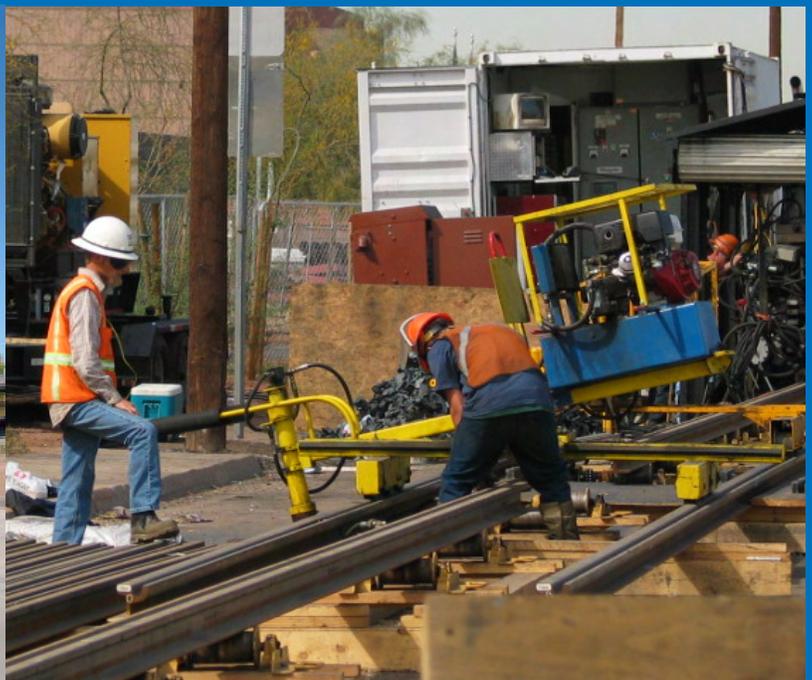




# DRAFT REGIONAL TRANSPORTATION PLAN 2007 UPDATE-EXECUTIVE SUMMARY

APRIL 2007



**DRAFT**

**REGIONAL TRANSPORTATION PLAN**

**2007 UPDATE – EXECUTIVE SUMMARY**

**APRIL 2007**

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# INTRODUCTION

The Regional Transportation Plan (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 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 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 - 2007 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 Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2028. 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 have jointly issued proposed rulemaking for “23 CFR Part 450” dated June

9, 2006, which, in part, addresses the development of metropolitan transportation plans. The MAG transportation planning process and Regional Transportation Plan fully comply with the requirements of SAFETEA-LU legislation.

Arizona House Bill 2292, which was passed in the Spring 2003 Session of the Arizona State Legislature, establishes guidelines for the MAG RTP, such as the impact of growth on transportation systems and the use of a performance-based planning approach. It identifies 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 Regional Transportation Plan (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 2007 Update of the RTP. Specific topics of interest included: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation, and potential environmental mitigation activities. 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 included an agency workshop, individual agency meetings, and participation in the MAG public involvement process.

## **Costs and Revenue Estimates**

As part of the preparation of the RTP, overall revenue and costs estimates have been prepared. It is important to note that these estimates are subject to change, as detailed engineering studies are completed and economic conditions are revealed over time. Periodic adjustments and updating of the Plan will be needed to respond to changing conditions and new information. Economic conditions will be monitored continuously to assess their long-term effects on the implementation of the RTP.

Recent revenue trends have been mixed. In FY 2006, the growth in collections for the half-cent sales tax exceeded past trends. However, revenue growth rates during the first six months of FY 2007 for half-cent tax have slowed compared to FY 2006. This is primarily due to weaker than anticipated retail sales in Maricopa County.

From a cost perspective, during the past several years, there have been major cost increases in right-of-way, construction materials, and overall project bid levels, due to pressures in the local real estate market, national competition for construction contracting, and international demand in the commodity markets. More recently, construction material costs have appeared to stabilize from the rapid increases that have been seen over the last two years. Although the increases have moderated, there has not been a significant decline for key commodities to previous levels.

For the freeway/highway program, FY 2007 bid amounts on several construction projects have not demonstrated a clear cost trend (some reflect higher costs than estimated while others reflect lower costs). Overall, bid amounts have come close to ADOT's estimates, and more bids have been received compared to FY 2006. However, based on numerous studies currently underway, construction and right-of-way costs for two new freeways (South Mountain and SR303L) and major corridor improvement projects (I-10 and I-17) reflect significantly higher costs than initial estimates, which were developed in 2003. These higher estimates are due to increased costs for construction materials and substantial increases in real estate values, which result in higher right-of-way costs. Also, scope refinements identified during design studies have led to certain cost increases. As engineering studies progress, improved information will be available to determine the full magnitude of these factors on project costs. If these cost increases continue long term, they will have a substantial impact on the program and the ability to deliver the freeway/highway program identified in the RTP within the originally anticipated schedule.

The arterial street program has encountered cost increases similar to those experienced in the freeway/highway program. Concerns are being raised regarding the ability of local jurisdictions to provide the required match for the full program of regionally funded arterial projects, and, as a result, whether all the projects originally identified can be completed within the planned timeframe. Similarly, the completion of transit capital facilities not under construction face the same demands of recent cost increases for right-of-way and construction materials that weigh on the freeway and arterial programs. Also, given recent trends of escalating wages and fuel prices, pressure will increase to balance transit operating costs with available revenues.

# 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**

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 purpose of the Survey was to capture the region's rapid population growth since the last decennial census was conducted in 2000. Approximately one in every 13 households in Maricopa County received the 2005 Census Survey. In addition to the survey of households, a combined full count of populations in group quarters and outdoor locations (homeless) was also conducted. The Survey indicated a September 1, 2005 population for Maricopa County of 3,700,516 - 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.

## **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 3.1 million in 2000. By 2030, Maricopa County is projected to double in population over the 2000 base population, with an anticipated total of 6.24 million people. This means that the region will experience a growth of approximately one million people during each decade.

Table ES-1 shows the total resident population for Municipal Planning Areas (MPAs) from July 1, 2000, 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 30-year period (2000-2030), nine MPAs are projected to grow by more than 100,000 persons. These areas include Phoenix, Buckeye, Surprise, Goodyear, Mesa, Gilbert, Peoria, Avondale and Chandler. Another three MPAs are projected to experience population growth greater than 50,000 persons, which include Scottsdale, Glendale, and the Maricopa County portion of Queen Creek.

Currently, there are four MPAs within the MAG Region with populations of over 200,000 persons, which include Phoenix, Mesa, Glendale and Scottsdale. By 2010, Chandler and Gilbert will surpass 200,000 in population, and will be followed by Peoria prior to the beginning of 2020. By 2030, the largest Municipal Planning Area, Phoenix, will contain 2.2 million persons, followed by Mesa at 630,000 and Surprise at 312,000.

**TABLE ES-1  
TOTAL RESIDENT POPULATION BY MPA  
JULY 1, 2000 and INTERIM PROJECTIONS JULY 1, 2010 to JULY 1, 2030**

MPA	Total Resident Population 2000	Total Resident Population 2010	Total Resident Population 2020	Total Resident Population 2025	Total Resident Population 2030
Avondale	37,800	82,100	122,500	141,600	161,400
Buckeye	16,700	58,600	153,400	275,500	380,600
Carefree	3,000	4,000	4,800	4,800	4,900
Cave Creek	3,900	5,100	5,800	9,800	12,900
Chandler	185,300	260,000	286,600	287,000	288,600
County Areas	85,300	92,900	109,900	124,600	138,000
El Mirage	8,700	29,700	31,400	32,200	33,100
Fountain Hills	20,500	24,700	30,400	30,400	30,700
Gila Bend	2,300	2,800	6,000	12,500	17,800
Gila River*	2,700	3,200	4,200	4,700	5,200
Gilbert	119,200	202,800	280,300	281,900	290,500
Glendale	230,300	290,400	308,100	309,800	312,200
Goodyear	21,200	61,300	161,100	247,400	330,400
Guadalupe	5,200	5,200	5,500	5,500	5,600
Litchfield Park	3,800	7,000	13,700	13,700	14,200
Mesa	441,800	537,900	617,800	630,300	647,800
Paradise Valley	14,100	15,200	15,700	15,800	15,900
Peoria*	114,100	160,800	206,600	232,200	253,400
Phoenix	1,350,500	1,700,300	2,022,500	2,101,600	2,187,500
Queen Creek*	7,400	18,900	58,300	73,100	88,100
Salt River	6,500	7,400	7,500	7,500	7,500
Scottsdale	204,300	253,100	287,300	289,600	292,700
Surprise	37,700	115,200	213,300	312,300	395,500
Tempe	158,900	176,400	189,200	192,700	196,700
Tolleson	5,000	6,100	6,200	6,200	6,300
Wickenburg	7,400	7,700	10,000	14,800	16,000
Youngtown	3,000	5,400	6,200	6,300	6,600
<b>TOTAL</b>	<b>3,096,600</b>	<b>4,134,400</b>	<b>5,164,100</b>	<b>5,664,000</b>	<b>6,140,000</b>

**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 up MPA numbers rounded to nearest 100. County numbers may not add due to rounding.

Please refer to Caveats for Interim Projections for complete notation on this series.

# FINANCIAL PLAN

A broad range of financial resources are devoted to implementing the MAG Regional Transportation Plan (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.
- Statewide Transportation Acceleration Needs (STAN) Account: As part of the budget packet in the Spring 2006 Session, the Legislature passed and the Governor signed HB 2865 which included the creation of the Statewide Transportation Acceleration Needs (STAN) Account.

## **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. The total of all these revenue sources is \$33.0 billion. It should be noted that the allocation of regional funding sources between bus transit and light rail transit is undergoing revision by Valley Metro Rail (see Appendix C

notes). These changes are not yet reflected in Table ES-2 and Table ES-3. The funding adjustments would not change the total regional funding dedicated to the transit mode, and would be revenue neutral for the bus and light rail programs.

**TABLE ES-2**  
**SOURCES AND DISTRIBUTION OF REGIONAL REVENUES: FY 2008-2028**  
 (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 (RARF)	10,055.1	1,878.6	3,381.5	2,576.4			17,891.7
ADOT Funds (Includes HURF and Federal)	8,605.1						8,605.1
STAN Funds	193.5						193.5
Federal Transit (5307 Funds)			1,881.1				1,881.1
Federal Transit (5309 Funds)			291.9	1,423.8			1,715.7
Federal Highway (MAG STP)	285.5	1,115.7					1,401.2
Federal Highway (MAG CMAQ)	247.1	173.3		464.5	220.1	189.0	1,294.0
<b>Total</b>	<b>19,386.3</b>	<b>3,167.6</b>	<b>5,554.5</b>	<b>4,464.7</b>	<b>220.1</b>	<b>189.0</b>	<b>32,982.3</b>

**TABLE ES-3**  
**PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2008-2028**  
 (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%
STAN (Funds)	100.0%						100.0%
Federal Transit (5307 Funds)			100.0%				100.0%
Federal Transit (5309 Funds)			17.0%	83.0%			100.0%
Federal Highway (MAG STP)	20.4%	79.6%					100.0%
Federal Highway (MAG CMAQ)	19.1%	13.4%		35.9%	17.0%	14.6%	100.0%
<b>Total</b>	<b>58.8%</b>	<b>9.6%</b>	<b>16.8%</b>	<b>13.5%</b>	<b>0.7%</b>	<b>0.6%</b>	<b>100.0%</b>

# FREeways AND HIGHWAYS

The freeway/highway system in the MAG Region represents one of the major elements in the Regional Transportation Plan (RTP). The RTP calls for new freeway/highway corridors, as well as added travel lanes on existing facilities. In addition, a series of new interchanges with arterial streets on existing freeways, along with direct connections between HOV lanes at freeway-to-freeway interchanges, 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.

## **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 and constitute the ADOT Freeway/Highway Life Cycle Program.

- 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). A segment of the Sky Harbor Expressway (SR 153) is also covered in this group. In addition, right-of-way protection (only) for 303L (south of the I-10 Reliever) and State Route 74 (SR 74) are also included.
- 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.
- Freeway System Management and Noise Mitigation Programs: The RTP also provides for capital expenditures for traffic management and mitigation programs on the freeway/highway system. These programs are directed at the freeway management system (FMS) and noise mitigation.

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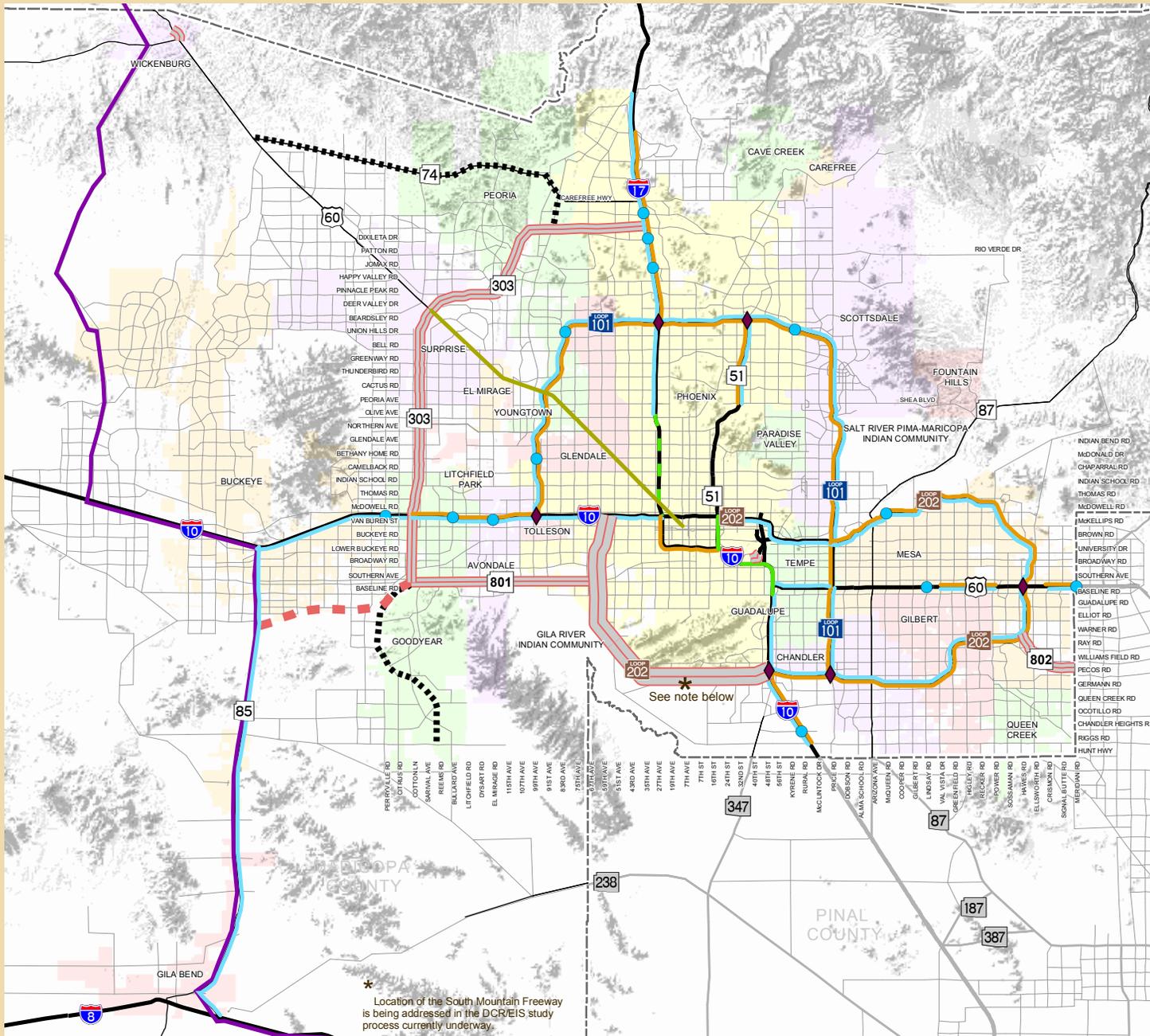
Fig. ES-1



## 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
- Long Term Capacity Improvements
- New Freeway/Highway Construction
- Interim Corridor Development
- Proposed CANAMEX Corridor
- Right of Way Preservation
- County Boundary
- Existing Freeway
- Other Roads

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



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

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



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

- Systemwide Preliminary Engineering, Advance Right-of-Way Acquisition, Property Management/Plans and Titles, and Risk Management: These activities represent the overall highway development process involves a number of steps that are necessary to prepare projects for eventual construction.
- Proposition 300 - Regional Freeway Program. It is anticipated that the entire 7.4-mile stretch of the remaining 202L Red Mountain Freeway from Power Road to the Superstition Freeway will be open to traffic by mid-2008, which represents the final segment in the Proposition 300 - Regional Freeway Program.
- 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 Region are accomplished by ADOT through its maintenance districts. The ADOT organization also includes a Pavement Management Section, which is charged with the responsibility to develop and provide a cost effective pavement rehabilitation construction program.

### **ADOT Freeway/Highway Life Cycle Program**

In order to implement the projects in the RTP, ADOT maintains a Freeway/Highway Life Cycle Program. The Life Cycle Program covers FY 2008 through FY 2028 and is a key component of a budget process to ensure that the estimated cost of programmed freeway/highway improvements does not exceed the total amount of revenues available for those improvements.

The ADOT Freeway/Highway Life Cycle Program has been incorporated directly in the RTP and is included in Appendix A in its entirety. Funding for all project activities is identified, and includes design, right-of-way acquisition, construction, landscaping and litter maintenance. In addition, funding allocations for system-wide functions such as preliminary engineering and property management are identified on an annual basis. Projects are further defined as to facility type, route and project limits.

### **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.

**TABLE ES-4**  
**FREEWAY/HIGHWAY FUNDING PLAN FY 2008 - 2028**

<b>FUNDING (Year of Expenditure \$'s in Millions)</b>	
	<b>Totals</b>
<b>Regional Funds</b>	
MAG Half-Cent Sales Tax	10,055.2
MAG Area ADOT Funds	8,605.1
MAG Federal CMAQ and STP	532.6
STAN Funds	193.5
Total Regional Funds	19,386.4
<b>Other Funding</b>	
ADOT Statewide Funding	1,179.2
Other Income	60.2
Total Other Funding	1,239.4
Bond Proceeds	4,146.2
Beginning Balance	160.8
Allowance for Debt Service and Other Expenses	(6,713.7)
Allowance for Inflation	(5,324.8)
<b>Total Funding (2007 \$'s)</b>	<b>12,894.3</b>
<b>EXPENDITURES (2007 \$'s in Millions)</b>	
	<b>Totals</b>
<b>New Facilities and Improvements</b>	
New Corridors	3,986.9
Widening of Existing Facilities: General Purpose and HOV Lanes	4,218.8
New Interchanges and New HOV Ramps on Existing Facilities	374.0
FMS, Noise Mitigation and Systemwide Programs	633.2
Other Projects	18.9
Total New Facilities and Improvements	9,231.8
System Operation, Maintenance and Preservation	1,147.0
Prior Obligations from Proposition 300 & 400 Programs	567.0
<b>Total Expenditures (2007 \$'s)</b>	<b>10,945.8</b>

# ARTERIAL STREETS

The arterial street grid system is a vital component of the regional transportation system in the region comprising the Maricopa Association of Governments (MAG), and is also a key element of the MAG Regional Transportation Plan (RTP). The MAG 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 MAG 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 MAG 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. A detailed listing of the specific projects covered by these improvements is provided in Appendix B and constitutes the MAG Arterial Life Cycle Program.

## **MAG Arterial Street Life Cycle Program**

MAG maintains the Arterial Street Life Cycle Program (ALCP), and implements arterial street projects in the MAG RTP that are funded from regional revenue sources. The ALCP covers the period from FY 2008 through FY 2028 and meets the requirements of State legislation calling on MAG to conduct a budget process to ensure that the estimated cost of programmed arterial street improvements does not exceed the total amount of revenues available for these improvements. The MAG ALCP has been incorporated directly in the RTP and is included in Appendix B in its entirety.

