
	Rehab Mesa	V	0.0	11.3	11.3
	Phoenix West	I	43.6	0.0	43.6
	Phoenix Heavy	NA	0.0	0.0	0.0
	Rehab Phx-South	V	0.0	11.3	11.3
	Paratransit Phoenix	V	0.0	11.0	11.0
	Tempe	I	43.6	0.0	43.6
	Fixed Route (New)	NA	0.0	0.0	0.0
	Rural Facility	NA	0.0	0.0	0.0
	Vanpool	NA	0.0	0.0	0.0
	Total O & M Facilities		97.2	44.8	142.0
	BRT Right-of-Way Improvements				
	Main Street	I	15.2	0.0	15.2
	Arizona Avenue	II	12.0	12.1	24.1
	Scottsdale/Rural Roads	III	0.0	37.5	37.5
	South Central Avenue	V	0.0	19.3	19.3
	Chandler Boulevard	NA	0.0	0.0	0.0
	Total BRT ROW Improvements		27.2	68.9	96.0
	Other Capital Improvements				
	Bus Stop Improvements	I	5.8	0.0	5.8
	Vehicle Upgrades	II	6.6	17.8	24.4
	Total Other Capital		12.5	17.8	30.2
	Contingency for Capital Projects	All	2.5	37.2	39.7
	TOTAL		350.0	1,180.5	1,530.6

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
HIGH CAPACITY TRANSIT/LIGHT RAIL TRANSIT OPERATING COSTS

(Millions of YOE & 2010 \$'s)

	Route	Implementation Phase	Operating Cost		Total
			2006-2010	2011-2031	
LRT Segments					
	NW Extension - Phase One (1)	IV		29.0	29.0
	Central Mesa (2)	II		54.0	54.0
	Tempe South (2)	II		26.9	26.9
	Glendale (3)	IV		27.4	27.4
	NW Extension - Phase Two (3)	IV		7.7	7.7
	Phoenix West (4)	III		126.0	126.0
	NE Phoenix (5)	V		0.0	0.0
	CP/EV	I	49.5	708.4	757.9
TOTAL			49.5	979.4	1,028.9

(1) Target opening - December 2023.

(2) Target opening - December 2016.

(3) Target opening - December 2026

(4) Target opening - December 2022

(5) Target opening - December 2031

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
HIGH CAPACITY TRANSIT/LIGHT RAIL TRANSIT CAPITAL COSTS

(Millions of YOE & 2010 \$'s)

	Route	Implementation Phase	Capital Cost		Total
			2006-2010	2011-2031	
LRT Segments					
	NW Extension - Phase One (1)	IV	85.2	204.4	289.6
	Central Mesa (2)	II	5.4	210.8	216.2
	Tempe South (2)	II	4.0	136.8	140.7
	Glendale (3)	IV	0.0	358.6	358.6
	NW Extension - Phase Two (3)	IV	0.0	100.1	100.1
	Phoenix West (4)	III	17.7	765.8	783.5
	NE Phoenix (5)	V	0.0	697.0	697.0
	CP/EV	I			0.0
Sub-total			112.3	2,473.5	2,585.8
LRT Systemwide Support					
	CP/EV Regional Reimbursements	I-II	151.0	47.8	198.8
	Systemwide Support Infrastructure	I-V	0.6	443.7	444.3
	Design Standards and System Planning	I-V	3.6	3.2	6.8
	Capital Project Development Admin,	I-V	1.1	31.5	32.6
	Utility Reimbursements	I-V	80.6	119.6	200.1
Sub-total			236.9	645.7	882.6
TOTAL			349.2	3,119.2	3,468.4

(1) Target opening - December 2023.

(2) Target opening - December 2016.

(3) Target opening - December 2026

(4) Target opening - December 2022

(5) Target opening - December 2031