



2010 UPDATE



REGIONAL TRANSPORTATION PLAN Executive Summary



RTP

JULY
2010



REGIONAL TRANSPORTATION PLAN
2010 UPDATE – EXECUTIVE SUMMARY

JULY 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.

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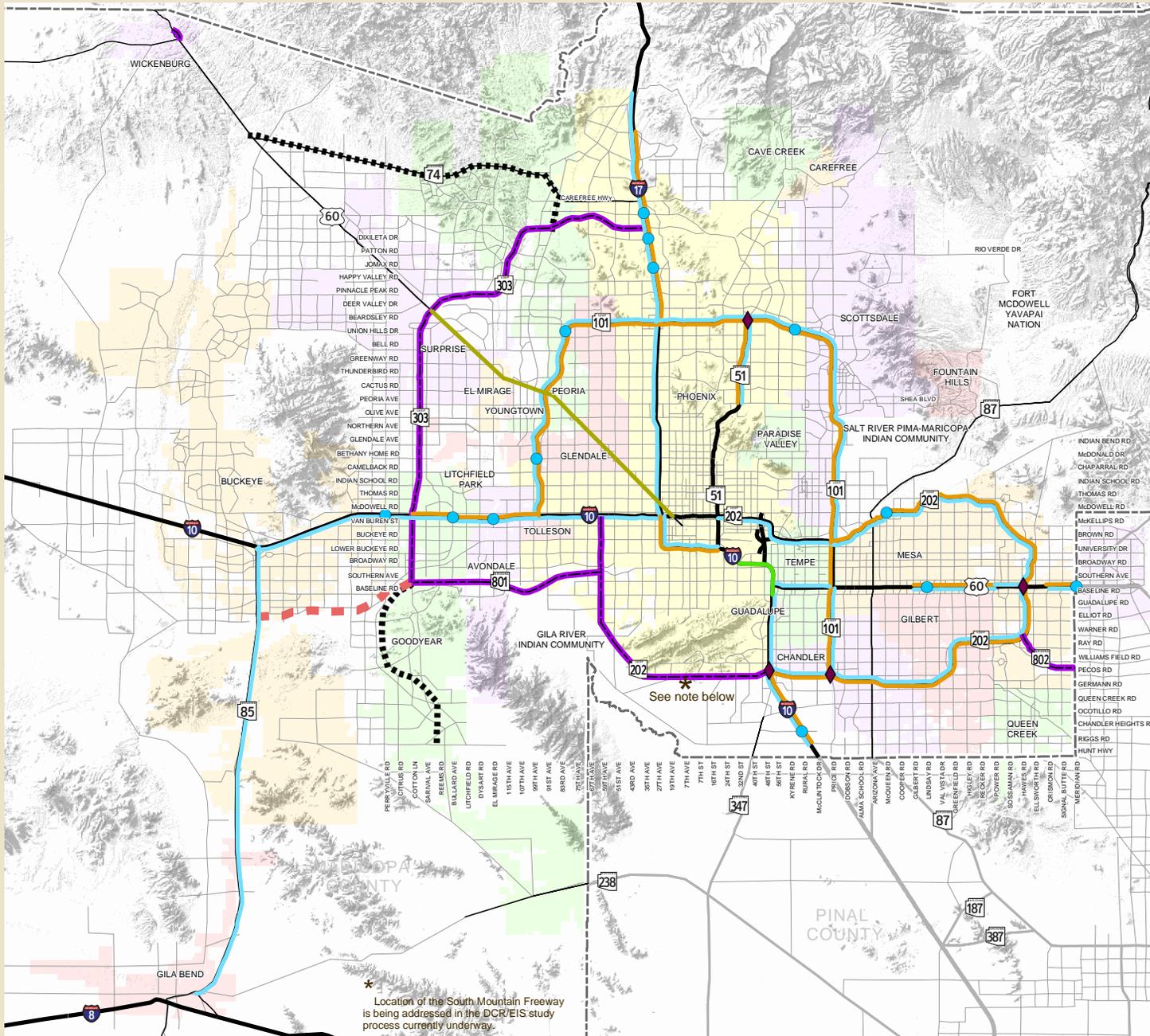
Fig. ES-1



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.



* 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.