## **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.

# 2007 Update Regional Transportation Plan Executive Summary Fig. ES-2

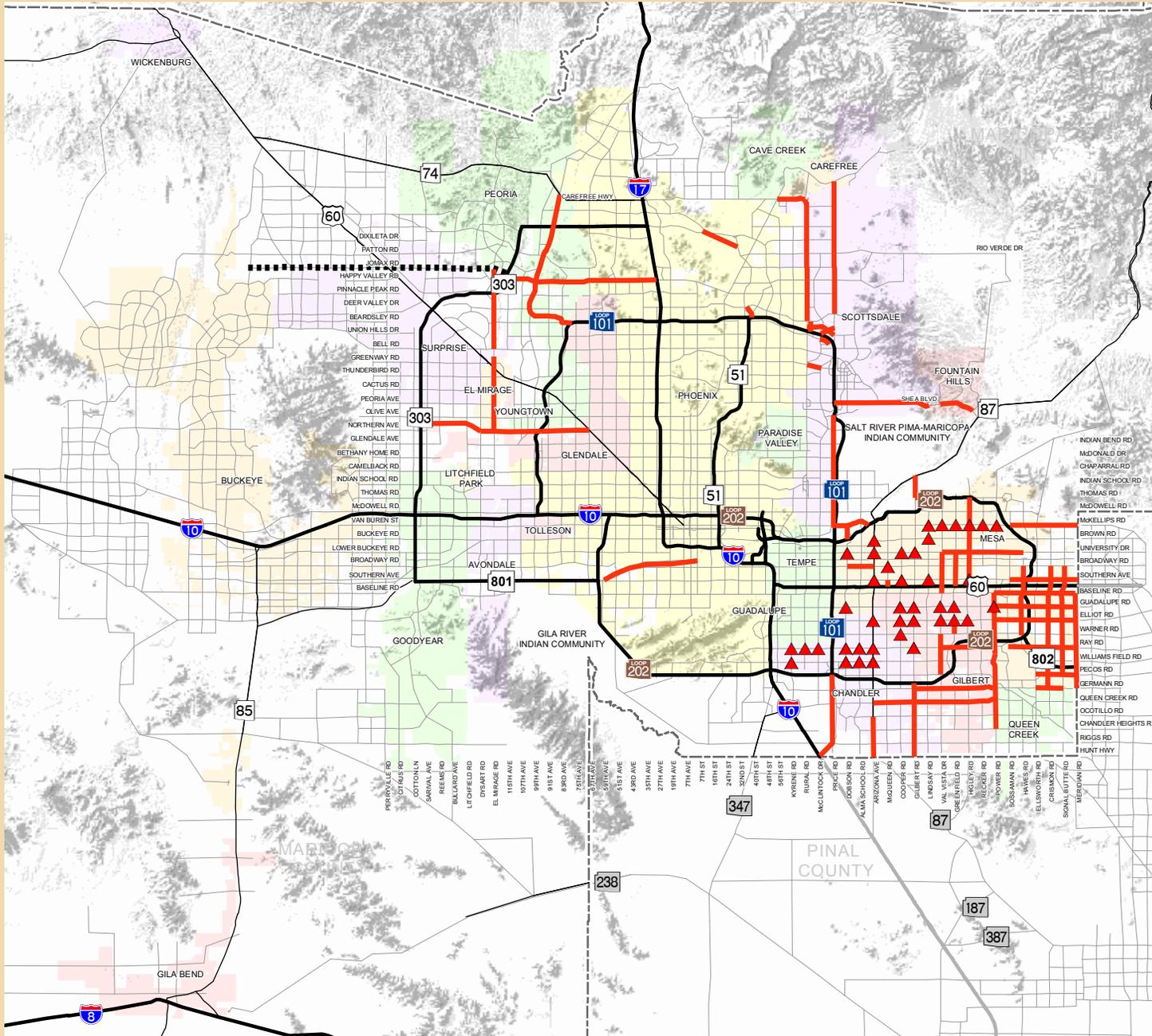


## Planned Arterial Street Improvements

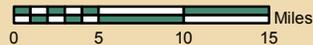
- Improved Intersections
- New/Improved Arterials
- Right of Way Preservation
- County Boundary
- Freeways
- Highways
- Other Roads

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

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**TABLE ES-5  
ARTERIAL STREET FUNDING PLAN FY 2008 - 2028**

<b>FUNDING (Year of Expenditure \$'s in Millions)</b>		<b>Totals</b>
Regional Funds		
MAG Half-Cent Sales Tax	1,878.6	
MAG Federal STP	1,115.7	
MAG Federal CMAQ	173.3	
MAG Federal CMAQ (PM-10 and Other Air Quality Programs)	189.0	
Total Regional Funds		3,356.6
Local/Other Funds		
City/County Highway User Revenue Funds and County VLT	14,682.5	
Local Sources (General Funds, Local Sales Taxes, etc.)	3,430.8	
Private Funds (Impact Fees, Developer Contributions, etc.)	5,450.0	
Total Local/Other Funds		23,563.3
Bond Proceeds (Regional Funding)		447.6
Beginning Balance (Regional Funding)		25.2
Allowance for Debt Service (Regional Funding)		(389.3)
Allowance for Inflation		(8,230.3)
<b>Total Funding (2007 \$'s)</b>		<b>18,773.1</b>
<b>EXPENDITURES (2007 \$'s in Millions)*</b>		<b>Totals</b>
Regionally Funded Projects		
Capacity/Intersection Improvements	1,545.7	
Intelligent Transportation Systems	55.9	
PM-10 and Other Air Quality Programs	141.0	
Total Regionally Funded Projects		1,742.6
Local/Other Funded Projects		
Match for Regionally Funded Projects	1,329.7	
Future Arterial Grid Extensions, Widening and Improvements	6,692.5	
System Operation, Maintenance and Preservation	8,925.9	
Total Local/Other Funded Projects		16,948.1
<b>Total Expenditures (2007 \$'s)</b>		<b>18,690.7</b>

\* Projects from the MAG Arterial Life Cycle Program are expressed in 2006 \$'s, which will be adjusted to 2007 \$'s prior to adoption of the 2007 RTP Update.

# 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 Maricopa Association of Governments (MAG) Regional Transportation Plan (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. Appendix C lists the transit projects that will be regionally funded during the period covered by the RTP.

- **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 horizon, the RTP calls for the purchase of 2,138 buses for fixed route networks; 36 buses for rural routes; 1,000 Dial-a-Ride (DAR) vans for paratransit purposes; and 1,404 vanpool vans. These procurements reflect both replacement and expansion vehicles.
- **Light Rail Transit: Minimum Operating Segment:** The approved alignment for the Light Rail Transit (LRT) Minimum Operating Segment (MOS) starter segment extends from Bethany Home Road and 19<sup>th</sup> Avenue into downtown Phoenix; from downtown Phoenix to downtown Tempe and Arizona State University; and continuing to the intersection of Main Street and Sycamore in Mesa. The MOS will be completed by December 2008 and service will be initiated through a single opening of the entire system at that time. Half-cent sales tax money from Proposition 400 will not be utilized to pay for route construction or operation of the MOS, but is rather allocated toward certain elements of the support infrastructure.
- **Light Rail Transit - Extensions and Support Infrastructure:** The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT system. This includes infrastructure along the LRT MOS; infrastructure needs on the Northwest Extension, from 19<sup>th</sup> Avenue/Bethany Home Road to 25<sup>th</sup> Avenue/Mountain View Road; infrastructure needs on the Glendale Extension from 19<sup>th</sup> Avenue/Bethany Home Road to Downtown Glendale; and other improvements throughout the future LRT system.

# 2007 Update Regional Transportation Plan Executive Summary

Fig. ES-3

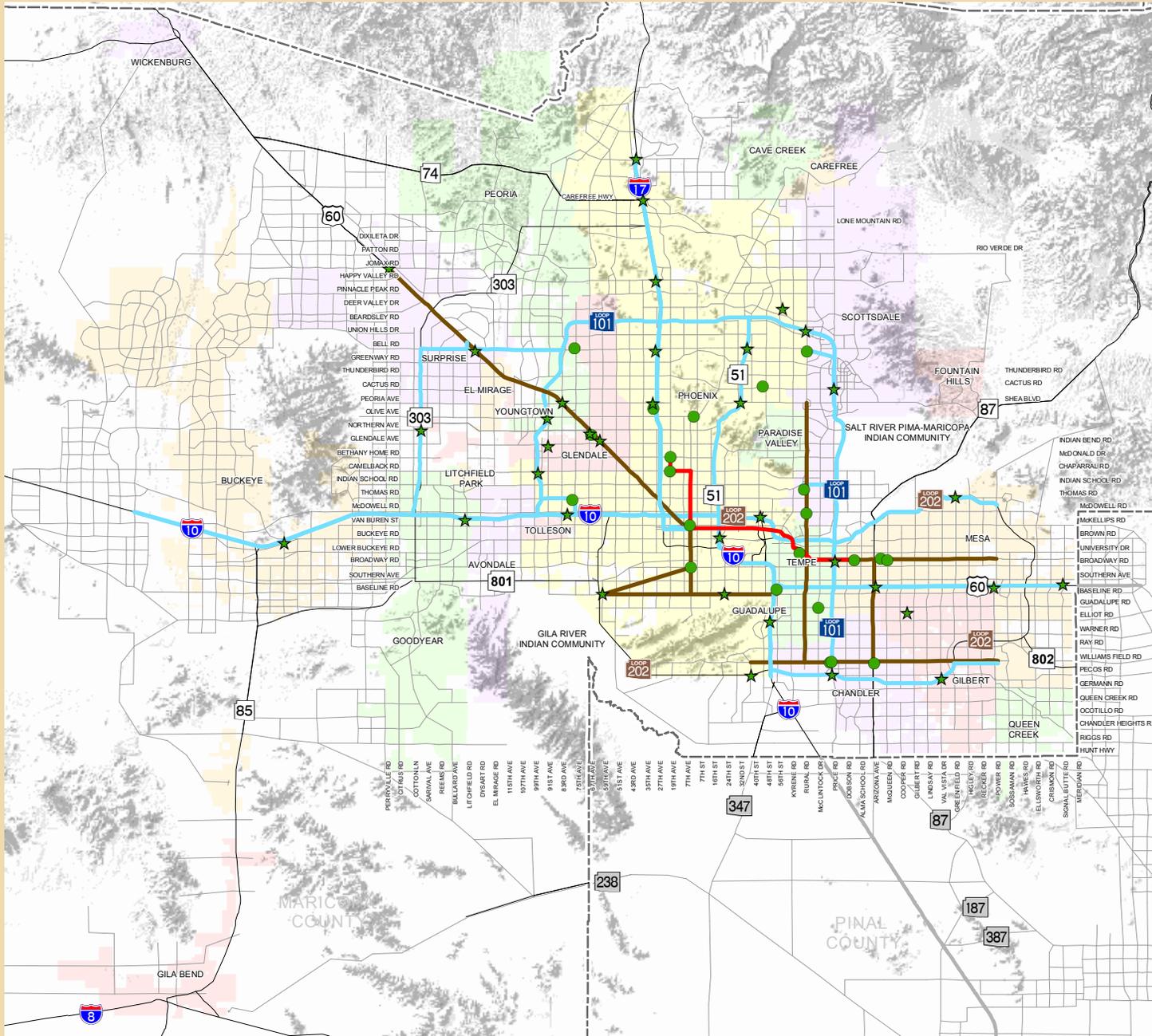


## Planned Bus Rapid Transit (BRT) System

- Approved Minimum Operating Segment
- Arterial BRT Routes
- Freeway BRT Routes
- ★ Planned or Existing Park-and-Rides
- Planned or Existing Transit Centers
- - - County Boundary
- Freeways/Highways
- Other Roads

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

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2007 Update  
Regional Transportation Plan  
Executive Summary  
Fig. ES-4

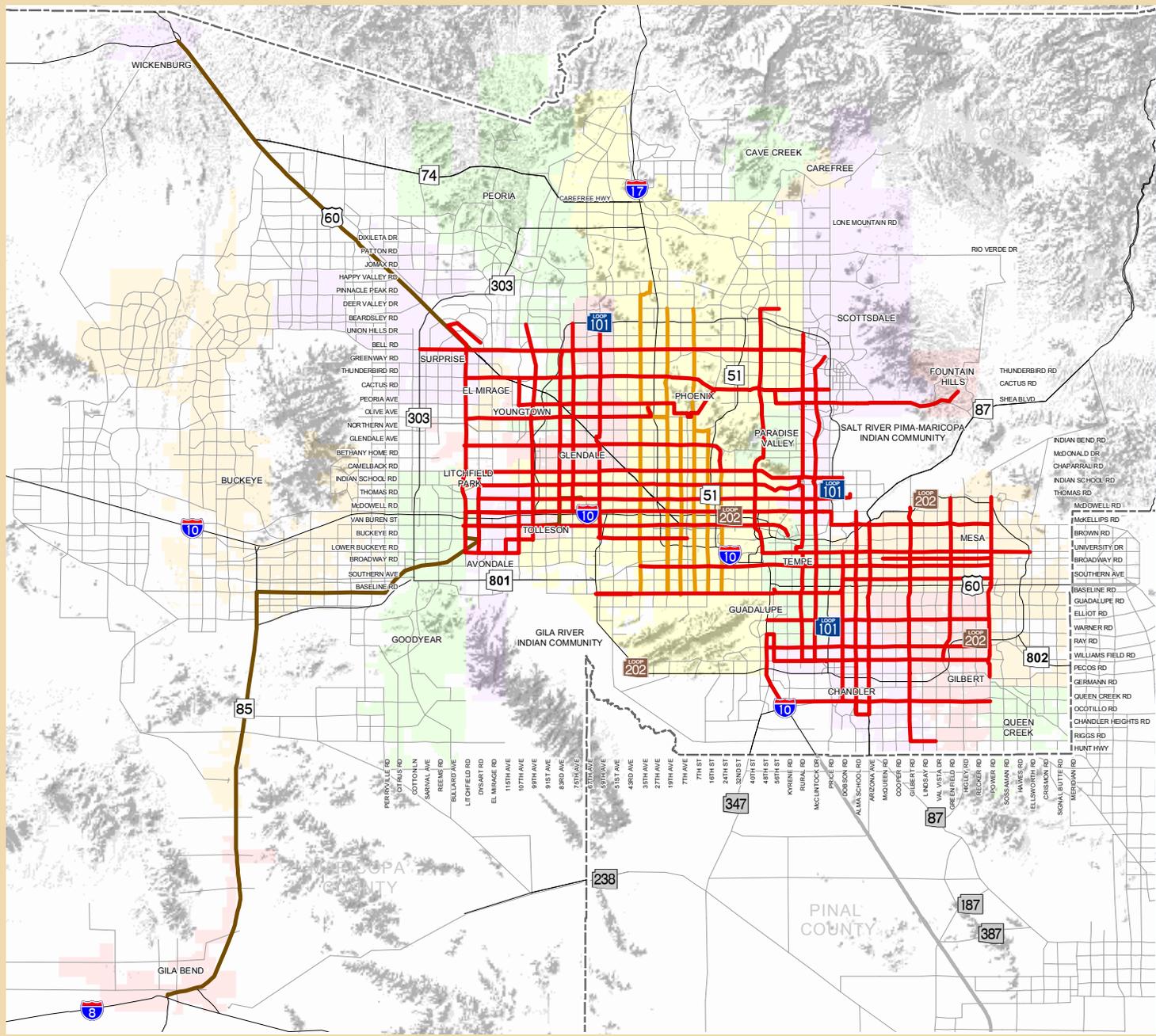


Planned Super Grid Bus System

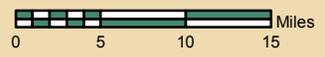
- Regional Grid Routes
- Grid Routes Funded by City of Phoenix
- New Rural Routes
- County Boundary
- Freeways/Highways
- Other Roads

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

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The RTP also includes regional funding for the completion of six additional LRT segments on the system. These include a five-mile extension to 25<sup>th</sup> Avenue/Mountain View Road (Northwest Extension); a five-mile extension to downtown Glendale (Glendale Extension); an 11-mile extension along I-10 west to 79th Avenue (I-10 West Extension); a 12-mile extension to Paradise Valley Mall (Northeast Phoenix Extension); a two-mile extension south of the MOS on Rural Road 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 system envisioned for the region. As with the MOS, operating costs for LRT extensions are not regionally funded.

- **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 during the planning period for continuing development of commuter rail concepts for the region.

### **RPTA Transit Life Cycle Program**

The Transit Life Cycle Program is maintained by RPTA/Valley Metro and implements the transit projects in the MAG RTP. The Program meets the requirements of State legislation, which calls on the RPTA/Valley Metro to conduct a budget process ensuring that the estimated cost of the Regional Public Transportation System does not exceed the total amount of revenues expected to be available. This includes expenses such as bus purchases and operating costs, maintenance facilities, park-and-ride lot construction, light rail construction and other transit projects. Appendix C includes the complete project listing for the RPTA Transit Life Cycle Program.

The RPTA maintains responsibility for administering half-cent revenues deposited in the Public Transportation Fund (ARS 48-5103) for use on transit projects, including Light Rail Transit (LRT) projects as identified in the MAG RTP. The RPTA Board must separately account for monies allocated to light rail transit, capital costs, and operation and maintenance costs for other transit. Although the RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, Valley Metro Rail, Inc., a public nonprofit corporation, was created to form an alliance among the cities of Phoenix, Tempe, Mesa and Glendale to implement the LRT system. Valley Metro Rail Inc. is responsible for overseeing the design, construction and operation of the light rail starter segment, as well as future corridor extensions to the system.

