

FY 2006-2010 Transportation Improvement Program



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FISCAL YEARS 2006 THROUGH 2010

MARICOPA ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM

VOLUME I - EXECUTIVE SUMMARY

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INTRODUCTION

This version of the Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP) is being published in a similar fashion to the way it was been presented in the preceding two publications - in three volumes. The first volume is an Executive Summary, which gives an overview of the TIP process, provides a brief explanation on the financial plan and the public involvement process and then lists the new federally funded projects and regionally significant, locally funded projects being added to the TIP. The second volume, known as the Technical Report, provides the majority of the explanation of the TIP process and contains the details that the Executive Summary omits. The final volume contains the full Listing of Projects. This format facilitates the publication of the TIP in its entirety on the Internet and also provides easier access to the information available.

The MAG TIP serves as a five-year regional guide for the preservation, management and expansion of public transportation services including highways, arterial streets, transit, demand management and alternative mode improvements in Maricopa County. MAG is the designated Metropolitan Planning Organization (MPO) for the Phoenix metropolitan area. MAG, in cooperation with the Arizona Department of Transportation (ADOT) and the Regional Public Transportation Authority (RPTA/Valley Metro), is responsible for the development of the MAG TIP.

The compilation of the TIP for highway, transit, demand management and alternative modes projects (bicycles, pedestrians, telecommunications, etc) is performed through the MAG committee structure. These committees include representatives from each city and town in Maricopa County plus representatives from the Gila and Salt River Indian Communities and the Fort McDowell Yavapai Indian Nation, Maricopa County, the Arizona Department of Transportation, the RPTA/Valley Metro, the City of Apache Junction, other interested groups and citizens at large. Apache Junction is actually outside Maricopa County but within the MAG Urbanized Boundary.

Committee members are typically appointed by each participating jurisdiction or State agency and are charged with providing input to the various MAG documents and recommending federally funded projects to be evaluated through the MAG Management and Rating Systems. The final authorities for the approval of the MAG TIP are the MAG Regional Council and the Governor of Arizona. The Governor has previously designated the Director of the Arizona Department of Transportation as having the authority to approve TIPs and TIP Amendments and the Federal Highway Administration has agreed that this designation is consistent with federal law.

ROLES AND RESPONSIBILITIES

The Phoenix metropolitan area has been developing regional transportation plans since 1960. With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), regional and local governments were given greater responsibility, flexibility and funding. These regional planning responsibilities were strengthened under the legislation that replaced ISTEA, the Transportation Equity Act for the 21st Century (TEA-21), which was approved in June, 1998. With these new responsibilities, MAG has developed a mix of highway, transit, demand management and air quality improvement projects that address regional and local transportation and environmental goals.

Projects in this TIP are drawn from the MAG Long Range Transportation Plan (LRTP) and the Short Range Transit Plan. The most recent version of the LRTP is known as the Regional Transportation Plan (RTP). Projects generated by each of these plans have been merged together into a five-year regional program for the purpose of improving the overall efficiency of the existing transportation system while incrementally developing each of these plans.

TRANSPORTATION PLANNING DESIGNATIONS

MAG is a voluntary association of governments formed to address regional issues in Maricopa County. MAG is the designated Regional Planning Agency and consists of 30 members from 29 different agencies. The decision making body of MAG is the Regional Council, which is composed of one elected official from each member agency. Two representatives from the State of Arizona Transportation Board and one representative from the Citizens Transportation Oversight Committee serve on the Regional Council for transportation-related issues. Citizens and MAG staff, as well as numerous committees and task forces, provide analysis and input to the Regional Council.

In 1973, MAG was designated as the Metropolitan Planning Organization for the region by the Governor of Arizona. One of the primary purposes of MAG is to develop transportation plans and programs for the Maricopa County region. In addition, MAG has the responsibility for setting priorities for the Proposition 300 Freeway/Expressway System (per ARS §28-6354).

In accordance with federal legislation, the MAG region has also been designated as a Transportation Management Area (TMA), as it has a population of over 200,000. MAG carries out a continuous, comprehensive and coordinated transportation planning process in cooperation with both ADOT and RPTA/Valley Metro within the TMA. Regional transportation planning is conducted by MAG, including performing planning functions

related to streets, highways, bicycle facilities, airports, regional development, and air quality. MAG contracts for transit planning support through RPTA/Valley Metro.

LONG-RANGE STREET AND HIGHWAY PLANNING

The Street and Highway Plan for Maricopa County, adopted in 1960, was the first long range transportation plan for the area. This plan served as the framework for highway and street development until 1975. A re-evaluation effort culminated in January, 1978, with the Guide for Regional Development, Transportation and Housing. This report was adopted by the MAG Regional Council in July, 1980.

More recent studies in 1984 and 1985 for the southeast, central and western portions of the Phoenix metropolitan area were assimilated into the MAG Freeway/Expressway Plan. New elements were added later in 1985 and, in October, 1985, the voters of Maricopa County approved Proposition 300, which provided for a one-half cent sales tax for construction of the MAG Freeway/Expressway System.

Although the backbone of the MAG Long Range Transportation Plan is the freeway system, the skeleton is still the one-mile grid system of major streets. During 1989-90, a series of technical analyses were used to update the MAG Freeway/Expressway Plan through the year 2015. Also included was the identification of a network of Roads of Regional Significance consisting of arterials spaced three to six miles apart which are intended to complement the freeway/expressway system. In 1995, the Freeway plan was updated following the defeat of Proposition 400.

Further changes occurred in 1996 when findings from the Northwest Study and the Major Investment Studies for the Squaw Peak and Superstition corridors were included. In 1999, following passage of TEA-21 and the consequent increase in regional funding, completion of the regional freeway system was accelerated to 2007. Other major changes included the completion and/or start of HOV systems on I-10, I-17, the Superstition and Squaw Peak freeways; improvements to State Route 85 and Grand Avenue; and extensions of facilities in the South Mountain and the Estrella Corridor.

Coincidental with the production of the FY 2001 update, an effort began to completely update the LRTP. Results of this multi-year effort concluded in November, 2003, with the approval of the RTP. For the first time, specific, programmable projects are being taken directly from the RTP and are being included in the TIP.

TRANSIT PLANNING

MAG has official responsibility for developing the Regional Transit Plan and integrating it into the Long Range Transportation Plan. The MAG Short Range Transit Plan is prepared annually by the RPTA/Valley Metro on behalf of the MAG member cities and organizations. This plan identifies both capital and operating improvements proposed for the region in the next five years.

In 1990, local communities and various community groups worked to develop local transit plans through a regional Citizens' Advisory Committee. This effort resulted in a draft version of the Transit Plan in November 1990. However, with the defeat of Proposition 400 at that time, the start up of that plan was deferred.

The City of Tempe passed a transit election in September 1996 and in March, 2000, a separate transit election in the City of Phoenix was overwhelmingly approved. Further successful elections in Mesa and Glendale have supported the ability of the agencies concerned to improve transit services. The regional transit plan has been updated to triple bus service, quadruple express bus service and construct a 39 mile light rail transit system. Efforts are currently underway to secure a Full Funding Grant Agreement through the Federal Transit Administration's (FTA) New Starts funding category to support the project. The RTP plays a similar crucial role in the transit projects being identified within the TIP.

RECENT DEVELOPMENTS

Federal guidelines have consistently required the cooperation and coordination of transportation planning between the State, the MPO and publicly owned regional transit operators. TEA-21 strengthened and better defined the responsibilities with regard to the programming of funds. As a result, the Resource Allocation Advisory Committee (RAAC) was created in 2000. This committee, which is comprised of representatives from ADOT, MAG, RPTA/Valley Metro, the Pima Association of Governments (PAG) and representatives from the other MPOs and Councils of Government (COGs) meets annually. The main aims of the RAAC process are to cooperatively develop estimates of the expected funding available from ADOT and to ensure that a "fair share" of State and Federal funds is invested within all regions of the State. The main result of this process in the MAG region has been an increase in the capital funds being programmed as part of the TIP.

Finally, the release of the RTP set the basis for an effort to extend the current regional half-cent sales tax for transportation purposes. The original sales tax, approved by voters in 1985, was primarily targeted at the development of new freeways. The recent request to

extend the tax (known as Proposition 400) was based directly on the RTP and envisioned a much broader division of the proceeds. The split is roughly 57 percent for highways, 32 percent to transit capital projects and operations (including the expansion of the light rail system currently under construction) and the remaining 11 percent for improvements to Arterial Streets and for studies and contingencies.

The RTP also included ALL funding sources available for the region, including an expected “fair share” of State and ADOT Federal funds, as well as all of the federal funds sub-allocated to the region. A critical component of the RTP is that the majority of the funds have been targeted to specific projects. There is a relatively small amount of funds that are NOT targeted for specific projects, but which are targeted for particular “modes” of projects, such as ITS, bicycle, pedestrian or air quality projects. Most of these targeted funds are MAG federal funds and will, therefore, form the basis for the annual competitive programming process.

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TIP DEVELOPMENT

TIP DEVELOPMENT PROCESS

Under federal guidelines, MAG is required to develop a TIP every two years. The TIP is to include all Title 23 federally funded projects to be constructed in the region, with some minor exceptions. In addition, due to the status of the region as being in nonattainment for three federally recognized air quality pollutants, an additional requirement of the TIP is to identify all projects that are likely to affect attainment of regional air quality standards. To ensure that the TIP is as up to date as possible in a fast growing region, and primarily due to air quality concerns, MAG usually develops the TIP each year. The time period for the MAG TIP is usually five years, although only the first three years are required for federal purposes.

There are three distinct types of federal funds that are included in the TIP, ADOT discretionary federal funds, transit federal funds and MAG federal funds. The process usually starts in mid year with a series of stakeholders meetings, involving interested staff from MAG member agencies, state and federal agencies and members of the public. This is followed by publication of the TIP Guidance Report (TGR). This report gives information on the status of the federally required Management Systems; the performance of the transportation system in general; what federal funds are available within the region; the amount of MAG federal funds expected to be available for programming; approved policies and procedures; and the schedule for development of the TIP.

Following release of the TGR, MAG agencies submit requests for MAG federal funds by the middle of September. The submitted projects are then rated through the Congestion Management System and, where appropriate, emission reductions are estimated for Congestion Mitigation and Air Quality funded projects. The projects and rating scores are then reviewed by a series of modal technical advisory committees (TACs) and modal priorities are submitted to a central Transportation Review Committee (TRC). The TRC comprises senior transportation officials from member agencies. Final Regional Council action on the MAG federally funded program usually occurs in January. During the cycle for this TIP, projects for FYs 2008, 2009 and 2010 MAG federal funds were identified due to the deferral of federal project selection during the previous program development cycle.

At the same time, two further concurrent processes to select projects for ADOT discretionary federal funds and federal transit funds are carried out. In both cases, ADOT, MAG and RPTA/Valley Metro staff members cooperatively determine which projects to recommend and submit the recommendations through the MAG TRC for review and recommendation.