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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; \$207 million 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 \$24.2 billion, which includes regional and local/other funding sources. Estimated future costs for arterial streets also total approximately \$24.2 billion.

2010 Update Regional Transportation Plan Executive Summary

Fig. ES-2



Planned Arterial Street Improvements

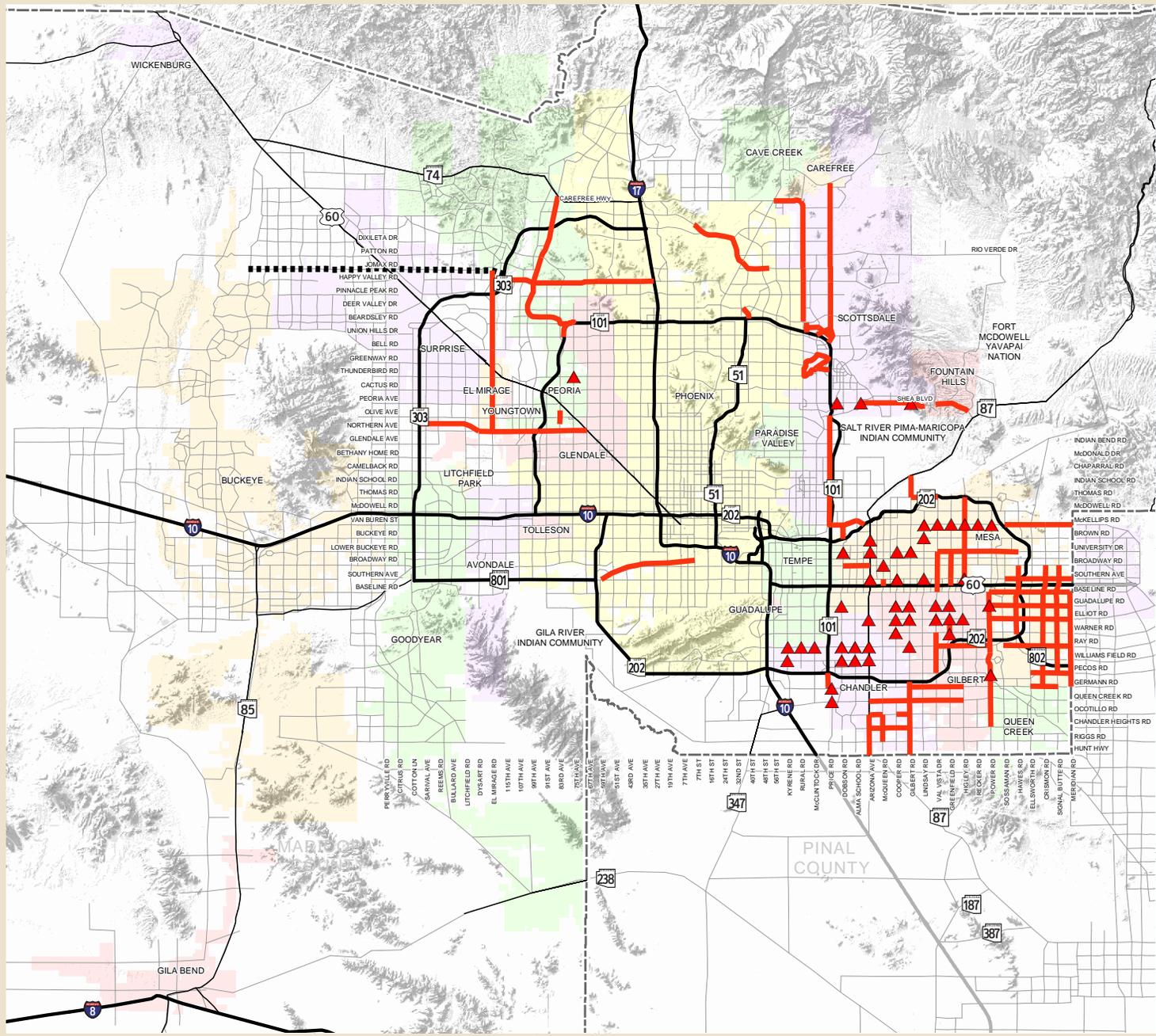
- Improved Intersections
- New/Improved Arterials
- Right of Way Preservation
- Freeways
- Highways
- Other Roads
- County Boundary

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.