### **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.

# 2007 Update Regional Transportation Plan Executive Summary

Fig. ES-5

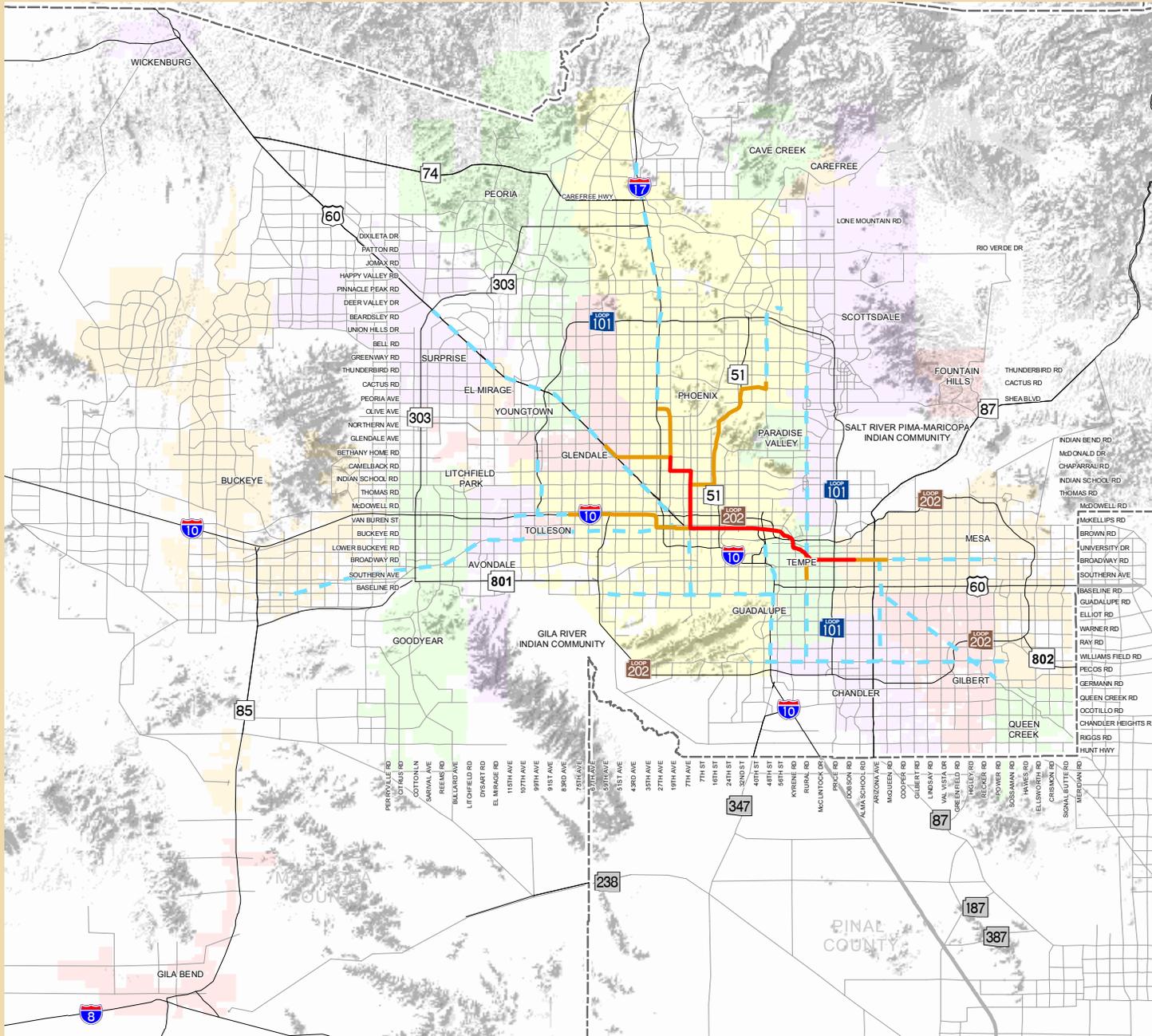


## Planned Light Rail Transit (LRT)/ High Capacity Transit

- Approved Minimum Operating Segment
- Light Rail/High Capacity Corridor Extensions
- Eligible High Capacity Corridors
- County Boundary
- Freeways/Highways
- Other Roads

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

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**TABLE ES-6: TRANSIT FUNDING PLAN: FY 2008 through FY 2028**

FUNDING (Year of Expenditure \$'s in Millions)		
FUNDING (Year of Expenditure \$'s)		Totals
<b>Regional</b>		
MAG Half-Cent Extension	5,957.9	
Federal Transit (Section 5307)	1,881.1	
Federal Transit (Section 5309)	1,715.7	
MAG Federal CMAQ	464.5	
<b>Total Regional Funding</b>		<b>10,019.2</b>
<b>Beginning Balance (Regional Funds)</b>		<b>38.9</b>
<b>Local / Other</b>		
Fixed Route Bus Fares	1,767.0	
BRT Freeway and Express Fares	168.4	
Rural Transit Fares	0.9	
Light Rail Transit Fares	519.4	
Paratransit Vehicle Fares	62.0	
Vanpool Fares	298.7	
Local General Funds	712.6	
Local Sales Tax	5,405.0	
Local Funds Provided for Rail Capital	165.6	
LTAF II	0.0	
<b>Total Local / Other Funding</b>		<b>9,099.6</b>
<b>Bond Proceeds</b>		<b>341.7</b>
<b>Less Allowance for Debt Service and Inflation</b>		
Debt Service	(475.2)	
Inflation	(5,986.0)	
<b>Total Allowances</b>		<b>(6,461.2)</b>
<b>TOTAL FUNDING (2007 \$'s)</b>		<b>13,038.2</b>
EXPENDITURES (2007 \$'s in Millions)		
<b>Regionally Funded</b>		
<i>Capital</i>		
Regional Bus Service	987.4	
Bus Maintenance and Passenger Facilities	620.1	
Light Rail Transit (LRT) Regional Infrastructure	284.7	
Light Rail Transit Extensions	2,560.5	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	99.2	
Vanpool	43.7	
Rural/Non-Fixed Route Transit	3.1	
<i>Total Capital</i>	4,598.7	
<i>Operating</i>		
Regional Bus Service	2,049.0	
Light Rail Transit	0.0	
Paratransit (ADA-compliant)	277.3	
Rural/Non-Fixed Route Transit	15.8	
<i>Total Operating</i>	2,342.1	
<b>Total Regionally Funded Expenditures</b>		<b>6,940.8</b>
<b>Locally / Other Funded</b>		
<i>Capital</i>		
Light Rail	371.4	
<i>Total Capital</i>	371.4	
<i>Operating Costs</i>		
Supergrid	3,133.0	
Freeway Bus Rapid Transit (BRT) and Express Bus	164.9	
Arterial BRT	0.0	
Paratransit	250.6	
Rural Routes	0.0	
Vanpool	194.1	
Light Rail	1,269.0	
Local	0.0	
Planning	50.0	
Travel Demand Management and Vanpool Program	120.0	
<i>Total Operating</i>	5,181.6	
<b>Total Locally/Other Funded Expenditures</b>		<b>5,553.0</b>
<b>TOTAL EXPENDITURES (2007 \$'s)</b>		<b>12,493.8</b>

## OTHER TRANSPORTATION MODES

The Maricopa Association of Governments (MAG) Regional Transportation Plan (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 – Williams 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.

An important element of the planning program has been support for Sky Harbor International Airport and Luke Air Force Base. Sky Harbor International Airport served more than 41 million passengers in 2006 and Luke Air Force Base is the largest F-16 training base in the world. These vital facilities not only fulfill air transportation and national defense needs, but they also contribute billions of dollars annually to the regional economy. Future planning efforts will focus upon ground access needs to airports in terms of both highway and transit facilities.

### **Bicycle and Pedestrian Facilities**

MAG is currently in the process of developing a MAG Regional Bikeway Master Plan, which will incorporate the 1999 MAG Regional Bicycle Plan, the Alternative Solutions to Pedestrian Mid-block Crossings at Canals, and the 2001 Regional Off-Street System (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 will provide 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 transportation, improves air quality and reduces traffic congestion and is less costly than operating a motorized vehicle.

The purpose of the *Pedestrian Plan 2000* is to identify and recommend programs and actions that guide and encourage the development of pedestrian areas and facilities and ultimately increase walking as a viable mode of transportation throughout the region. The update incorporates a unique approach: flexible design tools (Roadside Performance Guidelines) to assist MAG member agencies in creating better walking environments within the existing or new roadway network. A stakeholders group was directly involved in the development of the plan update, which was overseen

by the Pedestrian Working Group, and adopted by the MAG Regional Council on December 8, 1999.

## **Freight**

MAG prepared a Regional Freight Assessment, 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 is currently conducting an update of the truck travel component of the regional travel demand model, including a survey of current truck travel patterns.

## **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 is in the process of preparing a Public Transit/Human Services Transportation Plan. This plan is aimed at ensuring maximum feasible coordination between and among human services agencies receiving Federal transportation dollars, increasing the efficiency and effectiveness of funds utilized for transportation, and reducing redundancy/overlap of service.

## **Transportation Enhancement Activities**

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. The Program was continued as part of Federal transportation legislation approved in 2005 -- the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In Arizona, the Transportation Enhancement Program is administered by the Arizona Department of Transportation (ADOT), Transportation Enhancement and Scenic Roads Section. As part of the Program, Federal highway funds are set aside for an annual competitive process involving the councils of governments and metropolitan planning organizations throughout the State.

Transportation Enhancements in Arizona were first allocated to communities in 1993. Between 1993 and 2006, ADOT distributed a total of approximately \$126 million in project money to applicants located throughout Arizona. Of this amount, applicants from the MAG area have received approximately \$25.5 million, or 20.2 percent of the available funding. Since the inception of the Transportation Enhancement Program in Arizona, the MAG Region has been awarded funding for projects addressing sidewalks and pedestrian crossings; bike route and bike facilities; streetscapes and pedestrian alleyways; historic preservation, transportation-related museums and archaeological projects; lighting and street signs.

# 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 a comprehensive ITS Strategic Plan and ITS Architecture for the region. The ITS Architecture provides a common framework for planning, defining, and integrating intelligent transportation systems. It is a product that reflects the contributions of a broad cross-section of the ITS community (transportation practitioners, systems engineers, system developers, technology specialists, consultants, etc.). 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. This plan resulted in eleven initiatives to improve transportation operations in the region that are led by "volunteer champions." A primary goal of these initiatives is to fully utilize the regional investments made in ITS infrastructure to better manage the transportation system.

## **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 contributing to the total amount of pollutants in the air. A number of demand management activities are utilized throughout the MAG Region.

These programs promote alternative modes of travel, which include carpooling, vanpooling, walking, bicycling, alternative work schedules that reduce trips, and telecommuting and compressed work schedules. Based on a recent survey, 39 percent of people use alternative modes or work schedules to work one or more days a week (2006 *TDM Annual Survey*, WestGroup Research, 2006). Specific program efforts include: Valley Metro Rideshare Program, the Clean Air Campaign, Transportation Management Networks, Maricopa County Trip Reduction Program, the Regional Vanpool Program, and the Teleconferencing / Videoconferencing Project.

## **Congestion Management Process**

The MAG Region utilizes a variety of roadway and transit improvement programs in an effort to reduce traffic congestion. These programs generally cover four major strategies: (1) constructing additional roadway capacity, (2) expanding public transit service, (3) managing the existing system, and (4) reducing peak-period travel demand. Specific methods may include intersection and other road capacity additions; coordination of traffic signals and use of other intelligent transportation system approaches; promoting the use of buses, light rail and carpooling; and implementation of programs that reduce peak-hour travel demand, such as telecommuting and flex-schedules.

As part of the regional transportation planning process, MAG maintains a congestion management process to improve traffic flow and mitigate congestion throughout the metropolitan area. This effort is a multimodal planning process that considers a variety of alternative transportation options in an effort to reduce congestion throughout the greater metropolitan region. This is an ongoing process that provides for the identification of congestion areas; implements the development of management system alternatives and defines the continuing process for traffic management in the MAG Region; monitors sub-regional and regional travel patterns; and applies multi-modal transportation improvements and travel reduction efforts to the congested portions of the transportation system. MAG, through the annual review, approval and implementation of numerous plans, the Regional Transportation Plan (RTP), and the development of the 5-Year TIP, promotes methods in which to reduce congestion throughout the region.

## **Transportation Safety and Security**

The Safety Planning Program at MAG was initiated in 2001, and continues to be enhanced and expanded. In September 2004, MAG formed a Transportation Safety Committee, which completed the process of developing the region's first Strategic Transportation Safety Plan in October 2005. 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, where decisions are made on large investments in regional transportation infrastructure. At the second level, transportation safety planning is addressed more strategically and considers short to medium-term needs, consistent with the comprehensive approach in the 2005 MAG Strategic Transportation Safety Plan. All transportation safety planning activities at the regional level are closely coordinated with similar planning at the state level. MAG is an active member of the Governor's Traffic Safety Advisory Council, established in 2004 through an executive order by Governor Janet Napolitano.

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 Life Cycle Program**

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
10	GPL	101L, Agua Fria - I-17 (Construction)	68.0			68.0																
10	GPL	40th St - Baseline Rd, CD Road (Construction)	105.8			50.0	55.8															
10	GPL	40th St - Baseline Rd, CD Road (Construction)	74.2			74.2																
10	GPL	40th St - Baseline Rd, CD Road (Construction)	85.0				85.0															
10	GPL	40th St - Baseline Rd, CD Road (Construction)	85.0					85.0														
10	HOV/GPL	Sarival Rd - Dysart Rd (Construction), City Adv. (City Portion: \$73.4M)	79.0	44.0	35.0																	
10	HOV/GPL	Sarival Rd - Dysart Rd (Construction), Pavement Preservation Fund	6.0	6.0																		
10	GPL	SR51 - 40th St, CD Road (Construction)	120.0					120.0														
10	HOV/GPL	202L, Santan - Riggs Rd (Construction)	65.0			65.0																
10	HOV/GPL	Dysart - 101L (Construction), City Advancement	51.0	51.0																		
10	TI	Perryville Rd (Construction)	8.2						8.2													
10	GPL	Baseline Rd - 202L, Santan (Construction)	48.0							48.0												
10	GPL	SR85 - Verrado Way (Construction)	73.8																	73.8		
10	GPL	Verrado Way - Sarival Rd (Construction)	43.2		43.2																	
10	TI	Chandler Heights (Construction)	12.4																	12.4		
10	TI	El Mirage Rd (Construction)	15.6																		15.6	
		<b>I-10 Construction:</b>	<b>940.2</b>																			
10	GPL	101L, Agua Fria - I-17 (Design)	3.7		3.7																	
10	TI	Perryville Rd (Design)	0.5					0.5														
10	GPL	40th St - Baseline Rd, CD Road (Design)	5.8	5.8																		
10	GPL	40th St - Baseline Rd, CD Road (Design)	4.1	4.1																		
10	GPL	40th St - Baseline Rd, CD Road (Design)	4.7		4.7																	
10	GPL	40th St - Baseline Rd, CD Road (Design)	4.7		4.7																	
10	GPL	SR51 - 40th St, CD Road (Design)	10.0			10.0																
10	HOV/GPL	Sarival Rd - Dysart Rd (Design), City Advancement	1.9	1.9																		
10	LNDSCP	Sarival Rd - Dysart Rd (Landscape Design)	0.3			0.3																
10	HOV/GPL	202L, Santan - Riggs Rd (Design)	2.3		2.3																	
10	GPL	Baseline Rd - 202L, Santan (Design)	2.6					2.6														
10	GPL	SR85 - Verrado Way (Design)	8.5														8.5					
10	GPL	Verrado Way - Sarival Rd (Design)	3.7	3.7																		
10	TI	Chandler Heights (Design)	1.4																	1.4		
10	TI	El Mirage Rd (Design)	1.7																		1.7	
		<b>I-10 Design:</b>	<b>55.9</b>																			
10	FMS	Dysart - 83rd Ave (Design & Construction)	5.5									5.5										
		<b>I-10 Multi Phase(Combination of Design, R/W, Construction):</b>	<b>5.5</b>																			
10	GPL	40th St - Baseline Rd, CD Road (R/W)	25.0	5.0	20.0																	
10	GPL	SR51 - 40th St, CD Road (R/W)	10.0			10.0																
		<b>I-10 R/W:</b>	<b>35.0</b>																			
17	LNDSCP	101L - SR 74, Carefree Highway (Landscape Construction)	3.0			3.0																
17	MISC	Bethany Home Rd - Northern Ave, Alhambra District (Construction)	2.3			2.3																
17	GPL	Arizona Canal - 101L (Construction)	48.0					48.0														

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
17	FMS	Arizona Canal - Happy Valley Rd (Construction)	8.0					8.0														
17	HOV	I-10 East - I-10 West (Construction)	70.0										70.0									
17	GPL	McDowell - Arizona Canal (Construction)	220.0											220.0								
17	GPL	McDowell - Arizona Canal (Construction)	220.0												220.0							
17	GPL	McDowell - Arizona Canal (Construction)	150.0													150.0						
17	TI	Dove Valley (Construction), City Advancement	16.6	16.6																		
17	GPL	Anthem Way - New River (Construction)	23.4																		23.4	
17	GPL	SR74, Carefree Highway - Anthem Way (Construction)	30.5		30.5																	
17	HOV	SR74, Carefree Highway - Anthem Way (Construction)	34.5																		34.5	
17	HOV/GPL	Jomax Rd - SR74, Carefree Highway (Construction)	95.0	95.0																		
		<b>I-17 Construction:</b>	<b>921.3</b>																			
17	FMS	Arizona Canal - 101L (Design)	0.8				0.8															
17	GPL	Arizona Canal - 101L (Design)	2.6					2.6														
17	FMS	101L - Carefree Highway (Design)	0.9				0.9															
17	LNDSCP	101L - SR 74, Carefree Highway (Landscape Design)	0.7		0.7																	
17	HOV	I-10 East - I-10 West (Design)	7.0									7.0										
17	GPL	Anthem Way - New River (Design)	2.6																		2.6	
17	HOV	SR74, Carefree Highway - Anthem Way (Design)	4.4														4.4					
		<b>I-17 Design:</b>	<b>19.0</b>																			
17	GPL	McDowell - Arizona Canal (Design & R/W)	150.0									150.0										
17	GPL	McDowell - Arizona Canal (Design, R/W & Construction)	220.0										220.0									
		<b>I-17 Multi Phase:</b>	<b>370.0</b>																			
17	HOV/GPL	101L - Happy Valley Rd (R/W)	12.5	7.5	5.0																	
17	HOV/GPL	Happy Valley Rd - Dixileta Dr (R/W)	6.0	6.0																		
17	HOV/GPL	Dixileta Dr - SR74, Carefree Highway (R/W)	1.5	1.5																		
		<b>I-17 R/W:</b>	<b>20.0</b>																			
51	GPL	Shea Blvd - 101L, Pima (Construction)	47.0																		47.0	
		<b>SR51 Construction:</b>	<b>47.0</b>																			
51	FMS	Bell Rd - 101L (Design)	0.2				0.2															
51	GPL	Shea Blvd - 101L, Pima (Design)	4.0														4.0					
		<b>SR51 Design:</b>	<b>4.2</b>																			
60G	GPL	99th Ave - 83rd Ave, Including New River Bridge (Construction)	10.0	10.0																		
60G	GPL	303L, Estrella - 99th Ave (Construction)	40.0		40.0																	
60G	GPL	101L, Agua Fria - McDowell Rd (Construction)*	27.2			27.2																
60G	GPL/IMP	303L, Estrella - 99th Ave (Construction)	48.8								48.8											
60G	GPL/IMP	101L, Agua Fria - Van Buren St (Construction)	21.6							21.6												
60G	GPL	101L, Agua Fria - Van Buren St (Construction)	25.0																		25.0	
60G		101L, Agua Fria - Van Buren St (Construction)	25.0																		25.0	
60G		101L, Agua Fria - Van Buren St (Construction)	25.0																			25.0
		<b>US60, Grand Ave Construction:</b>	<b>222.6</b>																			