Once the federally projects have been recommended, MAG agencies are requested to submit projects to be funded with regional, local and private funds by mid January. These projects are combined with the MAG federally funded program, the ADOT highway funded projects and the local and federally funded transit projects to form a Draft TIP (listing of projects). This Draft TIP is provided for Regional Council approval so that an analysis can be made to ensure that the program conforms to the respective air quality plans. Once conformity has been shown, the TIP is then approved and submitted for the approval of the Governor (or designee) and eventual inclusion in the State TIP. This usually occurs by July of each year.

Due to the desire to develop a TIP on an annual cycle, the development of one TIP often commences before the previous TIP has been finally approved. However, the flexibility obtained by pursuing an annual development process is regarded as substantially more beneficial when compared with the alternative.

ADDITIONAL TIP PROJECT SELECTION REQUIREMENTS

The majority of projects in the TIP (slightly more than two thirds) are from regional or local funds and not federal funds. As a result, the majority of projects in the TIP are submitted by MAG agencies and do not follow the federal selection process described above. However, all projects that add through lane capacity to the modeled network are regarded as “regionally significant” for air quality purpose. A concurrent consultation process to review and confirm the regional significance of such projects is followed. These projects are not allowed unless the project results from an approved congestion management system (CMS). The MAG CMS, which was approved in 1995, satisfies this requirement.

All projects in the TIP originally are identified in the most recent MAG Regional Transportation Plan (RTP), which is usually updated on an annual basis to ensure that projects are consistent. The RTP is utilized to provide proper integration and to balance regional and local priorities. In addition, federal guidance also lists seven planning factors that need to be considered, analyzed appropriately and reflected in the planning process products, i.e., the projects selected for the TIP. These planning factors are discussed in more detail in Volume II.

CONGESTION MITIGATION AND AIR QUALITY METHODOLOGY

During 1999, MAG staff worked with representatives from ADOT and FHWA to develop a Congestion Mitigation and Air Quality Improvement Program (CMAQ) Methodology that could be used to estimate emission reduction benefits on projects eligible for CMAQ funds.

The federal guidance indicates that some types of projects may be difficult to analyze, and the guidance allows for qualitative, as well as quantitative, methods to evaluate projects, as appropriate. This new Methodology has been enhanced during the previous two years and is able to provide an assessment of emission reduction benefits for proposed CMAQ projects.

PRIORITIZING PROJECTS

Freeways: MAG is responsible for setting priorities for the regional MAG Freeway Plan, which is funded primarily by a county-wide half-cent sales tax approved by the voters as "Proposition 300" in 1985. Since January 1986, MAG has adopted and periodically reviewed priorities for Proposition 300 freeways. These priorities are followed by ADOT in scheduling roadway development. In 1992, the Arizona State Legislature passed House Bill 2278 which charged MAG with the responsibility for setting and amending priorities for Proposition 300 freeways. The regional freeway system is expected to be completed in 2007. The new Proposition 400 funds will allow for the continued expansion of the freeway system.

Transit: The process for prioritizing transit projects consists of two steps. In the first step the project is scheduled for a specific year and local funds are committed. This makes the project eligible for federal funds. The second step gives the project a ranking based on the type of project. Projects to provide services required by law have the highest ranking. Projects to keep existing services operational have the next ranking. Expanding services, passenger enhancements and other desired support purchases follow in that order. A separate process is followed for projects that will utilize Federal Transit Administration (FTA) 5310 and 5311 federal funds. These projects serve special transportation needs of elderly and persons with disabilities in Maricopa County and projects in rural areas. Project criteria are established by the FTA and ADOT. Applications are judged against the criteria and demonstration of local need. Project applications are ranked by the reviewers to assist ADOT in determining where vehicles are placed.

Bicycles and Pedestrians: A bicycle project rating system was originally completed in April, 1993, and was updated in 1996 and was substantially revised in 1999. As part of the 1999 Update of the MAG Regional Bicycle Plan, a list of principles were developed to assist in qualitative evaluation of bicycle projects eligible for federal transportation funds. The project rating system involves the following factors: accessibility to local or regional destinations; the type of facility; whether on road or off road; the length of the project; the connection to other segments; and socio-economic considerations. Pedestrian and bicycle project funding under the RTP are combined and, as a result, the two "modes" are handled in a cooperative basis. A set of pedestrian design guidelines bicycle project rating system was originally completed in April, 1993, and was updated in 1996 and was substantially

revised in 1999.

Intelligent Transportation Systems: The Strategic Plan for the Early Deployment of ITS in Maricopa County was published in October 1995 and identified a series of services and routes within the MAG region for deployment of ITS technologies. The original AzTech Model Deployment project involved a number of MAG agencies and resulted in the implementation of what is regarded as the first phase of the AzTech. Regional ITS funds have been allocated to Phases 2 and 3 of this project. The ITS rating system divides ITS projects into one of two categories, transit and non-transit. Each project is scored based on the following factors: deployment priority; congestion; cost; and local match (10 points). Transit ITS projects are also rated according to four similar factors. The recently completed update to the ITS Strategic Plan has identified a number of new ITS projects throughout the region in the short- medium- and long-term implementation plans. The RTP makes a specific allocation of funds to ITS projects, but allows for the specific selection of projects to occur during the TIP development process.

FINANCIAL PLAN

The TIP is not a stationary document but is best described as a snapshot in time. During the TIP development process, some major, and several minor, changes have occurred to the projects contained and hence to the financial tables included in this section. Although the figures show that the TIP is under-programmed with regard to some of the federal funds expected to be available, this reflects some uncertainty with regard to the likely funding levels following scheduled reauthorization of TEA-21, which has now undergone six short-term extensions. Conservative projections of federal funds have been made, but confirmation of the longer term nature of the federal funding stream will have to await the formal reauthorization process. At the current time, there is substantive activity within the US Congress to accomplish the reauthorization goal and task and it is hoped that this will be achieved by the start of the next federal fiscal year, October 1, 2005. In summary, the financial plan contained within the FY 2006-2010 MAG TIP is complete and is fully fiscally constrained to reasonably available funding sources.

INTRODUCTION

One of the impacts of ISTEA, as continued by TEA-21, was the revision of the categorical funding programs into more flexible funding categories. MAG has primary planning and programming discretion over three main funding categories. These include the MAG share of the Surface Transportation Program (STP), CMAQ and Metropolitan Planning (PL) funds.

Federal regulations require the development of a financial plan that describes how all programmed projects can be completed using current revenue or proposed funding sources. In addition, the TIP must be financially constrained by fiscal year. In accordance with these requirements MAG requests each agency to complete details of each projects' finances when submitting such projects for inclusion in the TIP. This includes the identification of the local funds being used for matching federally funded projects AND for constructing locally funded projects.

The MAG financial plan shows in detail the total amount of committed federal and local funding that is reasonably expected to be available to fund the highway and transit projects in the TIP. In addition, an analysis of both the highway and transit programs is included which shows the funds expected to be available by local agencies and funding sources.

FEDERAL FUNDS

Although federal guidance allows for the programming of federal funds up to the apportionment limits notified each year, the practice at MAG is to estimate how much Obligation Authority (OA - the authority to utilize the funds apportioned) will be available for each year and then to program projects based on that estimate. Experience has shown that this technique avoids the problems experienced with over-programming projects. In recent years, OA has consistently exceeded the amount of projects programmed and this has offered opportunities for agencies to advance projects that have been developed in a timely fashion.

ISTEA and TEA-21 both brought substantial increases in federal funds to the MAG region and transportation projects within the regional have experienced the benefits that such funding brings. The ability to utilize federal funds to assist in the development process for eligible projects, especially for advance design, has enabled agencies to accelerate the construction phases of some projects by up to three years. It is expected that a similar rate of federal funding will continue to be received beyond federal fiscal year (FFY) 2003 (the final year of TEA-21), but the financial plan assumptions do not include any increases other than the expected trend increase shown by annual apportionments.

The MAG region is growing fast and 2000 Census figures are available to federal legislators during the re-authorization process that is already underway. In addition to the increases in population, future federal funds will likely be affected by the air quality non-attainment criteria for Congestion Mitigation and Air Quality Improvement Program funds (CMAQ) and the donor/donee issue. Arizona currently receives just over a 90 percent return on its contributions to the Highway Trust Fund and it is expected that this issue will be a major subject for discussion during re-authorization efforts.

TIP FINANCING

This summary includes only one financial table. Total federal, state, and local funding available for the FY 2006-2010 MAG TIP totals almost \$5.9 billion and this represents a large, almost 21 percentage increase over the previous year's TIP. Total federal, state and local programming obligations for this same period amount to just over \$5.8 billion.

The total amount of federal funds available for the TIP is \$1.785 billion while programmed obligations of federal projects total \$1.693 billion. The temporary surplus of federal funds accounts for the complete \$92 million surplus and is mainly due to not programming all of the expected MAG federal funds.

TABLE EXEC-1: FIVE YEAR PROGRAM SUMMARY FY 2006-2010

FUNDS AVAILABLE			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$3,482,589,712	\$989,126,870	\$4,471,716,582
TRANSIT	\$632,158,834	\$795,985,229	\$1,428,144,063
TOTAL	\$4,114,748,546	\$1,785,112,099	\$5,899,860,645
PROGRAMMED OBLIGATIONS			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$3,482,589,712	\$940,738,380	\$4,423,328,092
TRANSIT	\$632,158,834	\$752,028,229	\$1,384,187,063
TOTAL	\$4,114,748,546	\$1,692,766,609	\$5,807,515,155
BALANCE			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$0	\$48,388,490	\$48,388,490
TRANSIT	\$0	\$43,957,000	\$43,957,000
TOTAL	\$0	\$92,345,490	\$92,345,490
PERCENT	0.00%	5.17%	1.57%

State and local funding available totals \$4.115 billion for the FY 2006-2010 MAG TIP and is fully programmed. Total federal funds expected to be available amount to \$1.785 billion. However, programmed projects only total \$1.693 billion, leaving a noticeable \$92 million surplus. These surplus funds are due to the current development of life cycle programs for regional arterials and transit which have Federal funds committed to them under the RTP but which have not yet been fully completed. There have been some adjustments to deferred projects from FY 2005 to FY 2006 and some projects have been advanced from outer years of the TIP, and these changes are reflected in the totals shown. The result of these deferrals and advancements has been to slightly increase the amount of under-programmed federal funds.

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PUBLIC PARTICIPATION

INTRODUCTION

TEA-21 continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. In addition, the Clean Air Act Amendments (CAAA) of 1990 emphasize the integration of transportation and air quality plans.