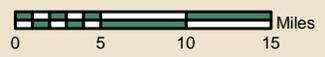
Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



MARICOPA COUNTY



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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.)	3,400.0
Total Local/Other Funds	20,709.2
Bond Proceeds (Regional Funding)	331.5
Beginning Balance (Regional Funding)	105.5
Allowance for Debt Service (Regional Funding)	(367.4)
Total Funding	24,204.6
EXPENDITURES (Year of Expenditure \$'s in Millions)	
	Totals
Regionally Funded Projects	
Capacity/Intersection Improvements (ALCP)	1,975.5
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	1,144.0
Total Regionally Funded Projects	3,425.8
Local/Other Funded Projects	
Match for Regionally Funded Projects	1,880.7
Future Arterial Grid Extensions, Widenings and Improvements	9,841.4
System Operation, Maintenance and Preservation	9,055.6
Total Local/Other Funded Projects	20,777.7
Total Expenditures	24,203.5

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 was completed in December 2008. Half-cent sales tax money from Proposition 400 was not utilized to pay for major construction, and will not be used for operation of the MOS. However, half-cent revenues were utilized to fund MOS support infrastructure development, including the construction of park-and-ride lots and bridges, the relocation of utilities, and the purchase of LRT vehicles.
- **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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Fig. ES-3