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
60G	GPL/IMP	303L, Estrella - 99th Ave (Design)	2.4					2.4														
60G	GPL	101L, Agua Fria - McDowell Rd (Design)	2.7		2.7																	
60G	GPL/IMP	101L, Agua Fria - Van Buren St (Design)	1.1						1.1													
		<b>US60, Grand Ave Design:</b>	<b>6.2</b>																			
60G	GPL/IMP	303L, Estrella - 101L, Agua Fria (Design & R/W)	7.0					7.0														
60G	GPL/IMP	303L, Estrella - 101L, Agua Fria (Design & R/W)	5.0							5.0												
60G	GPL	101L, Agua Fria - Van Buren St (Design & R/W)	22.0														22.0					
		<b>US60, Grand Ave Multi Phase:</b>	<b>34.0</b>																			
60S	GPL	I-10 - 101L, Price (Construction)	8.0			8.0																
60S	TI	Lindsay Rd Half Interchange (Construction)	4.2					4.2														
60S	TI	Meridian Rd Half Interchange (Construction)	4.2						4.2													
60S	HOV/GPL	Crismon Rd - Meridian Rd (Construction)	28.0											28.0								
		<b>US60, Superstition Construction:</b>	<b>44.4</b>																			
60S	GPL	I-10 - 101L, Price (Design)	0.7	0.7																		
60S	TI	Lindsay Rd Half Interchange (Design)	0.4				0.4															
60S	TI	Meridian Rd Half Intechange (Design)	0.4					0.4														
60S	HOV/GPL	Crismon Rd - Meridian Rd (Design)	3.0									3.0										
		<b>US60, Superstition Design:</b>	<b>4.5</b>																			
74	GPL	US60, Grand - 303L, Estrella (Const Passing Lanes, MP20-22, EB & WB)	3.6	3.6																		
74	GPL	US60, Grand - 303L, Estrella (Const Passing Lanes, MP13 - MP15, EB)	2.0			2.0																
		<b>SR74 Construction:</b>	<b>5.6</b>																			
74	GPL	US60, Grand - 303L, Estrella (R/W Protection)	1.0	1.0																		
74	GPL	US60, Grand - 303L, Estrella (R/W Protection)	1.0		1.0																	
74	GPL	US60, Grand - 303L, Estrella (R/W Protection)	1.0			1.0																
74	GPL	US60, Grand - 303L, Estrella (R/W Protection)	1.0				1.0															
74	GPL	US60, Grand - 303L, Estrella (R/W Protection)	1.0					1.0														
74	GPL	US60, Grand - 303L, Estrella (R/W Protection)	1.0						1.0													
74	GPL	US60, Grand - 303L, Estrella (R/W Protection)	1.0							1.0												
74	GPL	I-17 - US60, Grand Ave (R/W)	15.0														15.0					
74	GPL	I-17 - US60, Grand Ave (R/W)	5.0															5.0				
74	GPL	I-17 - US60, Grand Ave (R/W)	10.0																10.0			
74	GPL	I-17 - US60, Grand Ave (R/W)	5.0																	5.0		
74	GPL	I-17 - US60, Grand Ave (R/W)	5.0																		5.0	
		<b>SR74 R/W Protection:</b>	<b>48.0</b>																			
85	GPL	MP 130.7 - 137.0 (Construction)	20.9	20.9																		
85	GPL	MP 120.54 - MP 122.99 (Construction)	9.1		9.1																	
85	GPL	MP 149.4 - MP 152.0 (Construction)	16.2		16.2																	
85	GPL	Southern Ave - I-10 (Construction)	29.6		29.6																	
85	GPL	SR85 Improvements (Construction)	40.0			40.0																

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
		<b>SR85 Construction:</b>	<b>115.8</b>																			
85	GPL	MP 120.54 - MP 122.99 (Design, R/W & Utility), Reprogram	1.2		1.2																	
85	GPL	I-8 to I-10	10.2	10.2																		
85	GPL	I-8 to I-10	11.1		11.1																	
		<b>SR85 Multi Phase:</b>	<b>22.5</b>																			
88	MISC	Fish Creek Hill (Construction)	1.5	1.5																		
		<b>SR88 Construction:</b>	<b>1.5</b>																			
101A	MISC	I-10 - MC85 (Construction)	3.5			3.5																
101A	TI	Beardsley Rd/Union Hills Dr (Construction)	18.0					18.0														
101A	HOV	I-10 - US60, Grand Ave (Construction)	48.0										48.0									
101A	FMS	US60, Grand Ave - I-17 (Construction)	11.9										11.9									
101A	RAMP	I-10 System Interchange (Construction)	54.0																		54.0	
101A	GPL	I-10 - US60, Grand Ave (Construction)	80.0														80.0					
101A	HOV	US60, Grand Ave - I-17 (Construction)	58.0														58.0					
101A	GPL	US60, Grand Ave - I-17 (Construction)	92.0																		92.0	
101A	TI	Thunderbird Rd (Construction)	3.0	3.0																		
101A	RAMP	I-17 System Interchange (Construction)	65.0																		65.0	
		<b>101L, Agua Fria Construction:</b>	<b>433.4</b>																			
101A	TI	Beardsley Rd/Union Hills Dr (Design)	0.7				0.7															
101A	MISC	I-10 - MC85 (Design)	0.5		0.5																	
101A	HOV	I-10 - US60, Grand Ave (Design)	5.0									5.0										
101A	FMS	US60, Grand Ave - I-17 (Design)	1.3									1.3										
101A	RAMP	I-10 System Interchange (Design)	6.0																		6.0	
101A	GPL	I-10 - US60, Grand Ave (Design)	5.0														5.0					
101A	HOV	US60, Grand Ave - I-17 (Design)	6.0														6.0					
101A	GPL	US60, Grand Ave - I-17 (Design)	10.0																		10.0	
101A	RAMP	I-17 System Interchange (Design)	7.0																		7.0	
		<b>101L, Agua Fria Design:</b>	<b>41.5</b>																			
101PI	HOV	Tatum Blvd - Princess Dr (Construction)	30.0	30.0																		
101PI	HOV	I-17 - Tatum Blvd (Construction)	33.0					33.0														
101PI	GPL	Shea Blvd - 202L, Red Mountain (Construction)	86.0							86.0												
101PI	GPL	I-17 - SR51 (Construction)	54.0																		54.0	
101PI	GPL	SR51 - Shea Blvd (Construction)	77.0														77.0					
		<b>101L, Pima Construction:</b>	<b>280.0</b>																			
101PI	FMS	I-17 - SR51 (Design)	0.8				0.8															
101PI	FMS	SR51 - Princess Dr (Design)	0.7				0.7															
101PI	HOV	I-17 - Tatum Blvd (Design)	2.5					2.5														
101PI	GPL	Shea Blvd - 202L, Red Mountain (Design)	4.7						4.7													
101PI	GPL	I-17 - SR51 (Design)	5.0																		5.0	
101PI	GPL	SR51 - Shea Blvd (Design)	8.0														8.0					
		<b>101L, Pima Design:</b>	<b>21.7</b>																			

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
101PR	HOV	202L, Red Mountain - Baseline Rd (Construction)	17.0	17.0																		
101PR	HOV	Baseline Rd - 202L, Santan (Construction)	35.5	35.5																		
101PR	MISC	Balboa Dr, Multi-use Path, Local (Construction)	2.0		2.0																	
101PR	GPL	Baseline Rd - 202L, Santan (Construction)	46.0																	46.0		
		<b>101L, Price Construction:</b>	<b>100.5</b>																			
101PR	GPL	Baseline Rd - 202L, Santan (Design)	5.0														5.0					
		<b>101L, Price Design:</b>	<b>5.0</b>																			
153	NEW	Superior Ave - University Dr (Construction)	16.0		16.0																	
153	NEW	Superior Ave - University Dr (Landscape Construction)	0.6			0.6																
		<b>SR153 Construction:</b>	<b>16.6</b>																			
153	NEW	Superior Ave - University Dr (Landscape Design)	0.1		0.1																	
		<b>SR153 Design:</b>	<b>0.1</b>																			
202RM	GPL	Rural Rd - 101L, EB & WB (Construction)	72.3		72.3																	
202RM	GPL	48th St - Rural Rd, EB (Construction)	46.3			46.3																
202RM	GPL	SR51 - 48th St, EB (Construction)	51.9				51.9															
202RM	HOV	101L - Gilbert Rd (Construction)	29.0		29.0																	
202RM	FMS	101L - SR87 (Construction)	6.0		6.0																	
202RM	GPL	101L - Gilbert Rd (Construction)	46.0							46.0												
202RM	HOV	Gilbert Rd - Higley Rd (Construction)	25.0												25.0							
202RM	TI	Mesa Dr, Ramps Only (Construction)	4.1																			4.1
202RM	GPL	Gilbert Rd - Higley Rd (Construction)	38.0																			38.0
202RM	HOV	Higley Rd - US60, Superstition (Construction)	47.0																47.0			
202RM	GPL	Higley Rd - US60, Superstition (Construction)	77.0																			77.0
202RM	RAMP	US60, Superstition System TI (Construction)	18.4																			18.4
		<b>202L, Red Mountain Construction:</b>	<b>461.0</b>																			
202RM	GPL	Rural Rd - 101L, EB & WB (Design)	5.7	5.7																		
202RM	GPL	48th St - Rural Rd, EB (Design)	3.7		3.7																	
202RM	GPL	SR51 - 48th St, EB (Design)	4.2			4.2																
202RM	HOV	101L - Gilbert Rd (Design)	2.5		2.5																	
202RM	FMS	101L - SR87 (Design)	0.6	0.6																		
202RM	GPL	101L - Gilbert Rd (Design)	2.5						2.5													
202RM	HOV	Gilbert Rd - Higley Rd (Design)	2.0											2.0								
202RM	TI	Mesa Dr, Ramps Only (Design)	0.5																			0.5
202RM	GPL	Gilbert Rd - Higley Rd (Design)	4.0															4.0				
202RM	HOV	Higley Rd - US60, Superstition (Design)	5.0													5.0						
202RM	GPL	Higley Rd - US60, Superstition (Design)	8.0																			8.0
202RM	RAMP	US60, Superstition System TI (Design)	2.0																		2.0	
		<b>202L, Red Mountain Design:</b>	<b>40.7</b>																			
202SA	HOV/RAMP	Dobson Rd - I-10 (Construction)	42.0						42.0													
202SA	HOV	Val Vista Dr - Dobson Rd (Construction)	54.0								54.0											

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Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
202SA	RAMP	202L, Santan / 101L, Price (Construction)	18.4										18.4									
202SA	GPL	Dobson Rd - I-10 (Construction)	39.0																39.0			
202SA	GPL	Val Vista Dr - Dobson Rd (Construction)	54.0																	54.0		
202SA	HOV	US60, Superstition - Val Vista Dr (Construction)	50.0														50.0					
202SA	GPL	US60, Superstition - Val Vista Dr (Construction)	85.0																		85.0	
		<b>202L, Santan Construction:</b>	<b>342.4</b>																			
202SA	FMS	Dobson Rd - I-10 (Design)	0.6				0.6															
202SA	HOV/RAMP	Dobson Rd - I-10 (Design)	4.0				4.0															
202SA	HOV	Val Vista Dr - Dobson Rd (Design)	3.0							3.0												
202SA	RAMP	202L, Santan / 101L, Price (Design)	2.0									2.0										
202SA	GPL	Dobson Rd - I-10 (Design)	4.0														4.0					
202SA	GPL	Val Vista Dr - Dobson Rd (Design)	5.0																5.0			
202SA	HOV	US60, Superstition - Val Vista Dr (Design)	5.0														5.0					
202SA	GPL	US60, Superstition - Val Vista Dr (Design)	8.0																	8.0		
202SA	MISC	Lindsay Rd - Gilbert Rd (Design & Construction)	0.5	0.5																		
		<b>202L, Santan Design:</b>	<b>32.1</b>																			
202SM	NEW	51st Ave - I-10 West (Construction)	60.0		30.0	30.0																
202SM	NEW	51st Ave - I-10 West (Construction)	60.0			60.0																
202SM	NEW	51st Ave - I-10 West (Construction)	110.0			110.0																
202SM	NEW	51st Ave - I-10 West (Construction)	190.0				190.0															
202SM	NEW	I-10 East/Santan TI - 51st Ave (Construction)	150.0					150.0														
202SM	NEW	I-10 East/Santan TI - 51st Ave (Construction)	120.0						120.0													
202SM	NEW	I-10 East/Santan TI - 51st Ave (Construction)	77.0							77.0												
		<b>202L, South Mountain Construction:</b>	<b>767.0</b>																			
202SM	NEW	I-10 East/Santan TI - 51st Ave (Design & R/W)	20.0		20.0																	
202SM	NEW	I-10 East/Santan TI - 51st Ave (Design & R/W)	40.0			40.0																
		<b>202L, South Mountain Multi Phase:</b>	<b>60.0</b>																			
202SM	NEW	51st Ave - I-10 West (Design)	15.0		15.0																	
202SM	NEW	I-10 East/Santan TI - 51st Ave (Design)	10.0		10.0																	
		<b>202L, South Mountain Design:</b>	<b>25.0</b>																			
202SM	NEW	I-10 East/Santan TI - 51st Ave (R/W)	80.0				80.0															
202SM	NEW	I-10 East/Santan TI - 51st Ave (R/W)	80.0					80.0														
202SM	NEW	51st Ave - I-10 West (R/W)	15.0	15.0																		
202SM	NEW	51st Ave - I-10 West (R/W)	50.0		50.0																	
		<b>202L, South Mountain R/W:</b>	<b>225.0</b>																			
303	NEW	Happy Valley Rd - Lake Pleasant Rd, Interim Roadway (Construction)	177.0	177.0																		
303	NEW	Lake Pleasant Rd - I-17, Interim Roadway (Construction)	134.0		134.0																	
303	NEW	Happy Valley Rd - I-17 (TI Construction @ I-17)	34.0	34.0																		
303	NEW	I-10/303L TI Phase I, I-10 re-alignment (Construction)	135.0				135.0															
303	TI	Bell Rd (Construction)	11.0	11.0																		
303	TI	Cactus Rd & Waddell Rd (Construction)	9.2	9.2																		

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Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
303	NEW	I-10 - US60, Grand Ave (Construction)	129.8				129.8															
303	NEW	I-10 - US60, Grand Ave (Construction)	190.0					190.0														
303	NEW	I-10 - US60, Grand Ave (Construction)	155.0						155.0													
303	NEW	US60, Grand Ave - I-17 (Construction)	110.0						110.0													
303	NEW	US60, Grand Ave - I-17 (Construction)	110.0							110.0												
303	NEW	US60, Grand Ave - I-17 (Construction)	85.0								85.0											
303	NEW	I-10 Reliever/MC85 - I-10 (Construction)	90.0											90.0								
303	NEW	I-10 Reliever/MC85 - I-10 (Construction)	90.0												90.0							
		<b>303L, Estrella Construction:</b>	<b>1460.0</b>																			
303	NEW	I-10 - US60, Grand Ave (Design)	2.7		2.7																	
303	NEW	I-10 - US60, Grand Ave (Design)	4.5			4.5																
303	NEW	US60, Grand Avenue - I-17 (Design)	20.0					20.0														
		<b>303L, Estrella Design:</b>	<b>27.2</b>																			
303	NEW	Lake Pleasant Rd - I-17 (R/W)	40.0	40.0																		
303	NEW	I-10 - US60, Grand Ave (R/W)	5.5		5.5																	
303	NEW	I-10 - US60, Grand Ave (R/W)	5.5			5.5																
303	NEW	I-10 - US60, Grand Ave (R/W)	10.0	10.0																		
303	NEW	US60, Grand Ave - I-17 (R/W)	70.0					70.0														
		<b>303L, Estrella R/W:</b>	<b>131.0</b>																			
303	NEW	I-10 Reliever/MC85 - I-10 (Design & R/W)	40.0									40.0										
		<b>303L, Estrella Multi Phase:</b>	<b>40.0</b>																			
303	NEW	Riggs Rd - I-10 Reliever (R/W)	25.0																		25.0	
303	NEW	Riggs Rd - I-10 Reliever (R/W)	25.0																			25.0
		<b>303L, Estrella R/W Protection:</b>	<b>50.0</b>																			
801	NEW	SR85 - 303L, Estrella (Construction)	60.0																			60.0
801	NEW	303L, Estrella - 202L, South Mountain (Construction)	125.0																		125.0	
801	NEW	303L, Estrella - 202L, South Mountain (Construction)	125.0																			125.0
801	NEW	303L, Estrella - 202L, South Mountain (Construction)	154.0																			154.0
		<b>SR 801 Construction:</b>	<b>464.0</b>																			
801	NEW	SR85 - 303L, Estrella (Design & R/W)	21.0												21.0							
801	NEW	303L, Estrella - 202L, South Mountain (Design & R/W)	150.0													150.0						
801	NEW	303L, Estrella - 202L, South Mountain (Design & R/W)	100.0														100.0					
		<b>SR 801 Multi Phase:</b>	<b>271.0</b>																			
801	NEW	303L, Estrella - 202L, South Mountain (R/W Protection)	3.0	3.0																		
801	NEW	303L, Estrella - 202L, South Mountain (R/W Protection)	3.0		3.0																	
801	NEW	303L, Estrella - 202L, South Mountain (R/W Protection)	3.0			3.0																
801	NEW	303L, Estrella - 202L, South Mountain (R/W Protection)	5.0				5.0															
801	NEW	303L, Estrella - 202L, South Mountain (R/W Protection)	5.0					5.0														
801	NEW	303L, Estrella - 202L, South Mountain (R/W Protection)	10.0						10.0													
801	NEW	303L, Estrella - 202L, South Mountain (R/W Protection)	20.0							20.0												
801	NEW	303L, Estrella - 202L, South Mountain (R/W Protection)	20.0								20.0											

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
		<b>SR 801 R/W:</b>	<b>69.0</b>																			
802	NEW	202L, Santan - Ellsworth Rd (Construction)	113.0									113.0										
802	NEW	Ellsworth Rd - Meridian Rd (Construction)	90.0													90.0						
		<b>SR 802 Construction:</b>	<b>203.0</b>																			
802	NEW	Ellsworth Rd - Meridian Rd (Design)	10.0								10.0											
		<b>SR 802 Design:</b>	<b>10.0</b>																			
802	NEW	202L, Santan - Ellsworth Rd (Design & R/W)	20.0							20.0												
802	NEW	202L, Santan - Ellsworth Rd (Design & R/W)	20.0								20.0											
802	NEW	Ellsworth Rd - Meridian Rd (Design & R/W)	70.0											70.0								
		<b>SR 802 Multi Phase:</b>	<b>110.0</b>																			
802	NEW	202L, Santan - Meridian Rd (R/W Protection)	2.0	2.0																		
802	NEW	202L, Santan - Meridian Rd (R/W Protection)	2.0		2.0																	
802	NEW	202L, Santan - Meridian Rd (R/W Protection)	2.0			2.0																
802	NEW	202L, Santan - Meridian Rd (R/W Protection)	2.0				2.0															
802	NEW	202L, Santan - Meridian Rd (R/W Protection)	2.0					2.0														
		<b>SR 802 R/W:</b>	<b>10.0</b>																			
SW	NOISE	Asphalt Rubber Noise Mitigation	14.5	14.5																		
		Noise Mitigation Projects	1.0		1.0																	
		Noise Mitigation Projects	1.0			1.0																
		Noise Mitigation Projects	1.0				1.0															
		Noise Mitigation Projects	1.5					1.5														
		Noise Mitigation Projects	1.0						1.0													
		Noise Mitigation Projects	1.0							1.0												
		Noise Mitigation Projects	1.0								1.0											
		Noise Mitigation Projects	1.0									1.0										
		Noise Mitigation Projects	1.0										1.0									
		Noise Mitigation Projects	1.0											1.0								
		Noise Mitigation Projects	1.4													1.4						
		Noise Mitigation Projects	1.5														1.5					
		Noise Mitigation Projects	1.5															1.5				
		Noise Mitigation Projects	1.5																1.5			
		Noise Mitigation Projects	1.5																	1.5		
		Noise Mitigation Projects	1.5																		1.5	
		<b>Noise Mitigation:</b>	<b>34.9</b>																			
SW	MISC	Park & Ride Lot	3.0	3.0																		
SW	TI	TI Improvements	0.3	0.3																		
SW	TI	TI Improvements	3.0		3.0																	
SW	TI	TI Improvements	3.0			3.0																
SW	TI	TI Improvements	3.0				3.0															
SW	TI	TI Improvements	3.0					3.0														