The MAG public involvement process is divided into four phases: early input, mid-phase, final phase and continuous involvement. The early input meetings ensure early involvement of the public in the development of these plans and programs. The mid-phase process provides for input on initial plan analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) and includes a public hearing on regional transportation issues. The final phase provides an opportunity for final comment on the RTP, TIP and Air Quality Conformity Analysis. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

ENHANCED PUBLIC OUTREACH PROCESS

In July, 1998, the process for programming federal transportation funds was enhanced. A more pro-active community outreach process was included and the development of early guidelines to help select transportation projects within resource limits. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders as well as low income populations. The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and RTP.

FY 2004/5 PUBLIC INVOLVEMENT PROGRAM

The FY 2004/5 public involvement program solicited and encouraged input for both the RTP Update and the FY 2006-2010 TIP. ADOT and RPTA/Valley Metro participated in many of the input opportunities that were offered. A description of the input process for FY 2002/3 elements of the public involvement process is given in Volume II. More recent public involvement for the Regional Transportation Plan (RTP) and the 06-10 TIP is also included in Volume II.

The following transportation advisory committees offered extended public comment periods: Air Quality Technical Advisory Committee, Intelligent Transportation Systems Committee, Pedestrian Working Group and Regional Bicycle Task Force Joint Meeting, Street Committee, Telecommunications Advisory Group, Transportation Review Committee and Regional Council Transportation Subcommittee.

HUMAN SERVICES PLANNING PROCESS

To meet the transportation and social services needs of low income elderly persons and persons with disabilities, and to further the early and continuing involvement of the public in developing plans and TIPs, MAG incorporates the information gathered through its human services planning process. Further details of this process are included in Volume II.

NEW PROJECTS

GENERAL

Each year, MAG usually closes out the current fiscal year and adds a new, fifth year to the TIP. This year, projects were primarily selected for the three outer years of the TIP, FYs 2008, 2009 and 2010.

MAG member agencies were able to add new locally and privately funded projects to the all five years under consideration and many adjustments to existing projects have been made. Discretionary funded projects from ADOT and RPTA/Valley Metro (including Valley Metro Rail) have also be added to the projects included. For information purposes, a list of newly submitted projects is shown in the following pages. All new projects are listed, regardless of size or regional significance.

**REPORT: 06-10 TIP -
New Highway Projects**

**MARICOPA ASSOCIATION OF GOVERNMENTS
FY 2006-2010 TRANSPORTATION IMPROVEMENT PROGRAM
NEW HIGHWAY PROJECTS**

TABLE : 06-10 TIP

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT06-6C49	2006	10 at 43rd Ave TI	Design TI improvements	.20	4	4	50.56	State	80,000	0	80,000
DOT06-6C50	2006	10 at 51st Ave	Design TI improvements	.20	4	4	53.93	State	120,000	0	120,000
DOT06-6C51	2006	10 at Bullard Ave TI	Acquire right of way for interchange improvement	.20				State	1,000,000	0	1,000,000
DOT05-237A	2006	10 at Ray Rd TI (1 of 2)	Widen bridge and approaches	.10	4	6		STP-MAG	243,000	4,000,000	4,243,000
DOT05-237B	2006	10 at Ray Rd TI (2 of 2)	Widen bridge and approaches	.10	4	6		BR	71,250	1,178,750	1,250,000
DOT06-601	2006	10: 40th St to Baseline Rd	Design CD roads (FY 2006)	1.00				State	5,775,000	0	5,775,000
DOT06-602R	2006	10: 40th St to Baseline Rd	Purchase right of way for CD roads	4.00				State	5,000,000	0	5,000,000
DOT06-604	2006	17 at Dixileta Rd	Advance construct new traffic interchange (Phoenix funds) for repayment in 2012	.40				Local	8,200,000	0	8,200,000
DOT06-6C53	2006	17 at Jomax Rd	Acquire right of way for new traffic interchange	.40				State	8,000,000	0	8,000,000
DOT06-606R	2006	17 at Jomax Rd	Construct new traffic interchange	.40				State	14,800,000	0	14,800,000
DOT06-6C48	2006	17: 16th St to Buckeye Rd	Construct screen walls	1.00	6	6		Local	3,035,000	0	3,035,000
DOT06-608	2006	51 (Piestewa Fwy): Shea Blvd to Loop 101	Design HOV lanes	5.00				State	3,500,000	0	3,500,000
DOT06-609	2006	60 (Grand Ave): 71st Ave to Grand Canal bridge	Improve roadway surface	6.30				NHS	184,452	3,051,548	3,236,000
DOT06-6C54	2006	GR6099RWR -- Grand Ave Corridor	Reprogram right of way	.00				RARF/ 15%	0	0	2,787,000
DOT07-333A	2006	60 (Superstition Fwy): Gilbert Rd to Lindsay Rd	Construct general purpose and auxiliary lanes	1.00	8	10	55.69	STP-AZ	0	2,400,000	3,000,000
DOT06-611	2006	60 (Superstition Fwy): Gilbert Rd to Power Rd	Design and construct FMS	6.00				State	4,400,000	0	4,400,000
DOT07-333D	2006	60 (Superstition Fwy): Higley Rd to	Construct HOV, general purpose and	1.50	6	10	57.16	RARF II	0	0	25,900,000
DOT07-333B	2006	60 (Superstition Fwy): Lindsay Rd to Val Vista Dr	Construct general purpose and auxiliary lanes	1.00	8	10	55.68	RARF II	0	0	5,300,000
DOT08-671	2006	60 (Superstition Fwy): Power Rd to Crismon Rd	Construct FMS	4.00				State	4,440,000	0	4,440,000

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT07-333E	2006	60 (Superstition Fwy): Superstition Springs	Construct HOV and general purpose	.50	6	10	57.07	STP-AZ	0	9,000,000	9,600,000
DOT07-333C	2006	60 (Superstition Fwy): Val Vista Dr to Higley Rd	Construct HOV, general purpose and auxiliary lanes	2.00	6	10	57.17	STP-AZ	0	34,000,000	37,100,000
DOT06-6C63	2006	85: MC-85 to Southern Ave	Construct roadway	2.10	2	4		NHS	579,000	9,550,000	10,129,000
DOT06-612	2006	85: MP 139.01 to MP 141. 71	Construct roadway	2.70	2	4		NHS	1,041,903	17,237,097	18,279,000
DOT06-613	2006	85: Southern Ave to I-10	Construct roadway	2.52	2	4		State	8,602,000	0	8,602,000
DOT06-614	2006	85: Southern Ave to I-10	Design, purchase right of way and relocate utilities	2.52	2	4		State	3,431,000	0	3,431,000
DOT06-615	2006	101 (Agua Fria Fwy) at Bethany Home Rd	Construct north half TI	.20				State	15,165,000	0	15,165,000
DOT06-616	2006	101 (Agua Fria Fwy) at Bethany Home Rd	Construct south half TI	.20				State	4,000,000	0	4,000,000
DOT06-6C55	2006	101 (Agua Fria Fwy) at Bethany Home Rd	Reimburse south half deign costs	.20				State	535,000	0	535,000
DOT06-6C56	2006	101 (Pima Fwy) at 64th St	Acquire right of way for new interchange	.20				State	4,000,000	0	4,000,000
DOT06-617	2006	101 (Pima Fwy): 90th St to Loop 202 (Red Mountain Fwy)	Design FMS					State	990,000	0	990,000
DOT06-619	2006	101 (Pima Fwy): Princess Dr to Loop 202	Design HOV lanes	14.25				RARF II	0	0	5,000,000
DOT06-620	2006	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd	Design HOV lanes	4.00				RARF II	0	0	2,000,000
DOT06-6C57	2006	SH153RWR -- 153 Sky Harbor Expwy: Sky Harbor Corridor	Reprogram right of way	2.00				RARF/ 15%	0	0	3,441,000
DOT06-313L	2006	RM202L14ARCL -- 202L Red Mountain Fwy:	Advance construct roadway (local	2.70	0	6	51.26	Local	600,000	0	600,000
DOT06-6C58	2006	SA202L18 LCL -- 202L Santan Fwy: Frye Rd to Power Rd	Construct landscape (local funds)	4.60				Local	500,000	0	500,000
DOT06-6C59	2006	SA202L19 LCL -- 202L Santan Fwy: Gilbert Rd to Frye Rd	Construct landscape (Local funds)	3.28				Local	500,000	0	500,000
DOT06-6C60	2006	SA202LRWR -- 202L Santan Fwy: Santan	Reprogram right of way	.00				RARF/ 15%	0	0	33,412,000
DOT06-621	2006	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	EIS/DCR Supplement	6.00				RARF II	0	0	2,000,000
DOT06-622	2006	303 (Estrella Pkwy): Corridorwide	Protect right of way	.00				RARF II	0	0	2,000,000
DOT06-623	2006	303 (Estrella Pkwy): Happy Valley Pkwy to I-	Design of new interim freeway and	12.00				RARF II	0	0	10,000,000

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT06-624	2006	303 (Estrella Pkwy): I-10 to US-60 (Grand	Design and purchase right of way for	15.00				RARF II	0	0	10,000,000
DOT06-626	2006	MAG regionwide	Advance acquire right of way	.00				RARF II	0	0	5,000,000
DOT06-625	2006	MAG regionwide	Asphalt rubber noise mitigation (FY	.00				RARF II	0	0	11,500,000
DOT06-627	2006	MAG regionwide	Design change orders	.00				RARF II	0	0	3,000,000
DOT06-628	2006	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	.00				RARF II	0	0	6,000,000
DOT06-629	2006	MAG regionwide	Preliminary engineering (ADOT staff)	.00				RARF II	0	0	1,200,000
DOT06-630	2006	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00				RARF II	0	0	18,000,000
DOT06-631	2006	MAG regionwide	Right of way plans and titles	.00				RARF II	0	0	2,500,000
DOT06-632	2006	MAG regionwide	Right of way property management	.00				RARF II	0	0	500,000
DOT06-633	2006	MAG regionwide	Risk management indemnification	.00				RARF II	0	0	2,000,000
DOT06-634	2006	Various locations	Design ramp meters	.00				State	250,000	0	250,000
DOT07-635R	2007	10: 40th St to Baseline Rd	Construct CD roads (FY 2007)	1.00	8	12		NHS	0	47,150,000	50,000,000
DOT07-636	2007	10: 40th St to Baseline Rd	Design CD roads (FY 2007)	1.00				State	4,125,000	0	4,125,000
DOT07-6C61	2007	10: 40th St to Baseline Rd	Purchase right of way for CD roads	4.00				State	20,000,000	0	20,000,000
DOT07-637	2007	10: Loop 202 (Santan Fwy) to Riggs Rd	Design freeway widening from 4 lanes to 6, plus HOV lanes	5.30	4	6		State	2,310,000	0	2,310,000
DOT07-640	2007	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Acquire right of way for road widening	.00	0	0		State	7,800,000	0	7,800,000
DOT07-641R	2007	17: Loop 101 (Pima Fwy) to SR-74 (Carefree	Widen freeway from 6 lanes to 8	.00	6	8		NHS	0	65,000,000	154,000,00
DOT07-642	2007	51 (Piestewa Fwy): Shea Blvd to Loop 101 (Pima Fwy)	Construct HOV lanes and ramps	5.00	6	8		RARF II	0	0	47,400,000
DOT07-643	2007	60 (Grand Ave): Loop 303 (Estrella Pkwy) to Loop 101 (Agua Fria Fwy)	Design roadway widening	10.00				RARF II	0	0	1,320,000
DOT07-6C62	2007	60 (Superstition Fwy): Gilbert Rd to Power	Construct landscape	4.50				RARF II	0	0	4,100,000
DOT07-646	2007	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy)	Protect right of way		2	2		State	1,000,000	0	1,000,000
DOT07-647	2007	87: Forest Boundary to New Four Peaks	Construct shoulder widenings and median crossovers	9.00	4	4		NHS	598,500	9,901,500	10,500,000