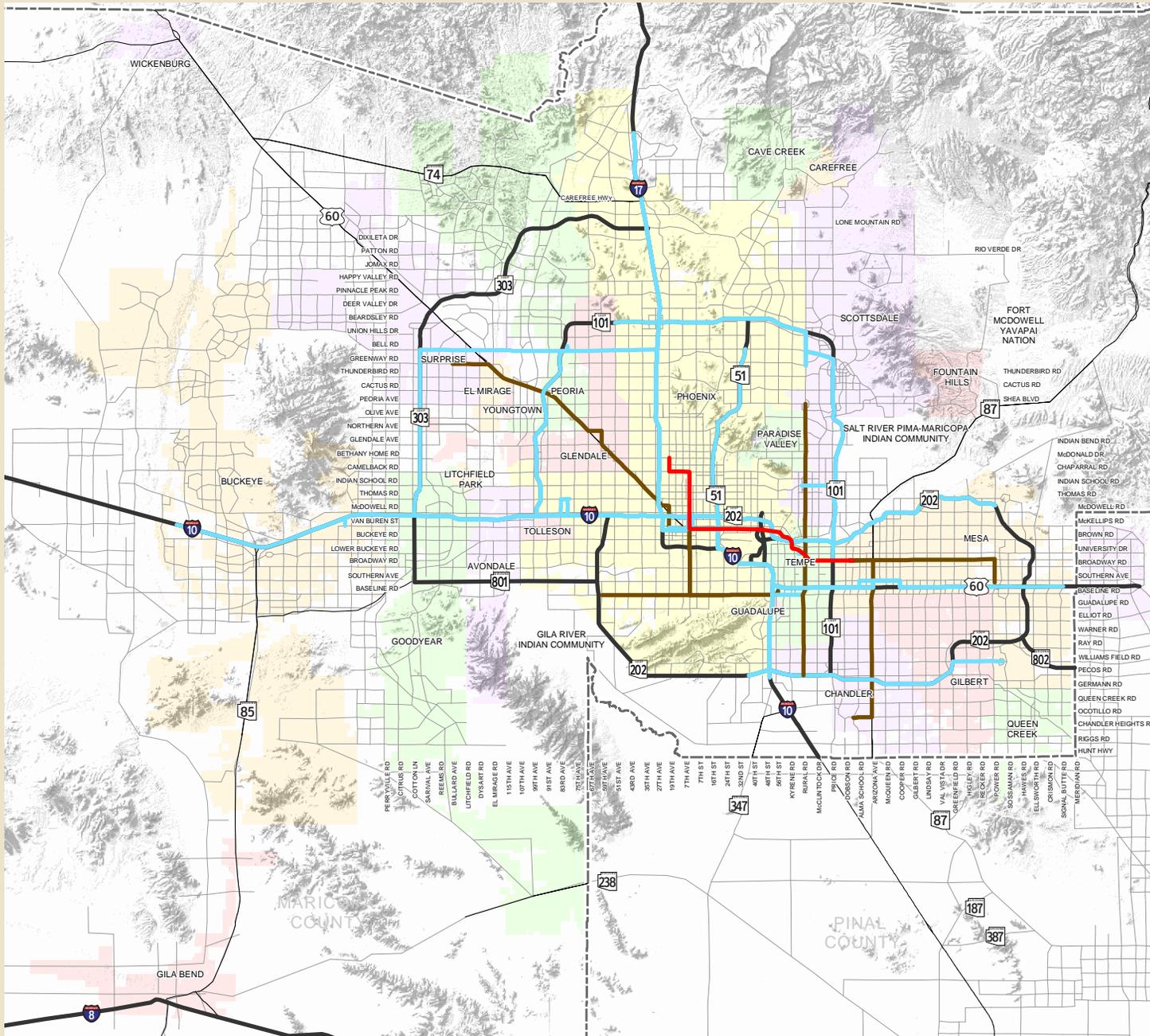


Planned Bus Rapid Transit (BRT) System

- Completed Minimum Operating LRT
- Arterial BRT Routes
- Freeway BRT 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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Fig. ES-4