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
		<b>Systemwide Construction:</b>	<b>15.3</b>																			
SW	MAINT	Maintenance (Landscape, litter & sweep)	11.6	11.6																		
SW	MAINT	Maintenance (Landscape, litter & sweep)	11.0		11.0																	
SW	MAINT	Maintenance (Landscape, litter & sweep)	12.0			12.0																
SW	MAINT	Maintenance (Landscape, litter & sweep)	13.0				13.0															
SW	MAINT	Maintenance (Landscape, litter & sweep)	13.0					13.0														
SW	MAINT	Maintenance (Landscape, litter & sweep)	14.0						14.0													
SW	MAINT	Maintenance (Landscape, litter & sweep)	14.0							14.0												
SW	MAINT	Maintenance (Landscape, litter & sweep)	15.0								15.0											
SW	MAINT	Maintenance (Landscape, litter & sweep)	15.0									15.0										
SW	MAINT	Maintenance (Landscape, litter & sweep)	15.0										15.0									
SW	MAINT	Maintenance (Landscape, litter & sweep)	16.0											16.0								
SW	MAINT	Maintenance (Landscape, litter & sweep)	16.0												16.0							
SW	MAINT	Maintenance (Landscape, litter & sweep)	16.0													16.0						
SW	MAINT	Maintenance (Landscape, litter & sweep)	16.0														16.0					
SW	MAINT	Maintenance (Landscape, litter & sweep)	17.0															17.0				
SW	MAINT	Maintenance (Landscape, litter & sweep)	17.5																17.5			
SW	MAINT	Maintenance (Landscape, litter & sweep)	17.5																	17.5		
SW	MAINT	Maintenance (Landscape, litter & sweep)	17.4																			17.4
		<b>Systemwide Maintenance:</b>	<b>267.0</b>																			
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	18.0	18.0																		
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	18.0		18.0																	
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	18.0			18.0																
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	13.0				13.0															
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	13.0					13.0														
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	12.0						12.0													
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	12.0							12.0												
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	12.0								12.0											
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	12.0									12.0										
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	11.0										11.0									
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	11.0											11.0								
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	10.0													10.0						
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	6.0														6.0					
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	4.0															4.0				
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	3.0																3.0			
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	2.0																		2.0	
SW	ADMIN	Preliminary Engineering (Management Consultants, 30% Plans Design)	2.0																			2.0
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2	1.2																		
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2		1.2																	
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2			1.2																

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2				1.2															
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2					1.2														
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2						1.2													
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2							1.2												
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2								1.2											
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2									1.2										
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2										1.2									
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2											1.2								
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2												1.2							
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2													1.2						
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2														1.2					
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2															1.2				
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2																1.2			
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2																	1.2		
SW	ADMIN	Preliminary Engineering (ADOT Staff)	1.2																		1.2	
SW	ADMIN	Design Change Orders	3.0	3.0																		
SW	ADMIN	Design Change Orders	3.0		3.0																	
SW	ADMIN	Design Change Orders	3.0			3.0																
SW	ADMIN	Design Change Orders	3.0				3.0															
SW	ADMIN	Design Change Orders	3.0					3.0														
SW	ADMIN	Design Change Orders	3.0						3.0													
SW	ADMIN	Design Change Orders	3.0							3.0												
SW	ADMIN	Design Change Orders	3.0								3.0											
SW	ADMIN	Design Change Orders	3.0									3.0										
SW	ADMIN	Design Change Orders	3.0										3.0									
SW	ADMIN	Design Change Orders	3.0											3.0								
SW	ADMIN	Design Change Orders	3.0												3.0							
SW	ADMIN	Design Change Orders	3.0													3.0						
SW	ADMIN	Design Change Orders	3.0														3.0					
SW	ADMIN	Design Change Orders	3.0															3.0				
SW	ADMIN	Design Change Orders	3.0																3.0			
SW	ADMIN	Design Change Orders	3.0																	3.0		
SW	ADMIN	Risk Management Indemnification	2.5	2.5																		
SW	ADMIN	Risk Management Indemnification	2.5		2.5																	
SW	ADMIN	Risk Management Indemnification	2.5			2.5																
SW	ADMIN	Risk Management Indemnification	2.5				2.5															
SW	ADMIN	Risk Management Indemnification	2.5					2.5														
SW	ADMIN	Risk Management Indemnification	2.5						2.5													
SW	ADMIN	Risk Management Indemnification	2.5							2.5												
SW	ADMIN	Risk Management Indemnification	2.5								2.5											
SW	ADMIN	Risk Management Indemnification	2.5									2.5										
SW	ADMIN	Risk Management Indemnification	2.5										2.5									

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
SW	ADMIN	Risk Management Indemnification	2.5									2.5										
SW	ADMIN	Risk Management Indemnification	2.5										2.5									
SW	ADMIN	Risk Management Indemnification	2.5											2.5								
SW	ADMIN	Risk Management Indemnification	2.5												2.5							
SW	ADMIN	Risk Management Indemnification	2.5													2.5						
SW	ADMIN	Risk Management Indemnification	2.5														2.5					
SW	ADMIN	Risk Management Indemnification	2.5															2.5				
SW	ADMIN	Risk Management Indemnification	2.5																2.5			
SW	ADMIN	Risk Management Indemnification	2.5																	2.5		
SW	ADMIN	Risk Management Indemnification	2.5																		2.5	
SW	MISC	Freeway Service Patrols	0.6	0.6																		
SW	MISC	Freeway Service Patrols	0.7		0.7																	
SW	MISC	Freeway Service Patrols	0.7			0.7																
SW	MISC	Freeway Service Patrols	0.9				0.9															
SW	MISC	Freeway Service Patrols	1.0					1.0														
SW	ADMIN	Bottleneck Project Scoping	0.5	0.5																		
		<b>Systemwide Design:</b>	<b>313.9</b>																			
SW	FMS	FMS Preservation	0.7	0.7																		
SW	FMS	FMS Preservation	0.7		0.7																	
SW	FMS	FMS Preservation	0.7			0.7																
SW	FMS	FMS Preservation	0.7				0.7															
SW	FMS	FMS Rehabilitation	0.4		0.4																	
SW	FMS	FMS Rehabilitation	3.6			3.6																
SW	FMS	Freeway Management System Projects	1.3				1.3															
SW	FMS	Freeway Management System Projects	0.8					0.8														
SW	FMS	Freeway Management System Projects	7.0						7.0													
SW	FMS	Freeway Management System Projects	7.0							7.0												
SW	FMS	Freeway Management System Projects	7.0								7.0											
SW	FMS	Freeway Management System Projects	10.0									10.0										
SW	FMS	Freeway Management System Projects	10.0										10.0									
SW	FMS	Freeway Management System Projects	5.0											5.0								
SW	FMS	Freeway Management System Projects	5.0												5.0							
SW	FMS	Freeway Management System Projects	5.0													5.0						
SW	FMS	Freeway Management System Projects	10.0														10.0					
SW	FMS	Freeway Management System Projects	5.0															5.0				
SW	FMS	Freeway Management System Projects	10.0																10.0			
SW	FMS	Freeway Management System Projects	5.0																	5.0		
SW	FMS	Freeway Management System Projects	14.0																		14.0	
		<b>Systemwide Multi Phase:</b>	<b>109.7</b>																			
SW	R/W	R/W Advance Acquisition	5.0	5.0																		

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
SW	R/W	R/W Advance Acquisition	5.0		5.0																	
SW	R/W	R/W Advance Acquisition	5.0			5.0																
SW	R/W	R/W Advance Acquisition	5.0				5.0															
SW	R/W	R/W Advance Acquisition	5.0					5.0														
SW	R/W	R/W Advance Acquisition	5.0						5.0													
SW	R/W	R/W Advance Acquisition	5.0							5.0												
SW	R/W	R/W Advance Acquisition	5.0								5.0											
SW	R/W	R/W Advance Acquisition	5.0									5.0										
SW	R/W	R/W Advance Acquisition	5.0										5.0									
SW	R/W	R/W Advance Acquisition	5.0											5.0								
SW	R/W	R/W Advance Acquisition	5.0												5.0							
SW	R/W	R/W Advance Acquisition	5.0													5.0						
SW	R/W	R/W Advance Acquisition	2.0														2.0					
SW	R/W	R/W Advance Acquisition	2.0															2.0				
SW	R/W	R/W Advance Acquisition	1.0																1.0			
SW	R/W	R/W Plans & Titles	2.5	2.5																		
SW	R/W	R/W Plans & Titles	2.5		2.5																	
SW	R/W	R/W Plans & Titles	2.5			2.5																
SW	R/W	R/W Plans & Titles	2.5				2.5															
SW	R/W	R/W Plans & Titles	2.5					2.5														
SW	R/W	R/W Plans & Titles	2.5						2.5													
SW	R/W	R/W Plans & Titles	2.5							2.5												
SW	R/W	R/W Plans & Titles	2.5								2.5											
SW	R/W	R/W Plans & Titles	2.5									2.5										
SW	R/W	R/W Plans & Titles	2.5										2.5									
SW	R/W	R/W Plans & Titles	2.5											2.5								
SW	R/W	R/W Plans & Titles	2.5												2.5							
SW	R/W	R/W Plans & Titles	2.5													2.5						
SW	R/W	R/W Plans & Titles	2.5														2.5					
SW	R/W	R/W Plans & Titles	2.5															2.5				
SW	R/W	R/W Plans & Titles	1.0																	1.0		
SW	R/W	R/W Plans & Titles	1.0																		1.0	
SW	R/W	R/W Property Management	0.5	0.5																		
SW	R/W	R/W Property Management	0.5		0.5																	
SW	R/W	R/W Property Management	0.5			0.5																
SW	R/W	R/W Property Management	0.5				0.5															
SW	R/W	R/W Property Management	0.5					0.5														
SW	R/W	R/W Property Management	0.5						0.5													
SW	R/W	R/W Property Management	0.5							0.5												
SW	R/W	R/W Property Management	0.5								0.5											
SW	R/W	R/W Property Management	0.5									0.5										
SW	R/W	R/W Property Management	0.5										0.5									

**DRAFT Freeway/Highway Life Cycle Program FY 2008 - FY2026 (In Millions - 2007 Dollars)**

Rte.		PROJECT DESCRIPTION	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
SW	R/W	R/W Property Management	0.5									0.5										
SW	R/W	R/W Property Management	0.5										0.5									
SW	R/W	R/W Property Management	0.5											0.5								
SW	R/W	R/W Property Management	0.5												0.5							
SW	R/W	R/W Property Management	0.5													0.5						
SW	R/W	R/W Property Management	0.5														0.5					
SW	R/W	R/W Property Management	0.5															0.5				
SW	R/W	R/W Property Management	0.5																0.5			
SW	R/W	R/W Property Management	0.5																	0.5		
SW	R/W	R/W Property Management	0.5																		0.5	
		<b>Systemwide R/W:</b>	<b>121.0</b>																			

755.9   712.0   724.3   792.0   659.3   628.1   529.3   365.5   379.5   449.0   429.7   382.7   308.1   288.5   476.9   493.6   557.1   550.6   --

**\$9,482.2   PROGRAM TOTAL**

**Loan Repayment Schedule for Local Advanced Projects:**

I-10, Sarival Rd - Dysart Rd (Design): \$4,620,000 in FY 2009  
 I-10, Sarival Rd - Dysart Rd (Construction): \$84,000,000 in FY 2011  
 I-10, Dysart Rd - 101L, Agua Fria (Design): \$2,805,000 in FY 2013  
 I-10, Dysart Rd - 101L, Agua Fria (Construction): \$51,000,000 in FY 2014

I-17, Dixileta Dr (Design): \$1,000,000 in FY 2011  
 I-17, Dixileta Dr (Construction): \$9,545,000 in FY 2012  
 I-17, Dove Valley Rd (Design): \$1,800,000 in FY 2021  
 I-17, Dove Valley Rd (Construction): \$16,600,000 in FY 2022  
 US60 (Grand Avenue), 101L , Agua Fria - McDowell Rd (Design): \$240,000 in FY 2009, City of Glendale  
 US60 (Grand Avenue), 101L , Agua Fria - McDowell Rd (Construction): \$2,665,000 in FY 2010, City of Glendale

Note: RTP will share portion of the interest cost.

**Loan Government Projects within ADOT Corridor:**

101L (Pima), Scottsdale Rd - Hayden Rd, City of Scottsdale: \$4,244,000 in FY 2007  
 101L (Pima), Hayden Rd - Princess Dr, City of Scottsdale: \$4,341,000 in FY 2008

**Appendix B**

**Arterial Street Life Cycle Program**

# DRAFT Arterial Life Cycle Program

## FY 2008 - FY 2026 (In Million - 2006 Dollars)

**Arterial Life Cycle Program KEY**  
 FY078- FY26 funds are expressed in 2006\$,  
 All Regional Reimbursement Funds are expressed in millions. The jurisdiction listed in the first column is the Lead Agency.  
**Reim. to Date** - Reimbursements to Date in year of expenditure dollars  
**YOES** - Year of expenditures dollars  
**Remn. Reg. Budg. 2006\$** - Remaining Regional Budget in 2006 dollars  
**RARF** - Regional Area Road Fund  
**STP-MAG** - Surface Transportation Program funds  
**CMAQ** - Congestion Mitigation and Air Quality  
**FY** - Fiscal Year (July 1 - June 30) - RARF, Fiscal Year (Oct 1 - Sept 30) - STP & CMAQ  
**DES** - project design  
**ROW** - project right of way acquisition  
**CONST** - project construction  
**A** - project has been advanced from its original phase in the RTP  
**D** - project has been deferred from its original phase in the RTP  
**E** - project has either been advanced or deferred and the money has been exchanged with another project that has been either advanced or deferred  
 \*Actual and Projected Regional Reimbursements to be made by the end of FY06

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
<b>Chandler</b>																									
Arizona Ave/Chandler Blvd: Intersection Improvement	AII-ARZ-30-03	3.464				A																			
			RARF	DES	2004	A							0.183												
			RARF	ROW	2005	A							0.980												
			RARF	CONST	2006	A							2.301												
Arizona Ave/Elliott: Intersection Improvement	AII-ARZ-10-03	3.464				A																			
			RARF	DES	2003	A														0.200					
			RARF	ROW	2006	A														0.868					
			RARF	CONST	2006	A														2.396					
Arizona Ave/Ray Rd: Intersection Improvement	AII-ARZ-20-03	3.464				A																			
			RARF	DES	2005	A																			
			RARF	ROW	2006	A																			
			RARF	CONST	2007	A																			
Arizona Ave: Ocotillo to Hunt Hwy	ACI-ARZ-10-03	5.699																							
			RARF	DES	2011					0.350															
			RARF	ROW	2012						1.822														
			RARF	CONST	2013							3.527													
Chandler Blvd/Alma School: Intersection Improvements	AII-CHN-10-03	3.464																							
			RARF	DES	2008		0.330																		
			RARF	ROW	2009			0.888																	
			RARF	CONST	2010				2.246																
Chandler Blvd/Dobson: Intersection Improvements	AII-CHN-20-03	3.464				A																			
			RARF	DES	2005	A																			
			RARF	ROW	2007																				
			RARF	CONST	2008		2.144																		
Chandler Blvd/Kyrene: Intersection Improvements	AII-CHN-30-03	3.464																							
			RARF	DES	2013							0.167													
			RARF	ROW	2014								0.524												
			RARF	CONST	2015									2.773											

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
<b>Gilbert Rd: SR-202L to Hunt Hwy</b>	<b>ACI-GIL-10-03</b>	19.220				A																			
Gilbert Rd: SR-202L to Queen Creek Rd	ACI-GIL-10-03-A		RARF	DES	2007	A														0.334					
Gilbert Rd: SR-202L to Queen Creek Rd			RARF	ROW	2007	A														1.215					
Gilbert Rd: SR-202L to Queen Creek Rd			RARF	CONST	2008	A														4.768					
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	ACI-GIL-10-03-B		RARF	DES	2009	A														0.721					
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd			RARF	ROW	2010	A														1.700					
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd			RARF	CONST	2011	A														4.984					
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ACI-GIL-10-03-C		RARF	DES	2009	A														0.349					
Gilbert Rd: Chandler Heights Rd to Hunt Hwy			RARF	ROW	2010	A														0.987					
Gilbert Rd: Chandler Heights Rd to Hunt Hwy			RARF	CONST	2011	A														4.162					
Kyrene Rd/Ray Rd: Intersection Improvement	AII-KYR-10-03	3.464				A																			
			RARF	DES	2012	A														0.167					
			RARF	ROW	2013	A														0.524					
			RARF	CONST	2014	A														2.773					
<b>Price Rd: SR-202L to I-10</b>	<b>ACI-PRC-10-03</b>	51.402																							
Price Rd (Extension):SR-202L to I-10			STP-MAG		2016										10.280										
Price Rd (Extension):SR-202L to I-10			STP-MAG		2017											10.280									
Price Rd (Extension):SR-202L to I-10			STP-MAG		2018												10.280								
Price Rd (Extension):SR-202L to I-10			STP-MAG		2018													10.281							
Price Rd (Extension):SR-202L to I-10			STP-MAG		2019														10.281						
Ray/Alma School: Intersection Improvements	AII-RAY-10-03	3.464																							
			RARF	DES	2007																				
			RARF	ROW	2008		1.716																		
			RARF	CONST	2009			1.391																	
Ray/Dobson: Intersection Improvements	AII-RAY-20-03	3.464				A																			
			RARF	DES	2010	A				0.243															
			RARF	ROW	2011	A				0.683															
			RARF	CONST	2012						2.538														
Ray/McClintock: Intersection Improvements	AII-RAY-40-03	3.464				A																			
			RARF	DES	2009	A				0.414															
			RARF	ROW	2010	A				0.391															
			RARF	CONST	2011	A				2.659															
Ray/Rural: Intersection Improvements	AII-RAY-50-03	3.464																							
			RARF	DES	2011					0.175															
			RARF	ROW	2012						0.501														
			RARF	CONST	2013							2.788													
<b>CHANDLER/GILBERT</b>																									
<b>Queen Creek Rd: Arizona Ave to Power Rd</b>	<b>ACI-QNC-10-03</b>	34.752				A																			

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
CHAND. Queen Creek Rd: Arizona Ave to McQueen Rd	ACI-QNC-10-03-A		RARF	DES, ROW	2005	A					0.934															
Queen Creek Rd: Arizona Ave to McQueen Rd			RARF	CONST	2008	A					3.092															
CHAND. Queen Creek Rd: McQueen Rd to Lindsay Rd	ACI-QNC-10-03-B		RARF	DES	2008	A				0.566																
Queen Creek Rd: McQueen Rd to Lindsay Rd			RARF	ROW	2009	A				3.206																
Queen Creek Rd: McQueen Rd to Lindsay Rd			RARF	CONST	2010	A				3.700	3.688															
GILBERT Queen Creek Rd: Lindsay Rd to Power Rd	ACI-QNC-10-03-C		RARF	DES	2011					1.158																
Queen Creek Rd: Lindsay Rd to Power Rd			RARF	ROW	2012					9.239																
Queen Creek Rd: Lindsay Rd to Power Rd			RARF	CONST	2013							9.170														
<b>FOUNTAIN HILLS</b>																										
Shea Blvd: Palisades Blvd to Saguaro Blvd	ACI-SHA-10-03	5.587																								
			RARF	DES	2008		0.782																			
			RARF	ROW	2009			1.397																		
			RARF	CONST	2010				3.408																	
<b>GILBERT</b>																										
Elliot/Cooper: Intersection Improvements	AII-ELT-30-03	3.464				E																				
			RARF	DES	2011	E			0.216																	
			RARF	ROW	2012	E				0.760																
			RARF	CONST	2013	E					2.488															
Elliot/Gilbert: Intersection Improvements	AII-ELT-40-03	3.464																								
			RARF	DES	2016										0.230											
			RARF	ROW	2017											3.234										
			RARF	CONST	2018																					
Elliot/Greenfield: Intersection Improvements	AII-ELT-10-03	3.464																								
			RARF	DES	2011	A														0.228						
			RARF	ROW	2012	A															1.520					
			RARF	CONST	2013	A																1.716				
Elliot/Higley: Intersection Improvements	AII-ELT-20-03	3.464																								
			RARF	DES	2021																0.145					
			RARF	ROW	2022																	0.586				
			RARF	CONST	2023																		2.000			
			RARF	SAVINGS	2023																		0.733			
Elliot/Val Vista: Intersection Improvements	AII-ELT-50-03	3.464																								
			RARF	DES	2011	A														0.171						
			RARF	ROW	2012	A															0.493					
			RARF	CONST	2013	A																2.800				
Germann Rd: Gilbert to Power Rd	ACI-GER-20-03	20.337																								
Germann Rd: Gilbert to Higley	ACI-GER-20-03-A		RARF	DES	2008		1.105																			
Germann Rd: Gilbert to Higley			RARF	ROW	2009			7.597	7.597																	
Germann Rd: Gilbert to Higley			RARF	CONST	2010				4.038																	