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT07-648	2007	101 (Pima Fwy): 90th St to Loop 202 (Red)	Construct FMS					State	8,910,000	0	8,910,000
DOT07-649	2007	101 (Pima Fwy): Princess Dr to 90th St	Design and construct FMS	9.30	0			State	8,500,000	0	8,500,000
DOT06-618	2007	101 (Pima Fwy): Princess Dr to Loop 202	Construct HOV lanes	14.25	6	8		RARF II	0	0	76,000,000
DOT07-651A	2007	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way (FY 2007)	6.00				RARF II	0	0	30,000,000
DOT07-652	2007	Loop 202 (Williams Gateway Fwy): Loop 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2007)	5.00				RARF II	0	0	2,000,000
DOT07-654	2007	303 (Estrella Pkwy): Happy Valley Pkwy to I-	Design of new interim freeway and	12.00				RARF II	0	0	40,000,000
DOT07-655	2007	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for roadway improvements (FY 2007)	15.00				RARF II	0	0	10,000,000
DOT07-657	2007	MAG regionwide	Advance acquire right of way	.00				RARF II	0	0	5,000,000
DOT07-656	2007	MAG regionwide	Asphalt rubber noise mitigation (FY	.00				RARF II	0	0	13,200,000
DOT07-658	2007	MAG regionwide	Design change orders	.00				RARF II	0	0	3,000,000
DOT07-659	2007	MAG regionwide	Maintenance (landscape, litter removal	.00				RARF II	0	0	6,000,000
DOT07-660	2007	MAG regionwide	Preliminary engineering (ADOT staff)	.00				RARF II	0	0	1,200,000
DOT07-661	2007	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00				RARF II	0	0	18,000,000
DOT07-662	2007	MAG regionwide	Right of way plans and titles	.00				RARF II	0	0	2,500,000
DOT07-663	2007	MAG regionwide	Right of way property management	.00				RARF II	0	0	500,000
DOT07-664	2007	MAG regionwide	Risk management indemnification	.00				RARF II	0	0	2,000,000
DOT07-665	2007	Various locations	Install ramp meters	.00				State	2,500,000	0	2,500,000
DOT08-666	2008	10: 40th St to Baseline Rd	Construct CD roads (FY 2008)	1.00	8	12		NHS	55,765,000	74,235,000	130,000,00
DOT08-667	2008	10: 40th St to Baseline Rd	Design CD roads (FY 2008)	1.00				State	4,675,000	0	4,675,000
DOT06-603	2008	10: Loop 101 (Agua Fria Fwy) to I-17	Design roadway widening	.00	0	0		State	3,740,000	0	3,740,000
DOT08-669	2008	10R: Loop 303 (Estrella) to Loop 202 (South Mountain Fwy)	Right of way protection	.00	0	0		RARF II	3,000,000	0	3,000,000
DOT08-670	2008	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Design SOV lanes	4.50				State	440,000	0	440,000

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT08-672	2008	74: US-60 (Grand Ave) to Loop 303 (Estrella	Protect right of way		2	2		State	1,000,000	0	1,000,000
DOT08-673	2008	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy); MP 20-22	Construct eastbound and westbound passing lanes		2	3		State	2,000,000	0	2,000,000
DOT08-674	2008	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd	Construct HOV lanes	4.00	6	8		CMAQ	12,100,000	7,900,000	20,000,000
DOT08-675	2008	202 (Red Mountain Fwy) at SR-51/I-10 TI	Design widening of traffic interchange	.40				State	3,300,000	0	3,300,000
DOT08-676	2008	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Design HOV lanes	6.40				State	2,500,000	0	2,500,000
DOT08-677	2008	202 (Red Mountain Fwy): Loop 101 (Pima	Design FMS	3.40				CMAQ	0	565,800	600,000
DOT07-650	2008	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy)	Design roadway widening	2.00				RARF II	0	0	495,000
DOT08-6C38	2008	Loop 202 (Santan Fwy): Lindsay Rd to Gilbert Rd	Design and construct multi-use paths	1.00	4	4	48.54	CMAQ	158,550	369,950	528,500
DOT08-679	2008	Loop 202 (South Mountain Fwy): 51st Ave to	Design roadway	8.00				State	10,000,000	0	10,000,000
DOT08-678	2008	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct roadway (FY 2008)	6.00	0	6		RARF II	24,800,000	0	60,000,000
DOT07-651B	2008	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way (FY 2008)	6.00				RARF II	0	0	38,000,000
DOT08-680	2008	Loop 202 (Williams Gateway Fwy): Loop 202	Protect right of way (FY 2008)	5.00				RARF II	0	0	2,000,000
DOT07-653A	2008	303 (Estrella Pkwy): Happy Valley Pkwy to I-17	Construction of new interim freeway (FY 2008)	12.00	0	4		RARF II	0	0	100,000,000
DOT08-681	2008	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for roadway improvements (FY 2008)	15.00				RARF II	0	0	10,000,000
DOT08-688	2008	MAG regionwide	Advance acquire right of way	.00				RARF II	0	0	5,000,000
DOT08-682	2008	MAG regionwide	Asphalt rubber noise mitigation (FY 2008)	.00				RARF II	0	0	5,300,000
DOT08-689	2008	MAG regionwide	Design change orders	.00				RARF II	0	0	3,000,000
DOT08-683	2008	MAG regionwide	Freeway service patrols	.00				State	300,000	0	300,000
DOT08-684	2008	MAG regionwide	Funding for advance design of FY 2009 and 2010 projects	.00				State	5,483,000	0	5,483,000
DOT08-685	2008	MAG regionwide	Funding for advance pre-design of future	.00				State	1,000,000	0	1,000,000

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT08-686	2008	MAG regionwide	Funding for advance scoping of	.00				State	500,000	0	500,000
DOT08-687	2008	MAG regionwide	Improve traffic interchanges	.00				State	3,300,000	0	3,300,000
DOT08-690	2008	MAG regionwide	Maintenance (landscape, litter removal	.00				RARF II	0	0	10,000,000
DOT08-691	2008	MAG regionwide	Preliminary engineering (ADOT staff)	.00				RARF II	0	0	1,200,000
DOT08-692	2008	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00				RARF II	0	0	18,000,000
DOT08-693	2008	MAG regionwide	Right of way plans and titles	.00				RARF II	0	0	2,500,000
DOT08-694	2008	MAG regionwide	Right of way property management	.00				RARF II	0	0	500,000
DOT08-695	2008	MAG regionwide	Risk management indemnification	.00				RARF II	0	0	2,000,000
DOT08-GAN6	2008	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	.00				STP-MAG	0	31,207,102	0
DOT09-696	2009	10: 40th St to Baseline Rd	Construct CD roads (FY 2009)	1.00	8	12		NHS	23,200,000	61,800,000	85,000,000
DOT09-697	2009	10: 40th St to Baseline Rd	Design CD roads (FY 2009)	1.00				State	4,675,000	0	4,675,000
DOT08-668	2009	10: Loop 101 (Agua Fria Fwy) to I-17	Advance construct roadway widening with GAN or RARF II funds for repayment in a future year	.00	0	0		RARF II	0	0	68,000,000
DOT09-698	2009	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 to 6 lanes, plus	6.30	4	6		NHS	0	39,606,000	42,000,000
DOT09-699	2009	10R: Loop 303 (Estrella) to Loop 202 (South Mountain Fwy)	Right of way protection	.00	0	0		RARF II	3,000,000	0	3,000,000
DOT09-6C01	2009	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd	Design roadway widening	12.50				RARF II	0	0	1,375,000
DOT09-6C00	2009	60 (Grand Ave): Loop 303 (Estrella Pkwy) to	Construct roadway widening for 3 mi.	10.00	4	6		RARF II	0	0	24,000,000
DOT09-6C02	2009	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy)	Protect right of way		2	2		State	1,000,000	0	1,000,000
DOT09-6C03	2009	85: MP 149.40 to MP 152.01	Construct roadway	.00	2	4		STP-AZ	924,000	15,276,000	16,200,000
DOT09-6C64	2009	101 (Pima Fwy): Tatum Blvd to Princess Dr	Design HOV lanes					State	2,000,000	0	2,000,000
DOT09-6C04	2009	101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy)	Design HOV lanes	5.50				CMAQ	0	2,357,500	2,500,000
DOT09-6C05	2009	202 (Red Mountain Fwy) at SR-51/I-10 TI	Widen traffic interchange	.40				RARF II	28,500,000	0	60,000,000

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT09-6C06	2009	202 (Red Mountain Fwy): Loop 101 (Pima	Construct HOV lanes	6.40	6	8		State	29,000,000	0	29,000,000
DOT09-6C07	2009	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to SR-87 (Country Club Dr)	Install FMS	3.40				CMAQ	0	5,658,000	6,000,000
DOT09-6C08	2009	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy)	Widen roadway	2.00	8	10		RARF II	0	0	9,000,000
DOT09-6C10	2009	Loop 202 (South Mountain Fwy): 51st Ave to	Design roadway and purchase right of	8.00				RARF II	0	0	20,000,000
DOT09-6C09	2009	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct roadway (FY 2009)	6.00	0	6		RARF II	0	0	60,000,000
DOT09-6C11	2009	Loop 202 (Williams Gateway Fwy): Loop 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2009)	5.00				RARF II	0	0	2,000,000
DOT07-653B	2009	303 (Estrella Pkwy): Happy Valley Pkwy to I-	Construction of new interim freeway (FY	12.00	0	4		RARF II	0	0	100,000,00
DOT09-6C12	2009	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for roadway improvements (FY 2009)	15.00				RARF II	0	0	10,000,000
DOT09-6C18	2009	MAG regionwide	Advance acquire right of way	.00				RARF II	0	0	5,000,000
DOT09-6C19	2009	MAG regionwide	Design change orders	.00				RARF II	0	0	3,000,000
DOT09-6C13	2009	MAG regionwide	Freeway service patrols	.00				State	300,000	0	300,000
DOT09-6C14	2009	MAG regionwide	Funding for advance design of FY 2011 and 2012 projects	.00				State	4,072,000	0	4,072,000
DOT09-6C15	2009	MAG regionwide	Funding for advance pre-design of future projects	.00				State	1,000,000	0	1,000,000
DOT09-6C16	2009	MAG regionwide	Improve traffic interchanges	.00				State	3,000,000	0	3,000,000
DOT09-6C20	2009	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	.00				RARF II	0	0	11,000,000
DOT09-6C17	2009	MAG regionwide	Noise mitigation projects (FY 2009)	.00				RARF II	0	0	1,500,000
DOT09-6C21	2009	MAG regionwide	Preliminary engineering (ADOT staff)	.00				RARF II	0	0	1,200,000
DOT09-6C22	2009	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00				RARF II	0	0	18,000,000
DOT09-6C23	2009	MAG regionwide	Right of way plans and titles	.00				RARF II	0	0	2,500,000
DOT09-6C24	2009	MAG regionwide	Right of way property management	.00				RARF II	0	0	500,000
DOT09-6C25	2009	MAG regionwide	Risk management indemnification	.00				RARF II	0	0	2,000,000
DOT09-GAN7	2009	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	.00				STP-MAG	0	30,297,645	0