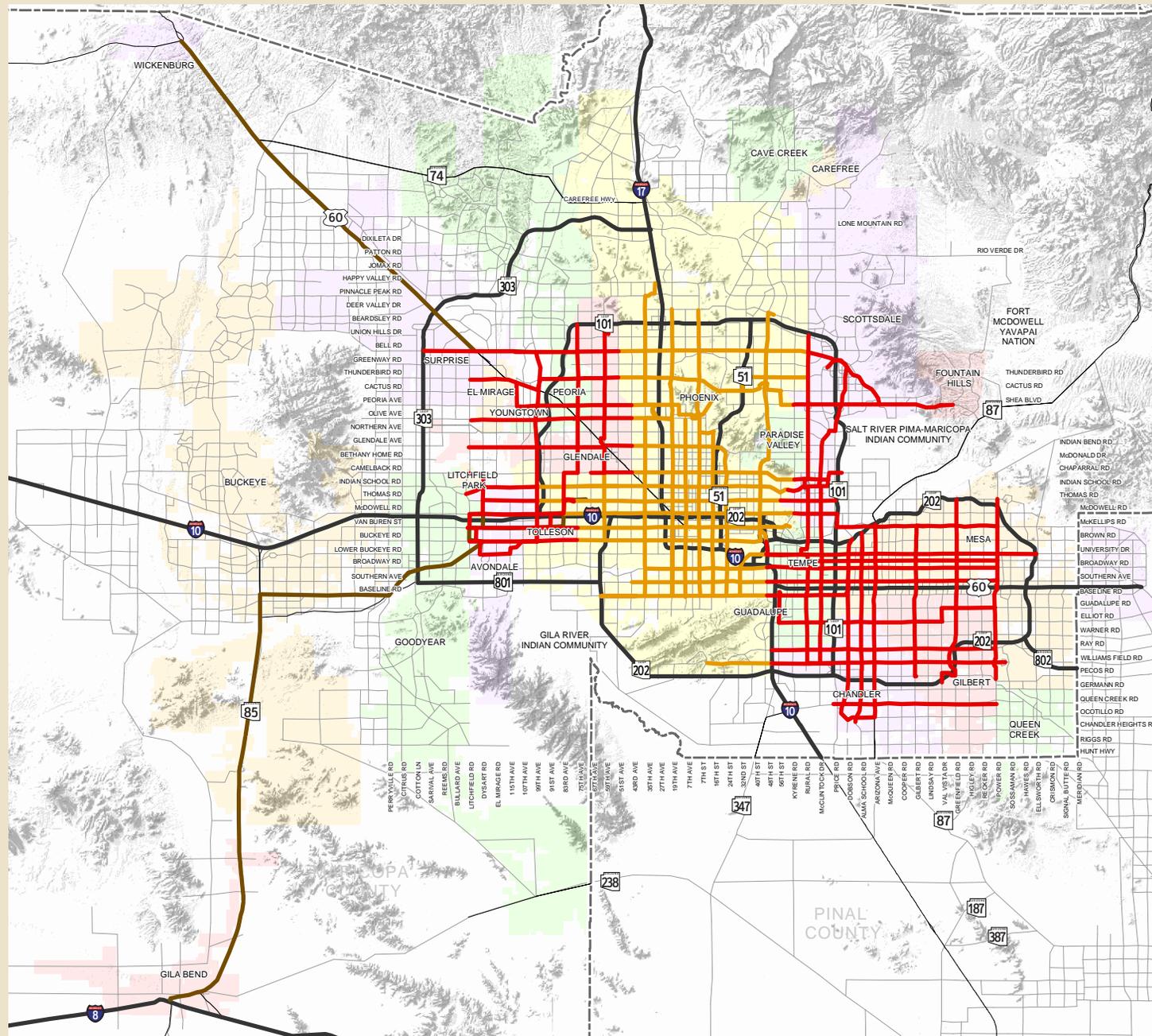


Planned Regional Super Grid Bus System

- 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 Northwest Extension and the Central Mesa Extension have been designated as LRT, and the Tempe South Extension has been designated as a modern streetcar, through an FTA Alternatives Analysis (AA). 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 (\$7.6 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 \$16.5 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 \$16.0 billion. This includes \$10.9 billion for bus capital and operating (including vanpool, dial-a-ride and rideshare); and \$5.1 billion for light rail