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Germann Rd:Higley to Power	ACI-GER-20-03-B																								
Germann Rd:Higley to Power																									
Germann Rd:Higley to Power																									
Greenfield Rd: Elliot Rd to Warner Rd	ACI-GRN-10-03	3.799																		0.380					
			RARF	DES	2021																				
			RARF	ROW	2022																1.140				
			RARF	CONST	2023																	2.279			
Guadalupe/Cooper: Intersection Improvements	AII-GUD-30-03	3.464				E						0.241													
			RARF	DES	2011	E																			
			RARF	ROW	2012	E							1.302												
			RARF	CONST	2013	E								1.921											
Guadalupe/Gilbert: Intersection Improvements	AII-GUD-40-03	3.464																							
			RARF	DES	2008		0.192																		
			RARF	ROW	2009			1.193																	
			RARF	CONST	2010																				
			RARF	SAVINGS	2010																				
Guadalupe/Greenfield: Intersection Improvements	AII-GUD-10-03	3.464																							
			RARF	DES	2021																0.185				
			RARF	ROW	2022																	0.470			
			RARF	CONST	2023																		2.700		
			RARF	SAVINGS																			0.109		
Guadalupe/Power: Intersection Improvements	AII-GUD-20-03	3.464																							
			RARF	DES	2011	A															0.707				
			RARF	ROW	2012	A																1.591			
			RARF	CONST	2013	A																	1.166		
Guadalupe/Val Vista: Intersection Improvements	AII-GUD-50-03	3.464																							
			RARF	DES	2010	A									0.220										
			RARF	ROW	2011	A										0.810									
			RARF	CONST	2012	A											2.434								
<b>Power Rd: Galveston to Chandler Heights</b>	<b>ACI-PWR-10-03</b>	<b>18.996</b>																							
Power: Galveston to Pecos	ACI-PWR-10-03-A		RARF	DES	2011	A															0.950				
Power: Galveston to Pecos			RARF	ROW	2012	A																2.375			
Power: Galveston to Pecos			RARF	CONST	2013	A																	6.174		
Power: Pecos to Chandler Heights	ACI-PWR-10-03-B		RARF	DES	2022																0.950				
Power: Pecos to Chandler Heights			RARF	ROW	2023																		2.375		
Power: Pecos to Chandler Heights			RARF	CONST	2024																			6.172	
Ray Rd: Val Vista Rd to Power Rd	ACI-RAY-10-03	15.309																							
			RARF	DES	2011	A																	1.069		
			RARF	ROW	2012	A																		1.158	
			RARF	CONST	2013	A																			12.301
			RARF	SAVINGS	2025																				0.782
Ray/Gilbert: Intersection Improvements	AII-RAY-30-03	3.464																							
			RARF	DES	2011	A									0.226										

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
			RARF	ROW	2012	A										0.788										
			RARF	CONST	2013	A											2.225									
			RARF	SAVINGS														0.225								
Val Vista Rd: Warner Rd to Pecos Rd	ACI-VAL-20-03	10.169				E																				
			RARF	DES	2004	E																				
			RARF	ROW	2005	E																				
			RARF	CONST	2005/2006	E	3.464						3.241													
Warner/Cooper: Intersection Improvements	AII-WNR-10-03	3.464																								
			RARF	DES	2008		0.462																			
			RARF	ROW	2008		1.126																			
			RARF	CONST	2008		1.876																			
<b>MARICOPA COUNTY</b>																										
Dobson Rd: Bridge over Salt River	ACI-DOB-10-03	17.097																								
				DCR	2007																					
				EA	2008																					
			RARF	DES	2015								3.024													
			RARF	ROW	2015								3.728													
			RARF	CONST	2015								10.345													
El Mirage Rd: Bell Rd to Jomax Rd	ACI-ELM-10-03	17.991																								
El Mirage Rd: Bell Rd to Beardsley	ACI-ELM-10-03-A		RARF	DES	2006-09										0.506											
El Mirage Rd: Bell Rd to Beardsley			RARF	ROW	2003-2007										2.198											
El Mirage Rd: Bell Rd to Beardsley			RARF	CONST	2010/11											6.219	6.221									
El Mirage Rd: Beardsley to L303	ACI-ELM-10-03-B		RARF	DES	2007										0.659											
El Mirage Rd: Beardsley to L303			RARF	ROW	2003-2006										1.261											
El Mirage Rd: Beardsley to L303			RARF	CONST	2011/12										0.927											
El Mirage Rd:L303 to Jomax	ACI-ELM-10-03-C		RARF	DES	2013																					
El Mirage Rd:L303 to Jomax			RARF	ROW	2014/15																					
El Mirage Rd:L303 to Jomax			RARF	CONST	2015/16																					
El Mirage Rd: Thunderbird Rd to Bell	ACI-ELM-20-03	19.667																								
			RARF	STUDY	2006																					
			RARF	PRE-DES	2008-2009		1.052	0.378																		
			RARF	DES	2010-2012				1.722																	
			RARF	ROW	2009-2012			1.120	0.866																	
			RARF	CONST	2013-2015					8.403	4.822	1.304														
El Mirage Rd: Thunderbird Rd to Northern Ave	ACI-ELM-30-03	15.420																								
				STUDY	2006																					
			RARF	DES	2016										2.898											
			RARF	ROW	2016										2.800											
			RARF	CONST	20017-2018											7.005	2.717									

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Gilbert Rd: Bridge over Salt River	ACI-GIL-20-03	12.850																							
				DCR	2007																				
				EA	2008																				
			STP-MAG	DES	2015									1.560											
			STP-MAG	ROW	2015									1.887											
			STP-MAG	CONST	2015									8.956											
			RARF	CONST	2015									0.447											
Jomax Rd: SR-303L to Sun Valley Parkway	ACI-JMX-10-03	18.996																							
			RARF	ROW	2017											9.498									
			RARF	ROW	2018												9.498								
McKellips Rd: Bridge over Salt River	ACI-MCK-30-03	12.850																							
				DCR	2007																				
				EA	2008																				
			RARF	ROW	2015									2.459											
			RARF	CONST	2015									10.391											
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	ACI-MCK-40-03	36.205																							
			STP-MAG	DES	2013						0.482														
			STP-MAG	ROW	2014							0.734													
			STP-MAG	CONST	2015									6.683											
			RARF	SAVINGS																		14.150	14.150		
<b>Northern Pkwy: Grand Ave to SR-303L</b>	<b>ACI-NOR-30-03</b>	<b>55.871</b>																							
Northern Pkwy (Phase A1A): US-60 (Grand Ave.) to SR-303L			STP-MAG	PRE-DES/DES	2007-2008		3.464																		
Northern Pkwy (Phase A1A): Dysart Rd to SR-303L			STP-MAG	ROW	2008		15.552																		
Northern Pkwy (Phase A1A): Dysart Rd to SR-303L			STP-MAG	Interim CONST	2009			12.680																	
Northern Pkwy (Phase A1A): Dysart Rd to SR-303L			STP-MAG	Interim CONST	2010				6.010																
Northern Pkwy (Phase A2): US-60 (Grand Ave) to Dysart Rd			STP-MAG	Protect ROW & CONST	2010				6.650																
Northern Pkwy (Phase A2): US-60 (Grand Ave) to Dysart Rd			STP-MAG	Protect ROW & CONST	2011					11.515															
Northern Pkwy: US-60 (Grand Ave) to SR-101L	ACI-NOR-10-03	78.220																							
			STP-MAG	Reimb.	2016										11.143										
			STP-MAG	Reimb.	2017											20.198									
			STP-MAG	Reimb.	2018												18.766								
			STP-MAG	Reimb.	2019													16.195							
			STP-MAG	Reimb.	2020														11.917						
Northern Pkwy: SR-101L to SR-303L.	ACI-NOR-20-03	79.672																							

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
			STP-MAG	Reimb.	2021															16.402						
			STP-MAG	Reimb.	2022																12.742					
			STP-MAG	Reimb.	2023																	13.659				
			STP-MAG	Reimb.	2024																		19.168			
			STP-MAG	Reimb.	2025																			17.701		
<b>MESA/M.C.</b>																										
<b>Power Rd: Baseline Rd to Galveston</b>	<b>ACI-PWR-20-03</b>	16.650																								
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston	ACI-PWR-20-03-A		RARF	PRE DES	2008	E	0.362																			
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston			RARF	DES	2008	E	0.603																			
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston			RARF	ROW	2008	E	1.452																			
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston			RARF	CONST	2009	E		6.996																		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	ACI-PWR-20-03-B		RARF	DES	2007	E																				
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)			RARF	ROW	2007	E																				
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)			RARF	CONST	2008 & 2009	E	4.553																			
<b>MESA</b>																										
<b>Baseline Rd: Power Rd to Meridian Rd</b>	<b>ACI-BSL-10-03</b>	16.426				A																				
Baseline Rd: Power Rd to Ellsworth Rd	ACI-BSL-10-03-A		RARF	DES	2014	A																				0.839
Baseline Rd: Power Rd to Ellsworth Rd			RARF	ROW	2015	A																				2.517
Baseline Rd: Power Rd to Ellsworth Rd			RARF	CONST	2016	A																				4.681
Baseline Rd: Ellsworth Rd to Meridian Rd	ACI-BSL-10-03-B		RARF	DES	2017	A																				0.839
Baseline Rd: Ellsworth Rd to Meridian Rd			RARF	ROW	2018	A																				2.517
Baseline Rd: Ellsworth Rd to Meridian Rd			RARF	CONST	2019	A																				5.033
Broadway Rd: Dobson Rd to Country Club Dr	ACI-BDW-10-03	6.816																								
			RARF	PRE-DES	2008		0.189																			
			RARF	DES	2008		0.284																			
			RARF	ROW	2009			2.641																		
			RARF	CONST	2010				3.702																	
Country Club/University: Intersection Improvements	All-CCB-10-03	2.570				A																				
			RARF	PRE-DES	2007	A										0.062										
			RARF	DES	2008	A										0.062										
			RARF	ROW	2008	A										0.966										
			RARF	CONST	2009	A										1.480										

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Country Club/Brown: Intersection Improvements	All-CCB-20-03	2.570				A																			
			RARF	DES	2010	A														0.258					
			RARF	ROW	2011	A														0.774					
			RARF	CONST	2012	A														1.538					
<b>Crimson Rd: Broadway to Germann Rd</b>	<b>ACI-CRS-10-03</b>	33.746				A																			
Crimson Rd: Broadway to Guadalupe	ACI-CRS-10-03-A		RARF	DES	2014	A																	1.150		
Crimson Rd: Broadway to Guadalupe			RARF	ROW	2015	A																	3.449		
Crimson Rd: Broadway to Guadalupe			RARF	CONST	2016	A																	6.898		
Crimson Rd: Guadalupe to Ray	ACI-CRS-10-03-B		RARF	DES	2016	A																		1.116	
Crimson Rd: Guadalupe to Ray			RARF	ROW	2017	A																		3.348	
Crimson Rd: Guadalupe to Ray			RARF	CONST	2018	A																		6.695	
Crimson Rd: Ray to Germann	ACI-CRS-10-03-C		RARF	DES	2018	A																		1.116	
Crimson Rd: Ray to Germann			RARF	ROW	2019	A																		3.348	
Crimson Rd: Ray to Germann			RARF	CONST	2020	A																		6.626	
Dobson/Guadalupe: Intersection Improvements	All-DOB-10-03	2.570																							
			RARF	PRE-DES	2007																				
			RARF	DES	2008		0.070																		
			RARF	ROW	2008		0.228																		
			RARF	CONST	2009			2.202																	
Dobson/University: Intersection Improvements	All-DOB-20-03	2.570				A																			
			RARF	DES	2009	A														0.258					
			RARF	ROW	2010	A														0.774					
			RARF	CONST	2011	A														1.538					
<b>Elliot Rd: Power Rd to Meridian Rd</b>	<b>ACI-ELT-10-03</b>	16.650																							
Elliot Rd: Power Rd to Ellsworth Rd	ACI-ELT-10-03-A		STP-MAG	DES	2021															0.839					
Elliot Rd: Power Rd to Ellsworth Rd			STP-MAG	ROW	2022																2.517				
Elliot Rd: Power Rd to Ellsworth Rd			STP-MAG	CONST	2023																	4.905			
Elliot Rd: Ellsworth Rd to Meridian Rd	ACI-ELT-10-03-B		STP-MAG	DES	2023																0.839				
Elliot Rd: Ellsworth Rd to Meridian Rd			STP-MAG	ROW	2024																	2.517			
Elliot Rd: Ellsworth Rd to Meridian Rd			STP-MAG	CONST	2025																		5.033		
Germann: Ellsworth Rd to Signal Butte Rd	ACI-GER-10-03	11.509				A																			
			RARF	DES	2019	A																		1.162	
			RARF	ROW	2020	A																		3.378	
			RARF	CONST	2021																			6.969	
Gilbert/University: Intersection Improvements	All-GIL-10-03	2.570				A																			
			RARF	DES	2007	A																		0.176	
			RARF	ROW	2007	A																		0.464	
			RARF	CONST	2008	A																		1.930	

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
<b>Greenfield Rd: University Rd to Baseline Rd</b>	<b>ACI-GRN-20-03</b>	9.945																							
Greenfield Rd:Baseline Rd to Southern	ACI-GRN-20-03-A		RARF	DES	2008		0.315																		
Greenfield Rd:Baseline Rd to Southern			RARF	ROW	2008		0.700																		
Greenfield Rd:Baseline Rd to Southern			RARF	CONST	2008		3.811																		
Greenfield Rd: Southern to University Rd	ACI-GRN-20-03-B		RARF	PRE-DES	2010				0.280																
Greenfield Rd: Southern to University Rd.			RARF	DES	2011	D				0.280															
Greenfield Rd: Southern to University Rd.			RARF	ROW	2012	D					1.500														
Greenfield Rd: Southern to University Rd.			RARF	CONST	2013	D						3.059													
<b>Guadalupe Rd: Power Rd to Meridian Rd</b>	<b>ACI-GUD-10-03</b>	21.231																							
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A		RARF	DES	2011					0.723															
Guadalupe Rd: Power Rd to Hawes Rd			RARF	ROW	2012						2.168														
Guadalupe Rd: Power Rd to Hawes Rd			RARF	CONST	2013							4.337													
Guadalupe Rd: Hawes Rd to Crimson	ACI-GUD-10-03-B		RARF	DES	2011					0.723															
Guadalupe Rd: Hawes Rd to Crimson			RARF	ROW	2012						2.168														
Guadalupe Rd: Hawes Rd to Crimson			RARF	CONST	2013							4.337													
Guadalupe Rd: Crimson to Meridian	ACI-GUD-10-03-C		RARF	DES	2013							0.723													
Guadalupe Rd: Crimson to Meridian			RARF	ROW	2014								2.168												
Guadalupe Rd: Crimson to Meridian			RARF	CONST	2015									3.884											
<b>Hawes Rd: Broadway Rd to Ray Rd</b>	<b>ACI-HWS-10-03</b>	19.108				A																			
Hawes Rd: Broadway to Baseline	ACI-HWS-10-03-A		STP-MAG	DES	2020	A														0.658					
Hawes Rd: Broadway to Baseline			STP-MAG	ROW	2021																1.975				
Hawes Rd: Broadway to Baseline			STP-MAG	CONST	2022																	3.335			
Hawes Rd: Broadway to Baseline			RARF	CONST	2022																	0.614			
Hawes Rd:Baseline to Elliot	ACI-HWS-10-03-B		RARF	DES	2022																	0.639			
Hawes Rd:Baseline to Elliot			STP-MAG	ROW	2023																		1.917		
Hawes Rd:Baseline to Elliot			STP-MAG	CONST	2024																			3.833	
Hawes Rd: Elliot to Santan Freeway	ACI-HWS-10-03-C		STP-MAG	DES	2023																		0.233		
Hawes Rd: Elliot to Santan Freeway			STP-MAG	ROW	2024																			1.400	
Hawes Rd: Elliot to Santan Freeway			STP-MAG	CONST	2024																			2.333	
Hawes Rd: Santan Freeway to Ray	ACI-HWS-10-03-D		RARF	DES	2009	A																			0.233

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Hawes Rd: Santan Freeway to Ray			RARF	ROW	2009	A														1.400					
Hawes Rd: Santan Freeway to Ray			RARF	CONST	2010	A														0.538					
<b>Higley Rd Parkway: US 60 to SR-202L widening</b>	<b>ACI-HIG-10-03</b>	15.420																							
Higley Rd Parkway: SR-202L to Brown Rd	ACI-HIG-10-03-A		RARF	DES	2017											0.774									
Higley Rd Parkway: SR-202L to Brown Rd			RARF	ROW	2018												2.323								
Higley Rd Parkway: SR-202L to Brown Rd			RARF	CONST	2019													4.613							
Higley Rd Parkway: Brown Rd to US-60	ACI-HIG-10-03-B		RARF	DES	2018												0.774								
Higley Rd Parkway: Brown Rd to US-60			RARF	ROW	2019													2.323							
Higley Rd Parkway: Brown Rd to US-60			RARF	CONST	2020														4.613						
<b>Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations</b>	<b>ACI-HIG-10-03</b>	25.589				A																			
			RARF	DES	2015	A									2.581										
			RARF	ROW	2016										7.744										
			RARF	CONST	2017											7.632	7.632								
Lindsay/Brown: Intersection Improvements	AII-LND-10-03	2.570				A																			
			RARF	DES	2010	A																		0.258	
			RARF	ROW	2011	A																		0.774	
			RARF	CONST	2012	A																		1.538	
<b>McKellips Rd: E of Sossaman to Meridian Rd</b>	<b>ACI-MCK-10-03</b>	18.326																							
McKellips Rd: E of Sossaman to Crismon	ACI-MCK-10-03-A		STP-MAG	DES	2021															1.105					
McKellips Rd: E of Sossaman to Crismon			STP-MAG	ROW	2022																3.314				
McKellips Rd: E of Sossaman to Crismon			STP-MAG	CONST	2023																	6.629			
McKellips Rd: Crismon to Meridian	ACI-MCK-10-03-B		STP-MAG	DES	2023																	0.737			
McKellips Rd: Crismon to Meridian			STP-MAG	ROW	2024																		2.210		
McKellips Rd: Crismon to Meridian			STP-MAG	CONST	2025																			4.331	
<b>McKellips Rd: Gilbert Rd to Power Rd</b>	<b>ACI-MCK-20-03</b>	20.002				D																			
Corridor Study			RARF	Study	2006																				
McKellips/Lindsay Intersection Improvement	ACI-MCK-20-03-A		RARF	DES	2008		0.390																		
McKellips/Lindsay Intersection Improvement			RARF	ROW	2009			1.47																	
McKellips/Lindsay Intersection Improvement			RARF	CONST	2010				3.990																
McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements	ACI-MCK-20-03-B		RARF	PRE-DES	2007																				
McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements			RARF	DES	2011	D				0.507															