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT10-6C26	2010	10: 40th St to Baseline Rd	Construct CD roads (FY 2010)	1.00	8	12		NHS	4,845,000	80,155,000	85,000,000
DOT10-6C27	2010	10: SR-51 to 40th St	Design and purchase right of way for CD roads	4.00				State	20,000,000	0	20,000,000
DOT10-6C28	2010	10R: Loop 303 (Estrella) to Loop 202 (South	Right of way protection	.00				RARF II	3,000,000	0	3,000,000
DOT08-6C39	2010	17: Bethany Home Rd to Northern Ave (Alhambra District)	Design and initial construction of a pedestrian walkway along frontage roads	2.00	4	4		CMAQ	688,500	1,606,500	2,295,000
DOT10-6C29	2010	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd	Construct roadway widening	12.50	6	10		RARF II	0	0	27,165,000
DOT10-6C30	2010	60 (Superstition Fwy): I-10 to Loop 101	Construct SOV lanes	4.50	8	10		State	8,000,000	0	8,000,000
DOT10-6C31	2010	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy)	Protect right of way		2	2		State	1,000,000	0	1,000,000
DOT10-6C32	2010	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy); MP 13-15	Construct eastbound passing lanes		2	3		State	2,000,000	0	2,000,000
DOT05-168R	2010	85: I-8 to I-10	Construct roadway	7.05	2	4		State	40,000,000	0	40,000,000
DOT10-6C33A	2010	101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy)	Construct HOV lanes	5.50				CMAQ	0	3,700,000	12,000,000
DOT10-6C33B	2010	101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy)	Construct HOV lanes	5.50				State	16,000,000	0	16,000,000
DOT10-6C34	2010	101 (Price Fwy): Baseline Rd to Loop 202	Design and construct FMS	5.50				CMAQ	0	5,186,500	5,500,000
DOT10-6C36	2010	Loop 202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway and purchase right of way (FY 2010)	8.00				RARF II	0	0	40,000,000
DOT10-6C35	2010	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Advance construct with GAN or RARF II funds for repayment in a future year	6.00	0	6		RARF II	0	0	110,000,000
DOT10-6C37	2010	Loop 202 (Williams Gateway Fwy): Loop 202	Protect right of way (FY 2010)	5.00				RARF II	0	0	2,000,000
DOT10-6C38	2010	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for roadway improvements (FY 2010)	15.00				RARF II	0	0	10,000,000
DOT10-6C40	2010	MAG regionwide	Advance acquire right of way	.00				RARF II	0	0	5,000,000
DOT10-6C41	2010	MAG regionwide	Design change orders	.00				RARF II	0	0	3,000,000
DOT06-699	2010	MAG regionwide	Freeway service patrols	.00				State	300,000	0	300,000
DOT10-6C42	2010	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	.00				RARF II	0	0	12,000,000
DOT10-6C39	2010	MAG regionwide	Noise mitigation projects (FY 2010)	.00				RARF II	0	0	1,500,000

AGENCY: ADOT

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT10-6C43	2010	MAG regionwide	Preliminary engineering (ADOT staff)	.00				RARF II	0	0	1,200,000
DOT10-6C44	2010	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00				RARF II	0	0	18,000,000
DOT10-6C45	2010	MAG regionwide	Right of way plans and titles	.00				RARF II	0	0	2,500,000
DOT10-6C46	2010	MAG regionwide	Right of way property management	.00				RARF II	0	0	500,000
DOT10-6C47	2010	MAG regionwide	Risk management indemnification	.00				RARF II	0	0	2,000,000
DOT10-GAN8	2010	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	.00				STP-MAG	0	29,414,302	0

TOTALS FOR ADOT

LOCAL:
\$485,352,155

FEDERAL:
\$591,804,194

TOTAL:
\$2,346,308,500

AGENCY: Avondale

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
AVN06-601	2006	107th Ave: I-10 to McDowell	Add one northbound through lane	.25	2	3		Private	500,000	0	500,000
AVN06-602	2006	107th Ave: Roosevelt St to I-10	Add one southbound through lane	.25	3	4		Private	250,000	0	250,000
AVN06-607	2006	Dysart Rd: Van Buren St to I-10	Add one southbound through lane	.75	5	6		Local	1,000,000	0	1,000,000
AVN06-608	2006	Lower Buckeye Rd: El Mirage Rd to Avondale Blvd	Add one westbound through lane and left turn lane	1.00	2	3		Private	2,500,000	0	2,500,000
AVN06-611	2006	McDowell Rd: Avondale Blvd to 111th Ave	Add one eastbound through lane and	.50	4	5		Local	1,500,000	0	1,500,000
AVN06-613	2006	Thomas Rd: 107th Ave to 103rd Ave	Add one westbound through lane	.50	3	4		Local	500,000	0	500,000
AVN06-614	2006	Van Buren St at 107th Ave	Install new traffic signals	.00	0	0		Local	260,000	0	260,000
AVN06-615	2006	Van Buren St at El Mirage Rd	Install new traffic signals	.00	0	0		Local	300,000	0	300,000
AVN06-616	2006	Van Buren St: 119th Ave to Avondale Blvd	Add one eastbound through lane and continuous left turn lane	.50	2	3		Private	250,000	0	250,000
AVN06-617	2006	Van Buren St: Agua Fria Bridge to El Mirage	Add one eastbound through lane and	.50	2	3		Local	600,000	0	600,000
AVN06-604	2006	Avondale Blvd: I-10 to McDowell Rd	Add one through lane in each direction and continuous left turn lane	.25	2	4		Local	2,400,000	0	2,400,000

AGENCY: Avondale

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
AVN06-605	2006	Avondale Blvd: Lower Buckeye Rd to	Add continuous left turn lane	.25	4	4		Private	450,000	0	450,000
AVN06-606	2006	Dysart Rd at I-10 interchange	Add two through lanes (joint project with ADOT)	.10	4	6		Local	1,500,000	0	1,500,000
AVN06-626	2006	Dysart Rd: Thomas Rd to Osborn Rd	Add two through lanes	.50	4	6		Private	500,000	0	500,000
AVN06-609	2006	McDowell Rd: 107th Ave to 103rd Ave	Add one eastbound through lane	.50	3	4		Local	1,000,000	0	1,000,000
AVN06-610	2006	McDowell Rd: 111th Ave to 107th Ave	Add continuous left turn lane	.50	4	4		Local	1,500,000	0	1,500,000
AVN06-627	2006	McDowell Rd: 99th Ave to 103rd Ave	Add two through lanes	.50	3	5		Local	500,000	0	500,000
AVN06-628	2006	Van Buren St: El Mirage Rd to Agua Fria Bridge	Add one westbound through lane	.50	3	4		Local	200,000	0	200,000
AVN07-618	2007	107th Ave at Pierce St	Install new traffic signals	.00	0	0		Local	260,000	0	260,000
AVN07-622	2007	El Mirage Rd: Lower Buckeye Rd to Durango St	Add one northbound through lane and left turn lane	.50	2	3		Private	250,000	0	250,000
AVN06-603	2007	107th Ave: Van Buren St to north of Buckeye	Add one southbound through lane and	1.00	2	3		Private	250,000	0	250,000
AVN07-619	2007	Avondale Blvd at Coldwater Springs Rd	Install new traffic signals	.00	0	0		Local	220,000	0	220,000
AVN07-620	2007	Avondale Blvd at Whyman St	Install new traffic signals	.00	0	0		Local	260,000	0	260,000
AVN07-621	2007	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new two lane roadway	.50	0	2		Local	1,000,000	0	1,000,000
AVN08-623	2008	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd	Add one southbound through lane	.50	4	5		Private	800,000	0	800,000
AVN08-624	2008	McDowell Rd: Agua Fria River to 119th Ave	Construct pedestrian improvements on	.50	4	4		CMAQ	83,220	194,180	277,400
AVN08-625	2008	Van Buren St: 99th Ave to 107th Ave	Add one westbound through lane and continuous left turn lane	1.00	2	3		Private	900,000	0	900,000

TOTALS FOR Avondale
**LOCAL:
\$19,733,220**
**FEDERAL:
\$194,180**
**TOTAL:
\$19,927,400**
AGENCY: Buckeye

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
BKY04-401B	2008	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	1.50	0	4	47.81	Private	1,500,000	0	1,500,000

AGENCY: Buckeye**TOTALS FOR Buckeye****LOCAL:
\$1,500,000****FEDERAL:
\$0****TOTAL:
\$1,500,000****AGENCY: Chandler**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
CHN06-601	2006	Chandler Heights Rd: Arizona Ave to McQueen Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4		Local	7,900,000	0	7,900,000
CHN06-602	2006	Chandler Heights Rd: Lindsay Rd to Val	Reconstruct roadway to add 1 through	1.00	2	4		Local	4,900,000	0	4,900,000
CHN06-603	2006	Ocotillo Rd: Cooper Rd to Gilbert Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4		Local	5,400,000	0	5,400,000
CHN06-604	2006	Ocotillo Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4		Local	8,000,000	0	8,000,000
CHN06-605	2006	Ocotillo Rd: McQueen Rd to Adams Ave	Reconstruct roadway to add 1 through	.50	2	4		Local	3,300,000	0	3,300,000
CHN120-06RW	2006	Chandler Blvd at Dobson Rd	Acquire right of way for intersection improvement	.40	5	6		RARF II	468,000	0	1,560,000
CHN130-06D	2006	Ray Rd at Alma School Rd	Design intersection improvement	.40	4	6	61.13	RARF II	171,900	0	573,000
CHN200-06AC	2006	Arizona Ave at Chandler Blvd	Advance construction of intersection	.40				Local	3,250,000	0	3,250,000
CHN230-05ARW	2006	Queen Creek Rd: Arizona Ave to McQueen Rd	Advance acquire right of way for roadway widening for repayment in phase 2	1.00				Local	1,290,000	0	1,290,000
CHN100-03ADX	2007	Arizona Ave at Ray Rd	Repay advance design completed in FY 2004	.40	5	5		RARF II	-184,100	0	0
CHN100-	2007	Arizona Ave at Ray Rd	Repay advance acquisition of right of way for intersection improvement acquired in FY 2004	.40	5	5		RARF II	-742,000	0	0
CHN100-05ACX	2007	Arizona Ave at Ray Rd	Repay advance construction for intersection improvement completed in	.40	5	5		RARF II	-2,133,900	0	0
CHN110-07D	2007	Chandler Blvd at Alma School Rd	Design intersection improvement	.40	5	5	65.76	RARF II	156,000	0	520,000
CHN120-	2007	Chandler Blvd at Dobson Rd	Repay advance design completed in FY	.40	5	6		RARF II	-263,200	0	0
CHN120-07C	2007	Chandler Blvd at Dobson Rd	Construct intersection improvement	.40	5	6	64.41	RARF II	2,964,400	0	4,669,200
CHN130-07RW	2007	Ray Rd at Alma School Rd	Acquire right of way for intersection improvement	.40	4	6		RARF II	735,000	0	2,450,000