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Fig. ES-5

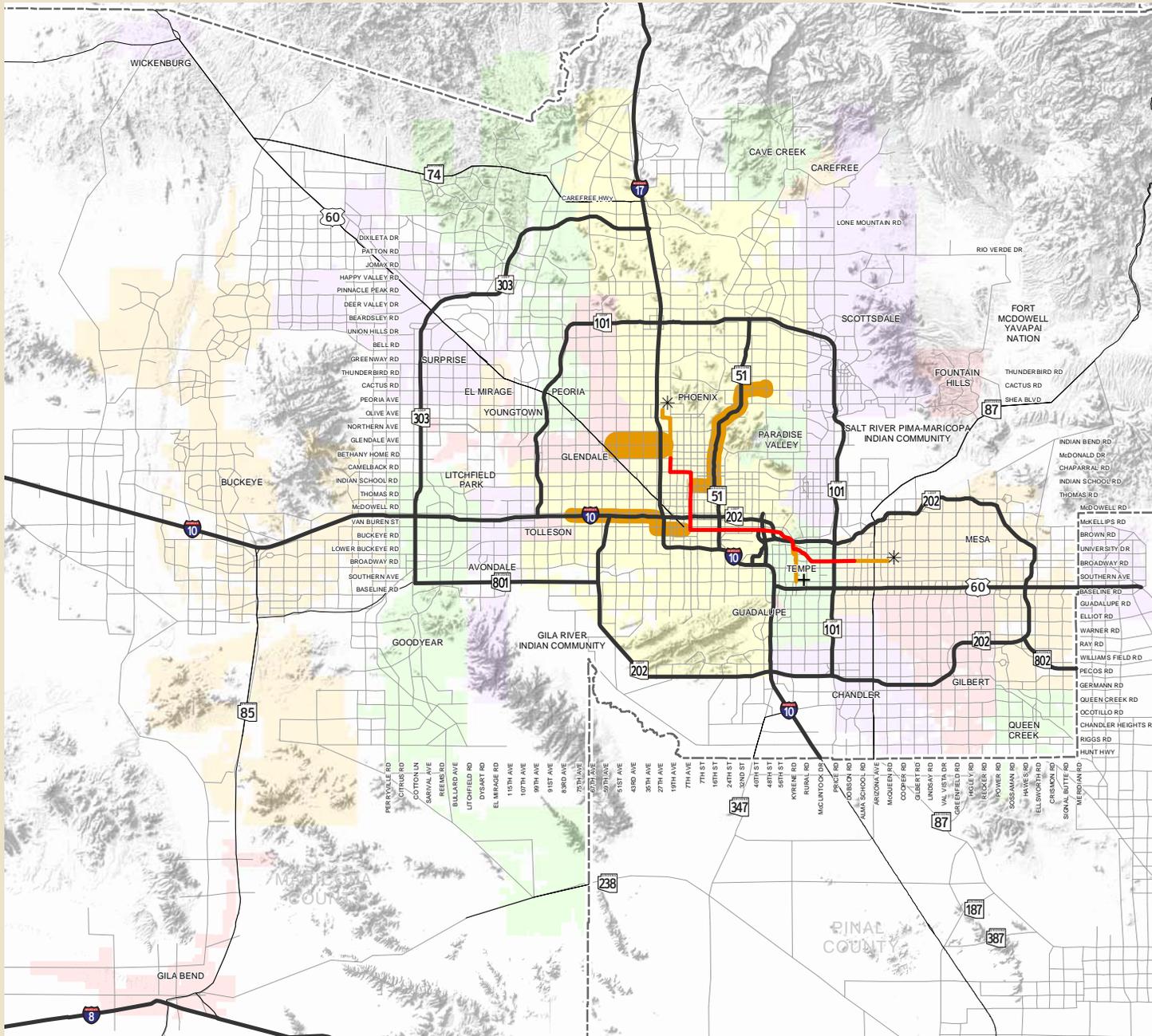


Existing and Planned Light Rail Transit (LRT) High Capacity Transit

- 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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- + Modern Streetcar
- * LRT Corridor

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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	0.0	
Total Local / Other Funding		7,582.3
Bond Proceeds		288.1
Less Allowance for Debt Service		
Debt Service	(404.3)	
Total Allowances		(404.3)
TOTAL FUNDING		16,531.4
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	5,055.7	
Paratransit	293.6	
Light Rail Transit/High Capacity Transit	1361.1	
Travel Demand Management	67.9	
Total Operating	6,778.4	
Total Locally/Other Funded Expenditures		7,568.8
TOTAL EXPENDITURES		15,988.4

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.
 - 101L/Agua Fria (HOV Ramps at Maryland Overpass) - Construction of direct connection HOV ramps from 101L to the Maryland Overpass.
- Projects in Formerly 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

AIR QUALITY CONFORMITY

As required by the Clean Air Act, an air quality conformity analysis was conducted by MAG on the Draft FY 2011-2015 Transportation Improvement Program (TIP) and the Draft Regional Transportation Plan - 2010 Update (RTP), as a whole. The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments.

Conformity Tests

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) the interim emissions tests. For the emissions budget test, predicted emissions for the TIP and RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found by EPA to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emissions budget found to be adequate for transportation conformity purposes, interim emissions tests apply.

For the 2010 MAG Conformity Analysis, for carbon monoxide the emissions budget test was applied using the approved conformity budgets from the Carbon Monoxide Maintenance Plan. For eight-hour ozone, emissions budget tests were applied using the adequate conformity budgets for volatile organic compounds and nitrogen oxides from the MAG Eight-Hour Ozone Plan. For PM-10, the emissions budget test was applied using the adequate conformity budget from the MAG 2007 Five Percent Plan for PM-10.

Results of the Conformity Analysis

For the 2010 MAG Conformity Analysis, a regional emissions analysis was conducted for carbon monoxide, for the eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and PM-10 for the years: 2010, 2015, 2025, and 2031. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started on April 26, 2010.

The conformity analysis demonstrated that the TIP and RTP are in conformance with regional air quality plans and will not contribute to air quality violations. A review of the implementation status of TCMs in applicable air quality plans indicated that the TIP and Regional Transportation Plan will provide for the timely implementation of the TCMs and there are no obstacles to the implementation of any TCM. In addition, consultation has been conducted in accordance with federal requirements.

In its entirety, the conformity analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. The 2010 MAG Conformity Analysis supports a finding of conformity for the FY 2011-2015 Transportation Improvement Program and Regional Transportation Plan - 2010 Update.

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	El 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		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	II	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 - FY 2010
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

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

Totals (millions)

Reimbursed to Date (YOE\$) \$ 159
Future Reimbursements (2010\$) \$ 1,541
Total Reimbursed (YOE\$, 2010\$) \$ 1,700
Total Cost (YOE\$, 2010\$) \$ 2,889

Appendix C
Public Transit Program

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONAL BUS OPERATING COSTS
(Millions of YOY & 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.

(4) Target opening - December 2022

(2) Target opening - December 2016.

(5) Target opening - December 2031

(3) Target opening - December 2026

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.

(4) Target opening - December 2022

(2) Target opening - December 2016.

(5) Target opening - December 2031

(3) Target opening - December 2026