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements			RARF	ROW	2012	D					0.647														
McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements			RARF	CONST	2013	D						6.790													
McKellips/Recker & McKellips/Power Intersection Improvements	ACI-MCK-20-03-C		RARF	PRE-DES	2013	D						0.543													
McKellips/Recker & McKellips/Power Intersection Improvements			RARF	DES	2014	D							0.495												
McKellips/Recker & McKellips/Power Intersection Improvements			RARF	ROW	2015	D								1.474											
McKellips/Recker & McKellips/Power Intersection Improvements			RARF	CONST	2016	D									3.575										
<b>Meridian Rd: Baseline Rd to Germann Rd</b>	<b>ACI-MER-10-03</b>	26.930				ADV																			
Meridian Rd: Baseline Rd to Ray Rd	ACI-MER-10-03-A		RARF	DES	2015	A									1.549										
Meridian Rd: Baseline Rd to Ray Rd			RARF	ROW	2016										4.646										
Meridian Rd: Baseline Rd to Ray Rd			RARF	CONST	2017											9.293									
Meridian Rd: Ray Rd to Germann Rd	ACI-MER-10-03-B		RARF	DES	2017											1.162									
Meridian Rd: Ray Rd to Germann Rd			RARF	ROW	2018												3.485								
Meridian Rd: Ray Rd to Germann Rd			RARF	CONST	2019													6.795							
<b>Mesa Dr: Southern to US 60 &amp; Mesa at Broadway Intersection Improvement</b>	<b>ACI-MES-10-03</b>	8.604																							
Mesa Dr: US 60 to Southern			RARF	PRE-DES	2008		0.21																		
Mesa Dr: US 60 to Southern			RARF	DES	2008		1.050																		
Mesa Dr: US 60 to Southern			RARF	ROW	2009			2.000																	
Mesa Dr: US 60 to Southern			RARF	CONST	2010				4.550																
Mesa/Broadway Intersection Improvement			RARF	PRE-DES	2009			0.140																	
Mesa/Broadway Intersection Improvement			RARF	DES	2010				0.654																
Mesa/Broadway Intersection Improvement			RARF	ROW	2011																				
Mesa/Broadway Intersection Improvement			RARF	CONST	2012																				
Pecos Rd: Ellsworth Rd to Meridian Rd	ACI-PEC-10-03	11.621				D																			
			RARF	DES	2012	D					1.162														
			RARF	ROW	2013	D						3.485													
			RARF	CONST	2014	D							6.974												

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
<b>Ray Rd: Sossaman Rd to Meridian Rd</b>	<b>ACI-RAY-20-03</b>	23.131				A																			
Ray Rd: Sossaman Rd to Ellsworth Rd	ACI-RAY-20-03-A		RARF	DES	2009	A															0.350				
Ray Rd: Sossaman Rd to Ellsworth Rd			RARF	ROW	2009	A															0.260				
Ray Rd: Sossaman Rd to Ellsworth Rd			RARF	CONST	2010	A															2.896				
Ray Rd: Ellsworth Rd to Meridian Rd	ACI-RAY-20-03-B		RARF	DES	2023																	1.394			
Ray Rd: Ellsworth Rd to Meridian Rd			RARF	ROW	2024																		4.182		
Ray Rd: Ellsworth Rd to Meridian Rd			RARF	CONST	2025																			7.960	
				SAVINGS	2025																				6.089
<b>Signal Butte Rd: Broadway Rd to Pecos Rd</b>	<b>ACI-SGB-10-03</b>	30.394				A																			
Signal Butte Rd: Broadway Rd to Elliot Rd	ACI-SGB-10-03-A		STP-MAG	DES	2020	A															1.549				
Signal Butte Rd: Broadway Rd to Elliot Rd			STP-MAG	ROW	2021																4.646				
Signal Butte Rd: Broadway Rd to Elliot Rd			STP-MAG	CONST	2022																	9.293			
Signal Butte Rd: Elliot Rd to Pecos Rd	ACI-SGB-10-03-B		STP-MAG	DES	2022																	1.549			
Signal Butte Rd: Elliot Rd to Pecos Rd			STP-MAG	ROW	2023																		4.646		
Signal Butte Rd: Elliot Rd to Pecos Rd			STP-MAG	CONST	2024																			8.711	
<b>Southern Ave: Country Club Dr to Recker Rd</b>	<b>ACI-SOU-10-03</b>	28.271				E																			
Southern Ave: Country Club to Recker			RARF	STUDY	2006																				
Southern/Country Club Intersection Improvement	ACI-SOU-10-03-A		RARF	DES	2009			0.280																	
Southern/Country Club Intersection Improvement			RARF	ROW	2010				1.400																
Southern/Country Club Intersection Improvement			RARF	CONST	2011					2.800															
Southern/Stapley Intersection Improvements	ACI-SOU-10-03-B		RARF	PRE-DES	2007																				
Southern/Stapley Intersection Improvements			RARF	DES	2009			1.139																	
Southern/Stapley Intersection Improvements			RARF	ROW	2010				2.800																
Southern/Stapley Intersection Improvements			RARF	CONST	2011	E				7.700															
Southern/Lindsay Intersection Improvements	ACI-SOU-10-03-C		RARF	DES	2009	E		0.294																	
Southern/Lindsay Intersection Improvements			RARF	ROW	2010	E			1.090																
Southern/Lindsay Intersection Improvements			RARF	CONST	2011	E				3.027															
Southern/Higley Intersection Improvement	ACI-SOU-10-03-D		RARF	DES	2011	E				0.712															
Southern/Higley Intersection Improvement			RARF	ROW	2012	E					2.134														
Southern/Higley Intersection Improvement			RARF	CONST	2013	E						4.774													

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
<b>Southern Ave: Sossaman Rd to Meridian Rd</b>	<b>ACI-SOU-20-03</b>	16.650				A																				
Southern Ave: Sossaman Rd to Crismon	ACI-SOU-20-03-A		STP-MAG	DES	2020	A														1.007						
Southern Ave: Sossaman Rd to Crismon			STP-MAG	ROW	2021															3.020						
Southern Ave: Sossaman Rd to Crismon			STP-MAG	CONST	2022																6.040					
Southern Ave: Crismon to Meridian	ACI-SOU-20-03-B		STP-MAG	DES	2022																0.671					
Southern Ave: Crismon to Meridian			STP-MAG	ROW	2023																	2.013				
Southern Ave: Crismon to Meridian			STP-MAG	CONST	2024																		3.897			
Stapley/University: Intersection Improvements	All-STA-10-03	2.570				A																				
			RARF	DES	2010	A																			0.258	
			RARF	ROW	2011	A																				0.774
			RARF	CONST	2012	A																				1.538
Thomas Rd: Gilbert Rd to Val Vista Dr	ACI-THM-10-03	5.140																								
			RARF	DES	2008		0.345																			
			RARF	ROW	2008		1.283																			
			RARF	CONST	2009			3.512																		
<b>University Dr: Val Vista Dr to Hawes Rd</b>	<b>ACI-UNV-10-03</b>	20.002				A																				
University Dr: Val Vista Dr to Higley	ACI-UNV-10-03-A		STP-MAG	DES	2019	A															1.007					
University Dr: Val Vista Dr to Higley			STP-MAG	ROW	2020	A															3.020					
University Dr: Val Vista Dr to Higley			STP-MAG	CONST	2021																6.040					
University Dr: Higley to Hawes	ACI-UNV-10-03-B		STP-MAG	DES	2021																1.007					
University Dr: Higley to Hawes			STP-MAG	ROW	2022																	3.020				
University Dr: Higley to Hawes			STP-MAG	CONST	2023																		5.908			
<b>Val Vista Dr: University Dr to Baseline Rd</b>	<b>ACI-VAL-10-03</b>	10.169				A																				
Val Vista Dr: Baseline Rd to Southern	ACI-VAL-10-03-A		RARF	DES	2010	A															0.588					
Val Vista Dr: Baseline Rd to Southern			RARF	ROW	2011	A															1.527					
Val Vista Dr: Baseline Rd to Southern			RARF	CONST	2012	A															3.020					
Val Vista Dr: Southern to University	ACI-VAL-10-03-B		RARF	DES	2012	A															0.503					
Val Vista Dr: Southern to University			RARF	ROW	2013	A															1.510					
Val Vista Dr: Southern to University			RARF	CONST	2014	A															3.020					
<b>PEORIA</b>																										
Beardsley Connection :SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03	21.343				E																				
			RARF	DES	2007	E					1.563															
			RARF	ROW	2007	E					2.738	2.738														

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			RARF	CONST	2008-2009	E				7.152	7.152														
<b>Happy Valley Rd: L303 to 67th Avenue</b>	<b>ACI-HPV-10-03</b>	18.996				A																			
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes	ACI-HPV-10-03-A		RARF	DES	2004	A																			
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes			RARF	ROW	2005	A																			
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes			RARF	CONST	2008	A														6.332					
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave - 6 lanes	ACI-HPV-10-03-B		RARF	DES	2022																				
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave - 6 lanes			RARF	ROW	2022																6.332				
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave - 6 lanes			RARF	CONST	2022																	6.332			
<b>Lake Pleasant Parkway: Beardsley Rd and Lake Pleasant Parkway/83rd Avenue to SR-74 (PHASE 1, 4 Lanes)</b>	<b>ACI-LKP-10-03</b>	44.139																							
Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 4 lanes	ACI-LKP-10-03-A		RARF	Interim DES	2004	A				0.939															
Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 4 lanes			RARF	FINAL DES	2011					3.520															
Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 4 lanes			RARF	ROW	2012 & 2013						3.715	3.715													
Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 6 lanes			RARF	CONST	213 & 2014							5.252	5.252												
Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion	ACI-LKP-10-03-B		RARF	DES	2003	E																			
Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion			RARF	ROW	2004	E																			
Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion			RARF	FINAL DES	2003	E																			
Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion			RARF	CONST	2006	E/A					3.889	3.889													
Lake Pleasant Pkwy: Union Hills to SR-74: Intersection Improvements	ACI-LKP-10-03-C		RARF	DES	2011					2.235															
Lake Pleasant Pkwy: Union Hills to SR-74: Intersection Improvements			RARF	ROW	2011																				

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
Lake Pleasant Pkwy: Union Hills to SR-74: Intersection Improvements			RARF	CONST	2012						4.470															
<b>PHOENIX</b>																										
Avenida Rio Salado: 7th St to SR-202L	ACI-RIO-10-03	41.009																								
				Corridor Study	2007																					
			STP-MAG	DES	2011					3.911																
			STP-MAG	ROW	2011					5.175																
			STP-MAG	ROW	2012						9.896															
			STP-MAG	CONST	2013							7.752														
			STP-MAG	CONST	2014								14.275													
Black Mountain Boulevard	ACI-BMT-10-03	20.672																								
				Corridor Study	2007																					
			STP-MAG	DES	2010				2.358																	
			STP-MAG	ROW	2011					2.263																
			STP-MAG	CONST	2012						8.025															
			STP-MAG	CONST	2013							8.026														
Happy Valley Rd:67th Avenue to I-17	ACI-HPV-20-03	15.197																								
Happy Valley: I-17 to 35th Avenue	ACI-HPV-20-03-A		RARF	DES	2003																				0.545	
Happy Valley: I-17 to 35th Avenue			RARF	ROW	2004																				0.011	
Happy Valley: I-17 to 35th Avenue			RARF	CONST	2005																				4.703	
Happy Valley: 35th Avenue to 43rd Avenue	ACI-HPV-20-03-B		RARF	DES	2008																				0.297	
Happy Valley: 35th Avenue to 43rd Avenue			RARF	ROW	2010																				0.814	
Happy Valley: 35th Avenue to 43rd Avenue			RARF	CONST	2011																				2.800	
Happy Valley: 43rd to 55th Avenue	ACI-HPV-20-03-C		RARF	DES	2009																				0.420	
Happy Valley: 43rd to 55th Avenue			RARF	ROW	2010																				0.196	
Happy Valley: 43rd to 55th Avenue			RARF	CONST	2011																				2.800	
Happy Valley: 55th to 67th Avenue	ACI-HPV-20-03-D		RARF	DES	2010																				0.420	
Happy Valley: 55th to 67th Avenue			RARF	CONST	2012																				2.191	
Sonoran Parkway: Central to 32nd St	ACI-SON-10-03	29.947																								
			RARF	DES	2011					3.800																
			RARF	ROW	2012						6.023															
			RARF	CONST	2013							10.062	10.062													
<b>SCOTTSDALE</b>																										
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	ACI-CFR-10-03	8.604				A																				
			RARF	DES	2014	A																				
			RARF	ROW	2015	A									2.552											
			RARF	CONST	2016										6.052											

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
<b>SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd</b>	<b>ACI-SFN-10-03</b>	21.343																							
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	ACI-SFN-10-03-A		RARF	DES	2007																				
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd			RARF	ROW	2007																				
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd			RARF	CONST	2007																				
SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd	ACI-SFN-10-03-B		RARF	PRE-DES	2007																				
SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd			RARF	DES	2008		0.579																		
SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd			RARF	ROW	2008		0.564																		
SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd			RARF	CONST	2009			4.341																	
			RARF	SAVINGS	2009			10.337																	
<b>SR-101L South Frontage Roads: Hayden to Pima</b>	<b>ACI-SFS-10-03</b>	12.739																							
			RARF	PRE-DES	2008		0.123																		
			RARF	DES	2008		0.559																		
			RARF	ROW	2009			5.475																	
			RARF	CONST	2010				3.911																
			RARF	SAVINGS	2010				2.671																
<b>Miller Rd/SR-101L Underpass</b>	<b>ACI-MLR-10-03</b>	12.850																							
			STP-MAG	DES	2018												1.285								
			STP-MAG	ROW	2019													3.152							
			STP-MAG	CONST	2020														8.413						
<b>Pima Rd: Happy Valley Rd to Dynamite Blvd</b>	<b>ACI-PMA-20-03</b>	21.790																							
			RARF	DES	2016									2.265											
			RARF	ROW	2017											4.775									
			RARF	CONST	2018												7.375	7.375							
<b>Pima Rd: Thompson Peak Parkway to Happy Valley &amp; Dynamite to Stagecoach</b>	<b>ACI-PMA-10-03</b>	76.432				A																			
Pima Rd: Thompson Peak Parkway to Pinnacle Peak	ACI-PMA-10-03-A		RARF	DES	2006	A				0.630															
Pima Rd: Thompson Peak Parkway to Pinnacle Peak			RARF	ROW	2006	A				1.750															
Pima Rd: Thompson Peak Parkway to Pinnacle Peak			RARF	CONST	2008	A				10.150															
Pima Rd/Happy Valley Intersection Improvement	ACI-PMA-10-03-B			CONST	2007	A																			
Pima Rd: Pinnacle Peak to Happy Valley Rd	ACI-PMA-10-03-C		RARF	DES	2011					0.630															
Pima Rd: Pinnacle Peak to Happy Valley Rd			RARF	ROW	2012						2.450														

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Pima Rd: Pinnacle Peak to Happy Valley Rd			RARF	CONST	2013							5.600													
Pima Rd: Dynamite Blvd to Stagecoach Rd	ACI-PMA-10-03-D		RARF	DES	2011					2.100															
Pima Rd: Dynamite Blvd to Stagecoach Rd			RARF	ROW	2012						3.500														
Pima Rd: Dynamite Blvd to Stagecoach Rd			RARF	CONST	2013-2014							13.300	13.300												
Project Savings			RARF	Project Savings	2014&2015								11.510	11.510											
Pima Rd: McKellips to Via Linda	ACI-PMA-30-03	28.159																							
				Pre-DES	2008																				
			RARF	DES	2009					1.890															
			RARF	ROW	2009					3.325															
			RARF	CONST	2010/11						12.040	10.904													
Scottsdale Airport Runway Tunnel	ACI-SAT-10-03	64.475																							
			STP-MAG	CONST											12.895	12.895	12.895	12.895	12.895						
<b>Scottsdale Rd: Thompson Peak Pkwy to Happy Valley Rd</b>	<b>ACI-SCT-10-03</b>	12.292				A																			
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak	ACI-SCT-10-03-A		RARF	PRE DES	2007	A				0.350															
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak			RARF	DES	2009	A				0.665															
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak			RARF	ROW	2010	A				2.625															
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak			RARF	CONST	2010	A				7.000															
Scottsdale Rd: Pinnacle Peak to Happy Valley	ACI-SCT-10-03-B		RARF	DES	2013							1.652													
Scottsdale Rd: Pinnacle Peak to Happy Valley			RARF	ROW	2014																				
Scottsdale Rd: Pinnacle Peak to Happy Valley			RARF	CONST	2015																				
Scottsdale Rd: Happy Valley Rd to Carefree Hwy	ACI-SCT-20-03	26.148																							
			RARF	DES	2016										3.013										
			RARF	ROW	2017											5.446									
			RARF	CONST	2018/2019												7.235	10.454							
<b>Shea Blvd: SR-101L to SR-87</b>	<b>ACI-SHA-20-03</b>	21.343				A																			
Shea Blvd at 90th St	ACI-SHA-20-03-A		RARF	DES	2006	A																			
Shea Blvd at 90th St			RARF	CONST	2006	A																			
Shea Blvd at 92nd St	ACI-SHA-20-03-B		RARF	DES	2006	A																			
Shea Blvd at 92nd St			RARF	CONST	2006	A																			
Shea Blvd at 96nd St	ACI-SHA-20-03-C		RARF	DES	2004	A																			
Shea Blvd at 96nd St			RARF	ROW	2003	A																			
Shea Blvd at 96nd St			RARF	CONST	2006	A																			
Shea Blvd at Via Linda St	ACI-SHA-20-03-D		RARF	DES	2006	A																			
Shea Blvd at Via Linda St			RARF	CONST	2006	A																			
Shea Blvd at 124th St	ACI-SHA-20-03-E		RARF	DES	2006	A																			
Shea Blvd at 124th St			RARF	CONST	2006	A																			
Shea Blvd at 134th St	ACI-SHA-20-03-F		RARF	DES	2007	A																			

RTP Project	RTP Code	Reg. Budget 2006\$	Fund Type	Work Phase	FY for Work	A,D,E	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Shea Blvd at 134th St			RARF	CONST	2007	A																			
Shea Blvd - SR-101L to 96th St, ITS Improvements	ACI-SHA-20-03-G		RARF	DES	2007	A																			
Shea Blvd - SR-101L to 96th St, ITS Improvements			RARF	CONST	2008	A																			
Regional Reimbursement for the advanced project			RARF	Reimbursement																4.034	2.168	3.408	11.733		
Union Hills: Hayden to Pima	ACI-UNH-10-03	12.515				A																			
			RARF	DES	2019	A																			
			RARF	ROW	2020	A																			
			RARF	CONST	2021																6.257	6.258			
ITS Program	AOP-ITS-10-03	55.871	CMAQ				5.375	5.261	5.286	5.312	5.338	5.364	5.390	5.416	5.442	5.469	2.218								
TOTAL							56.311	77.948	79.349	117.399	90.851	121.605	82.211	75.841	85.663	108.047	97.364	74.308	60.857	108.965	96.718	95.917	93.197	79.016	0.000