AGENCY: Chandler

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
CHN08-606	2008	Consolidated Canal multi-use pathway at	Install two pedestrian actuated signals	.00	4	4		CMAQ	98,400	229,600	328,000
CHN08-607	2008	Frye Rd: Consolidated Canal to Cooper Rd	Construct a bridge over the Canal and extend Frye Rd to Cooper Rd	.10	0	2		Local	1,610,000	0	1,610,000
CHN08-608	2008	Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6		Local	9,900,000	0	9,900,000
CHN110-	2008	Chandler Blvd at Alma School Rd	Acquire right of way for intersection	.40	5	5		RARF II	420,000	0	1,400,000
CHN130-08C	2008	Ray Rd at Alma School Rd	Construct intersection improvement	.40	4	6	61.13	RARF II	3,592,100	0	4,536,000
CHN270-08AD	2008	Ray Rd at McClintock Dr	Advance design of intersection	.40				Local	530,000	0	530,000
CHN410-08AD	2008	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance design roadway widening for repayment in phase 4	1.25	2	6		Local	500,000	0	500,000
CHN09-609	2009	Alma School Rd at Ray Rd	Widen for dual left turns in all directions and add auxiliary lanes in all directions	.60	4	6		Local	8,400,000	0	8,400,000
CHN08-610	2009	Galveston St at Loop 101 (Price Fwy)	Design and construct a multi-use path and bridge over the Loop 101 (Price Fwy) at Galveston St	.25	2	2	61.43	CMAQ	764,400	1,783,600	2,548,000
CHN09-611	2009	Various locations along Arizona Ave, Gilbert,	Construct bus bays	.00	0	0		Local	2,213,800	0	2,213,800
CHN110-09C	2009	Chandler Blvd at Alma School Rd	Construct intersection improvement	.40	5	5	65.76	CMAQ	2,712,000	1,716,000	4,428,000
CHN210-09AD	2009	Arizona Ave: Ocotillo Rd to Hunt Hwy	Advance design roadway widening for	3.00	2	3		Local	820,000	0	820,000
CHN240-10AD	2009	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance design roadway widening for repayment in phase 2	3.00				Local	1,294,000	0	1,294,000
CHN260-09AD	2009	Ray Rd at Dobson Rd	Advance design of intersection improvement for repayment in phase 2	.40				Local	350,000	0	350,000
CHN270-	2009	Ray Rd at McClintock Dr	Advance acquire right of way for intersection improvement for repayment in phase 2	.40				Local	500,000	0	500,000
CHN410-	2009	Gilbert Rd: Loop 202 (Santan Fwy) to Queen	Advance acquire right of way for roadway	1.25				Local	1,800,000	0	1,800,000
CHN420-09AD	2009	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance design roadway widening for repayment in phase 4	2.00				Local	1,100,000	0	1,100,000
CHN10-612	2010	Alma School Rd at Chandler Blvd	Widen for dual left turns in all directions and add north and southbound auxiliary lanes	.60	4	6		Local	6,700,000	0	6,700,000
CHN10-613	2010	Buffalo St at Colorado St	Upgrade, retrofit and integrate TMC	.00	0	0		CMAQ	575,000	425,000	1,000,000

AGENCY: Chandler

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
CHN10-614	2010	Ocotillo Rd: 0.25 miles east of Arizona Ave	Reconstruct roadway to add 1 through	.75	2	4		Local	6,000,000	0	6,000,000
CHN10-615	2010	Queen Creek Rd: McQueen Rd to Gilbert Rd	Reconstruct roadway to add 2 through lanes in each direction	2.00	2	6		Local	21,400,000	0	21,400,000
CHN10-616	2010	Ray Rd at Dobson Rd	Widen for dual left turns in all directions and add north and southbound auxiliary lanes	.60	4	6		Local	7,790,000	0	7,790,000
CHN10-617	2010	Ray Rd at McClintock Dr	Widen for dual left turns in all directions and add north and southbound auxiliary lanes	.60	4	6		Local	7,000,000	0	7,000,000
CHN10-618	2010	Various locations	Upgrade outdated TS1 signal equipment	.00	6	6		CMAQ	422,700	422,700	845,400
CHN210-99ARW	2010	Arizona Ave: Ocotillo Rd to Hunt Hwy	Advance acquire right of way for roadway widening for repayment in phase 2	3.00	2	3		Local	4,650,000	0	4,650,000
CHN240-10ARW	2010	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance acquire right of way for roadway widening for repayment in phase 2	3.00				Local	7,330,000	0	7,330,000
CHN250-10AD	2010	Ray Rd at Rural Rd	Advance design of intersection	.40				Local	280,000	0	280,000
CHN260-10ARW	2010	Ray Rd at Dobson Rd	Advance acquire right of way for intersection improvement for repayment in phase 2	.40				Local	1,040,000	0	1,040,000
CHN270-10AC	2010	Ray Rd at McClintock Dr	Advance construct intersection improvement for repayment in phase 2	.40				Local	3,260,000	0	3,260,000
CHN410-10AC	2010	Gilbert Rd: Loop 202 (Santan Fwy) to Queen	Advance construct roadway widening for	1.25	2	6		Local	6,880,000	0	6,880,000
CHN420-10ARW	2010	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance acquire right of way for roadway widening for repayment in phase 4	2.00				Local	4,740,000	0	4,740,000

TOTALS FOR Chandler
**LOCAL:
\$149,884,500**
**FEDERAL:
\$4,576,900**
**TOTAL:
\$164,985,400**
AGENCY: El Mirage

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
ELM06-601	2006	El Mirage Rd: Olive Ave to Northern Ave	Pavng (Olive & El Mirage Roadway	1.00	2	2		Local	1,300,000	0	1,300,000
ELM06-602	2006	Olive Ave: El Mirage Rd to Dysart Rd	Pave (Olive & El Mirage Roadway Improvements, Phase I)	1.00	2	2		Local	916,000	0	916,000

AGENCY: El Mirage**TOTALS FOR El Mirage****LOCAL:
\$2,216,000****FEDERAL:
\$0****TOTAL:
\$2,216,000****AGENCY: Fountain Hills**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
FTH08-601	2008	Saguaro Blvd: Colony Dr to Desert Vista	Pave existing dirt alleys (east side)	1.10	2	2		CMAQ	57,090	133,210	190,300
FTH400-08D	2008	Shea Blvd: Palisades Blvd to Saguaro Blvd	Design roadway widening	3.00				RARF II	300,000	0	1,000,000
FTH09-602	2009	Fountain Hills Blvd: Fayette Dr to Fountain Hills Middle School	Design and construct 8 foot wide detached sidewalks	.80	4	4		CMAQ	151,800	354,200	506,000
FTH400-09RW	2009	Shea Blvd: Palisades Blvd to Saguaro Blvd	Acquire right of way for roadway	3.00				RARF II	550,000	0	1,800,000
FTH400-10C	2010	Shea Blvd: Palisades Blvd to Saguaro Blvd	Construct roadway widening	3.00	4	6		RARF II	1,350,000	0	4,400,000

TOTALS FOR Fountain Hills**LOCAL:
\$2,408,890****FEDERAL:
\$487,410****TOTAL:
\$7,896,300****AGENCY: Gilbert**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GLB06-203B	2006	Gilbert Town Center	Design traffic management center (phase B) and purchase further equipment	.00				CMAQ	126,599	368,401	495,000
GLB140-06D	2006	Warner Rd at Cooper Rd	Design intersection improvement	.40				RARF II	200,000	0	660,000
GLB130-07D	2007	Guadalupe Rd at Gilbert Rd	Design intersection improvement	.40				RARF II	200,000	0	660,000
GLB140-07RW	2007	Warner Rd at Cooper Rd	Acquire right of way for intersection improvement	.40				RARF II	300,000	0	1,000,000
GLB110-08D	2008	Germann Rd: Gilbert Rd to Power Rd	Design roadway widening	6.00				RARF II	1,170,000	0	3,900,000
GLB120-08D	2008	Guadalupe Rd at Cooper Rd	Design intersection improvement	.40				RARF II	200,000	0	660,000
GLB130-08RW	2008	Guadalupe Rd at Gilbert Rd	Acquire right of way for intersection improvement	.40				RARF II	300,000	0	1,000,000
GLB140-08C	2008	Warner Rd at Cooper Rd	Construct intersection improvement	.40				CMAQ	900,000	1,440,000	2,800,000

AGENCY: Gilbert

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GLB09-601C	2009	Western-Powerline Trail: Cooper Rd to	Construct multi-use path and pedestrian	1.00	6	6	40.85	CMAQ	320,595	614,405	935,000
GLB100-09RW	2009	Elliot Rd at Cooper Dr	Acquire right of way for intersection improvement					RARF II	300,000	0	1,000,000
GLB110-09RW	2009	Germann Rd: Gilbert Rd to Power Rd	Acquire right of way for roadway widening	6.00				RARF II	1,950,000	0	6,500,000
GLB120-	2009	Guadalupe Rd at Cooper Rd	Acquire right of way for intersection	.40				RARF II	300,000	0	1,000,000
GLB130-09C	2009	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	.40				CMAQ	900,000	1,900,000	2,800,000
GLB10-602C	2010	Western-Powerline Trail: Gilbert Rd to	Construct multi-use path and pedestrian	1.00	6	6	40.85	CMAQ	320,595	614,405	935,000
GLB100-10C	2010	Elliot Rd at Cooper Dr	Construct intersection improvement					CMAQ	900,000	1,900,000	2,800,000
GLB110-10C	2010	Germann Rd: Gilbert Rd to Power Rd	Construct roadway widening	6.00	2	6		RARF II	4,680,000	0	15,600,000
GLB120-10C	2010	Guadalupe Rd at Cooper Rd	Construct intersection improvement	.40				CMAQ	900,000	1,900,000	2,800,000