PROGRAM TOTAL 1601.566

ITS 55.873

ARTERIAL STREETS 1545.693

**Appendix C**  
**Transit Life Cycle Program**

## DRAFT Transit Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)

	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total	
<b>Bus Operating Projects</b>																							
<b>Existing Service Funded by RPTA</b>																							
Local Service	5.06	3.85	3.85	3.42	2.85	2.73	2.49	1.13	1.13	1.13	1.13	1.13	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	35.03	
Express/BRT Service	3.90	3.90	3.90	3.59	3.59	3.32	3.04	3.04	3.04	3.04	2.28	2.28	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	57.81	
SCAT Paratransit	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	4.33	
<b>Total Existing Service</b>	<b>9.17</b>	<b>7.95</b>	<b>7.95</b>	<b>7.22</b>	<b>6.65</b>	<b>6.25</b>	<b>5.73</b>	<b>4.38</b>	<b>4.38</b>	<b>4.38</b>	<b>3.61</b>	<b>3.61</b>	<b>2.88</b>	<b>97.16</b>									
<b>Supergrid Service</b>																							
Scottsdale Road	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	6.04	126.81	
Chandler Boulevard	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	3.67	77.12	
Glendale Avenue	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	52.62	
Main Street		2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	47.41	
Arizona Avenue/Country Club					2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	36.55	
Gilbert Road			2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	2.41	45.86	
Baseline Road				1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	20.10	
Southern Avenue		2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	40.16	
Dobson Road		2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	43.78	
Camelback Road						1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	1.97	31.50	
Alma School Rd.							2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	39.77	
Elliot Road						3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	3.04	48.62	
University Drive					3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	3.17	53.85	
Dysart Road								1.36	1.36	1.36	1.36	1.36	1.36	1.36	1.36	1.36	1.36	1.36	1.36	1.36	1.36	19.02	
Hayden/McClintock								4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	58.64	
59th Avenue													1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	12.41	
Broadway Avenue						2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	42.68	
Power Road			1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.61	1.61	1.60	1.61	1.61	1.61	1.61	1.61	30.49	
Ray Road										2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	2.27	29.49	
Tatum Boulevard/44th Street													1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	9.39	
McDowell/McKellips Road							3.58	3.58	3.58	3.58	3.58	3.58	3.58	3.58	3.58	3.58	3.58	3.58	3.58	3.58	3.58	53.72	
Peoria/Shea Avenue								4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	60.66	
Van Buren													1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	9.58	
Bell Road												5.77	5.77	5.77	5.77	5.77	5.77	5.77	5.77	5.77	5.77	57.67	
Waddell Road/Thunderbird												3.51	3.51	3.51	3.51	3.51	3.51	3.51	3.51	3.51	3.51	31.56	
99th Avenue													2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	16.26	
Buckeye Road													2.97	2.97	2.97	2.97	2.97	2.97	2.97	2.97	2.97	23.76	
Dunlap/Olive Avenue													2.09	2.09	2.09	2.09	2.09	2.09	2.09	2.09	2.09	16.68	
Indian School Road													1.53	1.53	1.53	1.53	1.53	1.53	1.53	1.53	1.53	13.74	
Queen Creek Road												1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	14.86	
Thomas Road													1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	10.79	
Litchfield Road																	2.65	2.65	2.65	2.65	2.65	13.26	
83rd Avenue/75th Avenue																2.30	2.30	2.30	2.30	2.30	2.30	13.81	
Greenfield Road															1.87	1.87	1.87	1.87	1.87	1.87	1.87	13.09	
<b>Total Supergrid</b>	<b>12.22</b>	<b>18.78</b>	<b>22.80</b>	<b>23.92</b>	<b>29.24</b>	<b>36.91</b>	<b>43.15</b>	<b>53.03</b>	<b>55.29</b>	<b>55.29</b>	<b>55.29</b>	<b>62.55</b>	<b>72.27</b>	<b>79.35</b>	<b>81.22</b>	<b>83.53</b>	<b>86.18</b>	<b>86.18</b>	<b>86.18</b>	<b>86.18</b>	<b>86.18</b>	<b>1,215.73</b>	
<b>Rural Route Service</b>																							
Gila Bend connector	0.35	0.35	0.35	0.35	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	8.80	
Wickenburg connector	0.24	0.24	0.24	0.24	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	6.96	
<b>Total Rural Route</b>	<b>0.59</b>	<b>0.59</b>	<b>0.59</b>	<b>0.59</b>	<b>0.79</b>	<b>15.75</b>																	
<b>BRT/Express Service</b>																							
North Glendale Express	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	11.40	
North Loop 101 Connector	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	9.13	
East Loop 101 Connector		0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	8.46	
Main Street Arterial BRT		1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	26.44	
Papago Freeway Connector		0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	8.21	
Red Mountain Express		0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	6.23	
West Loop 101 Connector		0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	8.64	
Desert Sky Express	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	12.27	
Apache Junction Express				0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	6.39	

## DRAFT Transit Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)

	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Arizona Avenue Arterial BRT				0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	12.80
Buckeye Express								0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	4.22
Superstition Freeway Connector					0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	2.12
Grand Avenue Limited						0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	14.02
Pima Express						0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	6.39
Peoria Express						0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	6.11
Scottsdale/Rural Arterial BRT						1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	23.46
S. Central Express								0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	8.89
Black Canyon Freeway Connector								0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	4.87
Deer Valley Express	1.21	1.21	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	32.30
South Central Avenue Arterial BRT									0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	8.69
Ahwatukee Connector										0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	1.99
Anthem Express										0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	4.71
Santan Express										1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	13.93
Red Mountain Freeway Connector											0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	4.34
Superstition Springs Express											0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	8.99
Avondale Express												0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	3.86
North I-17 Express															0.48	0.48	0.48	0.48	0.48	0.48	0.48	3.39
Loop 303 Express																0.43	0.43	0.43	0.43	0.43	0.43	2.58
SR 51 Express	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	18.44
Ahwatukee Express	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	21.53
Chandler Boulevard Arterial BRT																1.25	1.25	1.25	1.25	1.25	1.25	6.27
<b>Total BRT/Express</b>	<b>4.62</b>	<b>7.52</b>	<b>7.88</b>	<b>8.94</b>	<b>9.07</b>	<b>10.34</b>	<b>12.31</b>	<b>13.25</b>	<b>14.29</b>	<b>14.46</b>	<b>16.15</b>	<b>17.49</b>	<b>17.92</b>	<b>17.92</b>	<b>18.58</b>	<b>19.01</b>	<b>20.26</b>	<b>20.26</b>	<b>20.26</b>	<b>20.26</b>	<b>20.26</b>	<b>311.06</b>
<b>Other Operating</b>																						
ADA Complementary Paratransit	4.20	5.77	6.59	6.95	8.07	9.90	11.39	13.12	13.57	13.61	13.67	14.77	15.92	16.50	16.91	17.37	17.80	17.81	17.81	17.81	17.81	277.33
Regional Customer Services	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	6.94	145.71
RPTA Planning and Administration	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	115.82
Safety and Security Programs	1.32	1.73	1.95	2.02	2.28	2.70	3.09	3.56	3.73	3.74	3.78	4.21	4.68	5.04	5.16	5.30	5.49	5.49	5.49	5.49	5.49	81.77
<b>Total Other Operating</b>	<b>17.97</b>	<b>19.95</b>	<b>20.99</b>	<b>21.43</b>	<b>22.80</b>	<b>25.06</b>	<b>26.93</b>	<b>29.13</b>	<b>29.75</b>	<b>29.80</b>	<b>29.90</b>	<b>31.43</b>	<b>33.06</b>	<b>33.99</b>	<b>34.53</b>	<b>35.12</b>	<b>35.75</b>	<b>35.75</b>	<b>35.75</b>	<b>35.75</b>	<b>35.75</b>	<b>620.62</b>
<b>Operating Contingency</b>	<b>1.32</b>	<b>1.73</b>	<b>1.95</b>	<b>2.02</b>	<b>2.28</b>	<b>2.70</b>	<b>3.09</b>	<b>3.56</b>	<b>3.73</b>	<b>3.74</b>	<b>3.78</b>	<b>4.21</b>	<b>4.68</b>	<b>5.04</b>	<b>5.16</b>	<b>5.30</b>	<b>5.49</b>	<b>5.49</b>	<b>5.49</b>	<b>5.49</b>	<b>5.49</b>	<b>81.77</b>
<b>Total Bus Operating Projects</b>	<b>45.88</b>	<b>56.53</b>	<b>62.17</b>	<b>64.13</b>	<b>70.81</b>	<b>82.06</b>	<b>92.00</b>	<b>104.14</b>	<b>108.24</b>	<b>108.46</b>	<b>109.54</b>	<b>120.08</b>	<b>131.58</b>	<b>139.96</b>	<b>143.16</b>	<b>146.62</b>	<b>151.35</b>	<b>151.35</b>	<b>151.35</b>	<b>151.35</b>	<b>151.35</b>	<b>2,342.10</b>
<b>Bus Capital Projects</b>																						
<b>Fleet Acquisition</b>																						
Buses	61.45	64.75	26.78	66.28	49.90	45.75	58.25	17.50	60.48	8.28	33.95	60.30	69.60	68.15	28.10	64.05	54.95	44.05	22.55	40.14	42.15	987.39
Rural Buses				0.23	0.55				0.23	0.55				0.23	0.55				0.23	0.55		3.12
Paratransit Buses	5.23	5.46	4.99	4.21	5.38	4.76	5.46	4.68	4.76	5.07	5.30	5.07	5.07	4.37	5.46	4.91	5.46	4.68	1.09	4.03	3.77	99.21
Commuter Vanpools	1.65	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	43.65
<b>Total Fleet Acquisition</b>	<b>68.33</b>	<b>72.31</b>	<b>33.87</b>	<b>72.82</b>	<b>57.93</b>	<b>52.61</b>	<b>65.81</b>	<b>24.28</b>	<b>67.57</b>	<b>15.99</b>	<b>41.35</b>	<b>67.47</b>	<b>76.77</b>	<b>74.85</b>	<b>36.21</b>	<b>71.06</b>	<b>62.51</b>	<b>50.83</b>	<b>25.98</b>	<b>46.81</b>	<b>48.02</b>	<b>1,133.37</b>
<b>Park and Rides</b>																						
East Buckeye		0.09	1.70	2.58																		4.37
Price/202	1.79	2.58																				4.37
Val Vista/202									0.09	1.70	2.58											4.37
Glendale Grand				0.09	1.70	2.58																4.37
Country Club		0.09	1.70	2.58																		4.37
Peoria Grand				0.09	1.70	2.58																4.37
Laveen/59th Ave							0.09	1.70	2.58													4.37
Elliot/I-10									0.09	1.70	2.58											4.37
Camelback/101						0.09	1.70	2.58														4.37
Happy Valley-I-17	1.70	2.58																				4.28
Cactus	1.79	2.58																				4.37
Grand/Surprise	4.37																					4.37
Loop 303														0.09	1.70	2.58						4.37
<b>Total Park and Rides</b>	<b>9.66</b>	<b>7.91</b>	<b>3.41</b>	<b>5.33</b>	<b>3.41</b>	<b>5.24</b>	<b>1.79</b>	<b>4.37</b>	<b>4.37</b>	<b>4.28</b>	<b>2.58</b>			<b>0.09</b>	<b>1.70</b>	<b>2.58</b>						<b>56.71</b>

## DRAFT Transit Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)

	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total	
<b>Transit Centers</b>																							
Chandler Mall 4-bay	1.85																					1.85	
Downtown Chandler 4-bay	0.04	0.70	1.12																			1.85	
Glendale/Grand 4-bay				0.04	0.70	1.12																1.85	
Bell-101 6-bay										0.06	1.04	1.57										2.67	
Mesa Downtown 6-bay	0.06	1.04	1.57																			2.67	
Peoria 4-bay						0.04	0.70	1.12														1.85	
19thAveCamelback 6-bay	1.10	1.57																				2.67	
44th Cactus 6-bay						0.06	1.04	1.57														2.67	
Central Station Rehab			0.13			0.83	5.42															6.38	
Metrocenter TC Rehab		0.13	0.38	5.87																		6.38	
Scottsdale 4-bay						0.04	0.70	1.12														1.85	
South Tempe 4-bay	0.73	1.12																				1.85	
College/ASU Expansion/Rehab									0.13	0.38	0.45	5.42										6.38	
<b>Total Transit Centers</b>	<b>3.79</b>	<b>4.55</b>	<b>3.20</b>	<b>5.90</b>	<b>0.70</b>	<b>2.08</b>	<b>7.85</b>	<b>3.81</b>	<b>0.13</b>	<b>0.44</b>	<b>1.49</b>	<b>6.98</b>										<b>40.92</b>	
<b>Operations and Maintenance Facilities</b>																							
Paratransit EVDAR										0.64	8.57											9.21	
Rehab - Mesa							0.75	8.69														9.45	
Phoenix	12.14	14.23																				26.37	
Phoenix Heavy				0.58		31.88	13.91															46.37	
Rehab Phx-South							0.75	8.69														9.45	
Paratransit Phoenix					0.64	8.57																9.21	
Tempe	12.14	14.23																				26.37	
Fixed Route (New)																	2.32	23.48	20.58			46.37	
Rural Facility										0.05	0.75											0.80	
Vanpool											0.37	0.58	4.46									5.41	
<b>Total O &amp; M Facilities</b>	<b>24.29</b>	<b>28.46</b>		<b>0.58</b>	<b>0.64</b>	<b>40.45</b>	<b>15.42</b>	<b>17.39</b>		<b>0.68</b>	<b>9.70</b>	<b>0.58</b>	<b>4.46</b>				<b>2.32</b>	<b>23.48</b>	<b>20.58</b>			<b>189.01</b>	
<b>BRT Right-of-Way Improvements</b>																							
Main Street	7.26	7.26																				14.52	
Arizona Avenue			10.15	10.15																		20.30	
Scottsdale/Rural Roads						15.65	15.65															31.29	
South Central Avenue							8.02	8.02														16.05	
Chandler Boulevard																12.54	12.54					25.08	
<b>Total BRT ROW</b>	<b>7.26</b>	<b>7.26</b>	<b>10.15</b>	<b>10.15</b>		<b>15.65</b>	<b>23.67</b>	<b>8.02</b>								<b>12.54</b>	<b>12.54</b>					<b>107.23</b>	
<b>Other Capital Improvements</b>																							
Bus Stop Amenities	1.18	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	17.22
Bus Pullouts	1.07	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	15.63
ITS/VMS	1.18	0.53	1.13		0.58	0.70	0.94	0.77	0.89	0.94	0.92	1.97	3.42	14.54	5.25	0.19	2.46	3.11	4.68	2.97	2.57	49.74	
<b>Total Other Capital</b>	<b>3.43</b>	<b>2.06</b>	<b>2.66</b>	<b>1.53</b>	<b>2.11</b>	<b>2.23</b>	<b>2.47</b>	<b>2.30</b>	<b>2.42</b>	<b>2.47</b>	<b>2.45</b>	<b>3.50</b>	<b>4.95</b>	<b>16.07</b>	<b>6.78</b>	<b>1.72</b>	<b>3.99</b>	<b>4.64</b>	<b>6.21</b>	<b>4.50</b>	<b>4.10</b>	<b>82.59</b>	
<b>Contingency for Capital Projects</b>	<b>12.92</b>	<b>13.58</b>	<b>5.41</b>	<b>8.34</b>	<b>4.18</b>	<b>15.66</b>	<b>13.39</b>	<b>8.28</b>	<b>4.63</b>	<b>2.23</b>	<b>5.17</b>	<b>5.29</b>	<b>5.21</b>	<b>4.79</b>	<b>2.72</b>	<b>6.89</b>	<b>6.53</b>	<b>7.70</b>	<b>5.57</b>	<b>2.57</b>	<b>2.61</b>	<b>143.66</b>	
<b>Total Bus Capital Projects</b>	<b>129.68</b>	<b>136.13</b>	<b>58.69</b>	<b>104.65</b>	<b>68.95</b>	<b>133.92</b>	<b>130.41</b>	<b>68.45</b>	<b>79.11</b>	<b>26.09</b>	<b>62.73</b>	<b>83.83</b>	<b>91.39</b>	<b>95.81</b>	<b>47.41</b>	<b>94.79</b>	<b>87.88</b>	<b>86.64</b>	<b>58.33</b>	<b>53.88</b>	<b>54.73</b>	<b>1,753.50</b>	
<b>Light Rail Transit Capital Projects</b>																							
<b>Systemwide Support</b>																							
Regional Reimbursements for MOS	47.08	48.33	43.09	30.88																		169.38	
System Plan and Design					8.88	8.63											28.70	28.70	33.18			108.09	
Systemwide Infrastructure																						7.25	
Utility Reimbursements	7.25																					7.25	
<b>Total Systemwide Support</b>	<b>54.32</b>	<b>48.33</b>	<b>43.09</b>	<b>39.76</b>	<b>8.63</b>												<b>28.70</b>	<b>28.70</b>	<b>33.18</b>			<b>284.71</b>	
<b>LRT Extensions</b>																							
Northwest Link	19.63	23.99	57.51	98.96	98.96	24.68																323.74	
Central Mesa	1.52	3.24	4.59	7.07	9.16	7.49	78.18	60.83														172.09	
Tempe South	1.15	1.72	4.48	5.51	7.92	33.64	54.42	27.21														136.04	
Glendale		0.92	1.72	6.08	10.56	17.22	34.55	80.88	113.65	78.81												344.40	

## DRAFT Transit Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)

	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
I-10 West				1.06	1.87	11.88	22.16	38.92	68.42	155.24	225.78	186.55	45.81									757.68
NE Phoenix									1.21	2.01	13.43	25.26	39.84	57.46	37.48	205.38	247.28	197.23				826.56
<b>Total LRT Extensions</b>	<b>22.30</b>	<b>29.88</b>	<b>68.31</b>	<b>118.69</b>	<b>128.46</b>	<b>94.91</b>	<b>189.31</b>	<b>207.83</b>	<b>183.28</b>	<b>236.06</b>	<b>239.21</b>	<b>211.81</b>	<b>85.64</b>	<b>57.46</b>	<b>37.48</b>	<b>205.38</b>	<b>247.28</b>	<b>197.23</b>				<b>2,560.50</b>
<b>Total LRT Capital Projects</b>	<b>76.62</b>	<b>78.21</b>	<b>111.40</b>	<b>158.45</b>	<b>137.09</b>	<b>94.91</b>	<b>189.31</b>	<b>207.83</b>	<b>183.28</b>	<b>236.06</b>	<b>239.21</b>	<b>211.81</b>	<b>85.64</b>	<b>57.46</b>	<b>37.48</b>	<b>205.38</b>	<b>275.98</b>	<b>225.93</b>	<b>33.18</b>			<b>2,845.21</b>
<b>Total TLCP Expenditures</b>	<b>252.18</b>	<b>270.87</b>	<b>232.25</b>	<b>327.23</b>	<b>276.85</b>	<b>310.89</b>	<b>411.71</b>	<b>380.42</b>	<b>370.63</b>	<b>370.61</b>	<b>411.48</b>	<b>415.72</b>	<b>308.62</b>	<b>293.23</b>	<b>228.05</b>	<b>446.79</b>	<b>515.21</b>	<b>463.92</b>	<b>242.86</b>	<b>205.23</b>	<b>206.08</b>	<b>6,940.82</b>

Notes: Shaded areas covering FY 2027 and 2028 are not part of current Transit Life Cycle Program but have been included to provide continuity through the end of the RTP planning period, which is FY 2028.

It should be noted that the allocation of regional funding sources between bus transit and light rail transit (LRT) is undergoing revision by Valley Metro Rail. These changes are not yet reflected in the corresponding revenue (see Financial Plan) and Transit Life Cycle Program tables included in the Draft 2007 RTP Update. The funding changes are being developed to provide for the more efficient use of Federal CMAQ funds and to adjust to changes in the implementation of the LRT Northwest Extension, which would be implemented in two phases instead of a single project.

The first phase from would be from 19th Ave./Bethany Home Rd. to Dunlap Ave. (completion in 2012), and the second phase would be from Dunlap Ave. to 25th Ave./Mountain View Rd. The completion date for the latter segment is under review and will be determined prior to the coding of the transportation networks used in the air quality conformity analysis. The funding adjustments would not change the total regional funding dedicated to the transit mode, and would be revenue neutral for the bus and light rail programs. Specifically, it is anticipated that a portion of the Federal CMAQ funding for transit would be shifted from light rail to bus.

This shift would free up local funds that would have gone toward CMAQ eligible bus projects, and allow these funds to be used on the construction of the Northwest Extension. It is anticipated that these revisions will be recommended by Valley Metro Rail in April 2007, and incorporated into the 2007 RTP Update prior to its adoption in July 2007. In addition, it is anticipated that the Transit Life Cycle Program will be updated by the Regional Public Transportation Authority in Fall 2007.