TOTALS FOR Gilbert
**LOCAL:
\$13,967,789**
**FEDERAL:
\$8,737,211**
**TOTAL:
\$45,545,000**
AGENCY: Glendale

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GLN07-601	2007	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway	2.00	0	4	52.35	Local	2,000,000	0	2,000,000
GLN08-602	2008	59th Ave: Bell Rd to Union Hills Dr	Widen roadway to provide additional lanes	1.00	4	5		Local	1,000,000	0	1,000,000
GLN08-603	2008	59th Ave: Olive Ave to Brown St	Widen roadway to add medians and	.50	4	5		Local	1,000,000	0	1,000,000
GLN08-604	2008	63rd Ave at Loop 101 (Agua Fria Fwy)	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy)	.03	6	6	36.84	CMAQ	1,657,383	1,657,383	3,314,766
GLN08-605	2008	Glendale Ave: Loop 101 to Luke AFB	Pave access points					CMAQ	27,000	63,000	90,000
GLN08-611	2008	Old Roma Alley	Design and construct pedestrian	.05	0	0		STP-TEA	256,982	500,000	756,982
GLN08-606	2009	Glendale Sports Facilities	Installation of fiber optic cable and video detection cameras	4.00	6	6		CMAQ	439,140	439,200	878,340

AGENCY: Glendale

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GLN09-609	2009	Skunk Creek at Union Hills Drive	Design and construct multi-use	.10	4	4	55.23	CMAQ	147,228	147,228	294,456
GLN09-610	2010	Downtown alley north of Glendale Ave between 57th Ave and 57th Dr	Transform existing service alleyway into a safe environment for pedestrian circulation and limited vehicular traffic	.04	4	4		CMAQ	103,166	240,721	343,887

TOTALS FOR Glendale**LOCAL:**
\$6,630,899**FEDERAL:**
\$3,047,532**TOTAL:**
\$9,678,431**AGENCY: Goodyear**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GDY06-601	2006	McDowell Rd: Pebble Creek Pkwy to Loop	Widen roadway from 2 lanes to 6 (local	2.00	2	6		Local	1,000,000	0	1,000,000
GDY06-602	2006	McDowell Rd: Pebble Creek Pkwy to Loop 303	Widen roadway from 2 lanes to 6 (private funds)	2.00	2	6		Local	3,000,000	0	3,000,000
GDY06-603	2006	Yuma Rd: Sarival Ave to Cotton Ln	Widen roadway from 2 lanes to 4	1.00	2	4		Private	1,500,000	0	1,500,000

TOTALS FOR Goodyear**LOCAL:**
\$5,500,000**FEDERAL:**
\$0**TOTAL:**
\$5,500,000**AGENCY: Litchfield Park**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
LPK05-101C	2006	Litchfield Rd Bypass at Wigwam Boulevard	Construct bicycle underpass	.20	4	4		CMAQ	53,850	886,420	940,270

TOTALS FOR Litchfield Park**LOCAL:**
\$53,850**FEDERAL:**
\$886,420**TOTAL:**
\$940,270**AGENCY: MAG**

AGENCY: MAG

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MAG08-601	2008	Regionwide	Capitol rideshare program (FY 2008)					CMAQ	0	135,000	135,000
MAG08-602	2008	Regionwide	MAG/Valley Metro bicycle safety education program (FY 2008)					CMAQ	57,143	100,000	157,143
MAG08-603	2008	Regionwide	MAG/Valley Metro bicycle safety					CMAQ	58,556	74,000	132,556
MAG08-604	2008	Regionwide	MAG/Valley Metro telework outreach and ozone education program (FY 2008)					CMAQ	20,000	300,000	320,000
MAG08-605	2008	Regionwide	Pave dirt roads program (FY 2008)					CMAQ	857,000	2,000,000	2,857,000
MAG08-606	2008	Regionwide	Purchase PM-10 certified street					CMAQ	67,000	1,110,000	1,177,000
MAG08-607	2008	Regionwide	Regional rideshare program (FY 2008)					CMAQ	0	660,000	660,000
MAG08-608	2008	Regionwide	Transportation planning and air quality					STP-MAG	200,000	3,300,000	3,500,000
MAG08-609	2008	Regionwide	Travel reduction program (FY 2008)					CMAQ	0	910,000	910,000
MAG100-08E	2008	Various locations	ITS Program	.00				CMAQ	1,100,000	2,500,000	3,600,000
MAG08-610	2009	Regionwide	Capitol rideshare program (FY 2009)					CMAQ	0	135,000	135,000
MAG09-611B	2009	Regionwide	MAG/Valley Metro bicycle safety education program (FY 2009)					CMAQ	64,571	24,000	88,571
MAG09-612	2009	Regionwide	MAG/Valley Metro telework outreach and					CMAQ	20,000	300,000	320,000
MAG09-613	2009	Regionwide	Pave dirt roads program (FY 2009)					CMAQ	1,500,000	3,500,000	5,000,000
MAG09-614	2009	Regionwide	Purchase PM-10 certified street					CMAQ	73,139	1,210,000	1,283,139
MAG09-615	2009	Regionwide	Regional rideshare program (FY 2009)					CMAQ	0	660,000	660,000
MAG09-616	2009	Regionwide	Transportation planning and air quality studies and support (FY 2009)					STP-MAG	220,000	3,600,000	3,820,000
MAG09-617	2009	Regionwide	Travel reduction program (FY 2009)					CMAQ	0	910,000	910,000
MAG100-09E	2009	Various locations	ITS Program	.00				CMAQ	1,100,000	2,500,000	3,600,000
MAG10-618	2010	Regionwide	Capitol rideshare program (FY 2010)					CMAQ	0	135,000	135,000
MAG10-619	2010	Regionwide	MAG/Valley Metro telework outreach and ozone education program (FY 2010)					CMAQ	20,000	300,000	320,000
MAG10-620	2010	Regionwide	Pave dirt roads program (FY 2010)					CMAQ	1,500,000	3,500,000	5,000,000

AGENCY: MAG

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MAG10-621	2010	Regionwide	Purchase PM-10 certified street					CMAQ	79,183	1,310,000	1,389,183
MAG10-622	2010	Regionwide	Regional rideshare program (FY 2010)					CMAQ	0	660,000	660,000
MAG10-623	2010	Regionwide	Transportation planning and air quality					STP-MAG	250,000	3,900,000	4,150,000
MAG10-624	2010	Regionwide	Travel reduction program (FY 2010)					CMAQ	0	910,000	910,000
MAG100-10E	2010	Various locations	ITS Program	.00				CMAQ	1,100,000	2,500,000	3,600,000

TOTALS FOR MAG**LOCAL:
\$8,286,592****FEDERAL:
\$37,143,000****TOTAL:
\$45,429,592****AGENCY: MAG/Multi-Agency**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MMA120-06D	2006	Northern Ave (Phase A1A): Dysart Rd to Loop 303	Pre-design and design of roadway widening	4.50	2	4		RARF II	1,900,000	0	5,000,000
MMA100-07D	2007	Dobson Rd: Bridge over Salt River	Design bridge construction and roadway	1.20	0	4		Local	4,070,000	0	4,070,000
MMA120-09RW1	2007	Northern Ave (Phase A2): US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	8.00	2	4		RARF II	2,500,000	0	6,666,666
MMA100-08RW	2008	Dobson Rd: Bridge over Salt River	Acquire right of way for bridge construction and roadway widening	1.20	0	4		STP-MAG	2,885,000	2,115,000	5,000,000
MMA120-	2008	Northern Ave (Phase A1B): Dysart Rd to	Acquire right of way for road widening	4.50	2	4		STP-MAG	7,600,000	8,000,000	20,000,000
MMA120-09RW2	2008	Northern Ave (Phase A2): US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	8.00	2	4		RARF II	2,500,000	0	6,666,666
MMA100-09C	2009	Dobson Rd: Bridge over Salt River	Construct bridge and widen roadway	1.20	0	4		STP-MAG	15,640,000	6,460,000	27,100,000
MMA110-09D	2009	El Mirage Rd: Paradise Ln to Thunderbird	Design bridge construction and roadway	1.00				RARF II	700,000	0	2,300,000
MMA120-09C	2009	Northern Ave (Phase A1C): Dysart Rd to Loop 303	Construct interim roadway	4.50	2	4		STP-MAG	13,000,000	9,440,000	35,000,000
MMA120-09RW3	2009	Northern Ave (Phase A2): US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	8.00	2	4		RARF II	2,500,000	0	6,666,666
MMA110-	2010	El Mirage Rd: Paradise Ln to Thunderbird	Acquire right of way for bridge	1.00				RARF II	1,400,000	0	4,400,000

AGENCY: MAG/Multi-Agency**TOTALS FOR MAG/Multi-Agency****LOCAL:
\$54,695,000****FEDERAL:
\$26,015,000****TOTAL:
\$122,869,998****AGENCY: Maricopa County**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MMA06-601	2006	75th Ave: MC-85 to Van Buren St	Widen roadway from 2 lanes to 4, plus continuous left turn median	1.00	2	4		Local	3,475,000	0	3,475,000
MMA06-602	2006	Brown Rd: 94th St to Crismon Rd	Widen roadway from 2 lanes to 4	1.00	2	4		Local	1,400,000	0	1,400,000
MMA06-603	2006	Ellsworth Rd: Germann Rd to Elliot Rd	Widen roadway from 2 lanes to 6	5.50	2	6		Local	27,642,000	0	27,642,000
MMA06-604	2006	MC-85: Turner Rd to SR-85	Construct new 2 lane roadway (interim)	1.00	0	2		Local	1,972,000	0	1,972,000
MMA07-301D2	2007	Bell Rd: SR 303L to Grand Ave (Phase II)	Design ITS improvements (design 2 of 2)	10.50				CMAQ	64,400	114,600	179,000
MMA08-605	2008	MC-85: 91st Ave to 75th Ave	Widen roadway from 2 lanes to 4, plus a	2.00	2	4		Local	14,592,000	0	14,592,000
MMA08-606	2008	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0		Local	300,000	0	300,000
MMA09-607	2009	Bell Rd: Loop 303 to Loop 101 (Agua Fria Fwy)	Construct ITS Improvements	10.50	4	4		CMAQ	500,000	1,000,000	1,500,000
MMA09-608	2009	MC-85: 107th Ave to 91st Ave	Widen roadway from 2 lanes to 4, plus a	2.00	2	4		Local	14,519,000	0	14,519,000
MMA09-609	2009	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0		Local	300,000	0	300,000
MMA09-610	2009	Rio Verde Dr: Forest Rd to 136th St alignment	Pave shoulders to include a bicycle lane	5.80	2	2		CMAQ	217,500	507,500	725,000
MMA10-611	2010	MCDOT Traffic Management Center	Design and construct TMC upgrade	5.00				CMAQ	315,000	735,000	1,050,000
MMA10-612	2010	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0		Local	300,000	0	300,000

TOTALS FOR Maricopa County**LOCAL:
\$65,596,900****FEDERAL:
\$2,357,100****TOTAL:
\$67,954,000****AGENCY: Mesa**

AGENCY: Mesa

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MES08-602AD	2006	Lewis St: First St to Main Library	Advance design pedestrian	.09	4	4		Local	10,000	0	10,000
MES07-313AD	2006	Main St: Mesa Dr to Mill Ave	Advance design of non intrusive detection systems project for repayment in FY 2007	6.00				Local	180,000	0	180,000
MES100-06P	2006	Broadway Rd: Dobson Rd to Country Club Dr	Pre-design roadway widening	2.00				RARF II	149,879	0	336,889
MES110-06P	2006	Dobson Rd at Guadalupe Rd	Pre-design intersection improvement	.40	4	6	47.87	RARF II	29,918	0	99,725
MES120-06D	2006	Greenfield Rd: Baseline Rd to Southern Ave	Design roadway widening	1.00				RARF II	301,475	0	535,755
MES130-06D	2006	McKellips Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2.00				RARF II	525,407	0	970,193
MES180-06P	2006	Southern Ave: Country Club Dr to Stapley Dr	Pre-design roadway widening	2.00				RARF II	250,277	0	611,821
MES240-06AD	2006	Power Rd: Guadalupe Rd to Loop 202	Advance design roadway widening for	2.50				RARF II	843,681	0	843,681
MES300-07AP	2006	Country Club Dr at University Dr	Advance pre-design intersection improvement for repayment in phase 3	.40				Local	87,524	0	87,524
MES450-06ARW	2006	Gilbert Rd at University Dr	Advance acquire right of way for intersection improvement for repayment in phase 4	.40				Local	2,205,081	0	2,205,081
MES485-06ARW	2006	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance acquire right of way for roadway widening for repayment in phase 4	2.00				Local	6,745,839	0	6,745,839
MES07-313C	2007	Main St: Mesa Dr to Mill Ave	Construct non intrusive detection systems, cameras, dynamic message signs and one mile of fiber optic cable	6.00	6	6		CMAQ	209,000	836,000	1,045,000
MES07-313ADX	2007	Main St: Mesa Dr to Mill Ave	Repayment of advance design of non intrusive detection systems project	6.00				CMAQ	-144,000	144,000	0
MES07-601	2007	Mesa Dr at University Dr	Improve intersection	1.00	4	6		Local	2,700,000	0	2,700,000
MES100-06D	2007	Broadway Rd: Dobson Rd to Country Club	Design roadway widening	2.00				RARF II	148,596	0	346,995
MES110-07D	2007	Dobson Rd at Guadalupe Rd	Design intersection improvement	.40	4	6	47.87	RARF II	30,815	0	102,716
MES120-07RW	2007	Greenfield Rd: Baseline Rd to Southern Ave	Acquire right of way for roadway widening	1.00				RARF II	825,450	0	1,501,931
MES125-07P	2007	Greenfield Rd: Southern Ave to University Dr	Pre-design roadway widening	2.00				RARF II	258,477	0	504,895
MES130-07RW	2007	McKellips Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway widening	2.00				RARF II	1,941,396	0	3,678,312
MES130-07P	2007	McKellips Rd: Val Vista Dr to Higley Rd	Pre-design roadway widening	2.00				RARF II	233,027	0	497,355

AGENCY: Mesa

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MES150-07P	2007	Mesa Dr: Broadway Rd to US-60	Pre-design roadway widening	1.50				RARF II	84,325	0	263,347
MES180-07D	2007	Southern Ave: Country Club Dr to Stapley Dr	Design roadway widening	2.00				RARF II	246,614	0	630,176
MES190-07D	2007	Thomas Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2.00				RARF II	161,241	0	506,916
MES240-07ARW	2007	Power Rd: Guadalupe Rd to Loop 202 (Santan Fwy)	Advance acquire right of way for roadway widening for repayment in phase 2	2.50				RARF II	2,214,061	0	2,214,061
MES300-07AD	2007	Country Club Dr at University Dr	Advance design intersection improvement for repayment in phase 3	.40				Local	90,150	0	90,150
MES450-07AC	2007	Gilbert Rd at University Dr	Advance construct intersection	.40				Local	4,573,062	0	4,573,062
MES465-07AP	2007	Hawes Rd: Elliot Rd to Ray Rd	Advance pre-design roadway widening for repayment in phase 4	2.00				Local	341,696	0	341,696
MES485-07AC	2007	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance construct roadway widening for repayment in phase 4	2.00	0	6		Local	8,409,627	0	8,409,627
MES08-602C	2008	Lewis St: First St to Main Library	Construct pedestrian improvements	.09				CMAQ	105,717	246,673	352,390
MES08-602ADX	2008	Lewis St: First St to Main Library	Repayment of advance design of pedestrian improvements completed in FY 2006	.09	4	4		CMAQ	-7,000	7,000	0
MES08-603	2008	Longmore: Broadway Rd to Main St (EVIT)	Design and construct bicycle path to connect Broadway Rd with Main St and the Light Rail Station	.50	4	4	57.81	CMAQ	583,013	1,082,739	1,665,752
MES08-604	2008	Loop 202 (Red Mtn Fwy)	Design and install fiber optic cable and end evises and complete connections at network hubs	15.00	6	6		CMAQ	359,400	838,700	1,198,100
MES100-	2008	Broadway Rd: Dobson Rd to Country Club	Acquire right of way for roadway	2.00				RARF II	1,693,189	0	4,118,833
MES110-08RW	2008	Dobson Rd at Guadalupe Rd	Acquire right of way for intersection improvement	.40	4	6		RARF II	217,448	0	724,828
MES120-08C	2008	Greenfield Rd: Baseline Rd to Southern Ave	Construct roadway widening	1.00	4	6	47.09	RARF II	3,046,984	0	5,683,819
MES125-08D	2008	Greenfield Rd: Southern Ave to University Dr	Design roadway widening	2.00				RARF II	258,616	0	520,041
MES130-08C	2008	McKellips Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2.00	4	6	46.10	RARF II	5,286,672	0	10,292,778
MES130-08D	2008	McKellips Rd: Val Vista Dr to Higley Rd	Design roadway widening	2.00				RARF II	231,850	0	512,275
MES150-08D	2008	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Design roadway widening	1.50				RARF II	81,374	0	271,248
MES180-	2008	Southern Ave: Country Club Dr to Stapley Dr	Acquire right of way for roadway	2.00				RARF II	1,284,253	0	3,442,284

AGENCY: Mesa

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MES190-	2008	Thomas Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway	2.00				RARF II	580,594	0	1,935,312
MES240-09AC	2008	Power Rd: Guadalupe Rd to Loop 202 (Santan Fwy)	Advance construct roadway widening for repayment in phase 2	2.50	4	6		RARF II	8,950,609	0	8,950,609
MES300-08ARW	2008	Country Club Dr at University Dr	Advance acquire right of way for intersection improvement for repayment in phase 3	.40				Local	1,456,774	0	1,456,774
MES465-08AD	2008	Hawes Rd: Elliot Rd to Ray Rd	Advance design roadway widening for	2.00				Local	351,947	0	351,947
MES09-605	2009	Grand St: Broadway Rd to 6th Ave (Nuestro neighborhood phase 1)	Pedestrian improvements	.25	2	2		CMAQ	189,018	441,041	630,059
MES09-607	2009	Various locations	Upgrade TMC equipment and purchase central components, field cameras and VMS	.00	4	4		CMAQ	169,950	396,600	566,550
MES100-08C	2009	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.00	4	6	48.42	RARF II	2,896,553	0	7,362,550
MES110-09C	2009	Dobson Rd at Guadalupe Rd	Construct intersection improvement	.40	4	6	47.87	CMAQ	653,830	0	2,179,435
MES125-09RW	2009	Greenfield Rd: Southern Ave to University Dr	Acquire right of way for roadway widening	2.00				RARF II	942,714	0	1,954,953
MES130-	2009	McKellips Rd: Val Vista Dr to Higley Rd	Acquire right of way for roadway	2.00				RARF II	438,641	0	1,005,674
MES150-09RW	2009	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Acquire right of way for roadway widening	1.50				RARF II	2,052,341	0	6,841,137
MES180-09C	2009	Southern Ave: Country Club Dr to Stapley Dr	Construct roadway widening	2.00	4	6	49.36	RARF II	2,608,360	0	7,362,550
MES185-09P	2009	Southern Ave: Stapley Dr to Lindsay Rd	Pre-design roadway widening	2.00				RARF II	188,829	0	589,375
MES190-09D	2009	Southern Ave: Lindsay Rd to Greenfield Rd	Design roadway widening	2.00				RARF II	307,349	0	1,024,495
MES190-09C	2009	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2.00	0	4	39.70	RARF II	1,613,362	0	5,377,872
MES300-09AC	2009	Country Club Dr at University Dr	Advance construct intersection improvement for repayment in phase 3	.40				Local	1,912,802	0	1,912,802
MES465-	2009	Hawes Rd: Elliot Rd to Ray Rd	Advance acquire right of way for roadway	2.00				Local	4,350,443	0	4,350,443
MES10-608	2010	South Canal: McDowell Rd to Val Vista Dr	Construct new multi-use path on the north bank	1.50	4	4	46.89	CMAQ	568,337	852,505	1,420,842
MES125-10C	2010	Greenfield Rd: Southern Ave to University Dr	Construct roadway widening	2.00	4	6	46.40	RARF II	5,149,513	0	11,034,237
MES130-10C	2010	McKellips Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.00	4	6	43.60	RARF II	4,557,033	0	10,869,458

AGENCY: Mesa

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MES130-10D	2010	McKellips Rd: Higley Rd to Power Rd	Design roadway widening	2.00				RARF II	400,000	0	1,300,000
MES150-10C	2010	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Construct roadway widening	1.50	4	6	49.84	RARF II	1,726,600	0	5,755,332
MES185-10D	2010	Southern Ave: Stapley Dr to Lindsay Rd	Design roadway widening	2.00				RARF II	182,117	0	607,056
MES190-10RW	2010	Southern Ave: Lindsay Rd to Greenfield Rd	Acquire right of way for roadway widening	2.00				RARF II	949,707	0	3,165,688
MES195-10D	2010	Southern Ave: Greenfield Rd to Recker Rd	Design roadway widening	2.00				RARF II	307,349	0	1,024,495
MES465-10AC	2010	Hawes Rd: Elliot Rd to Ray Rd	Advance construct roadway widening for repayment in phase 4	2.00	0	6		Local	7,467,603	0	7,467,603

TOTALS FOR Mesa**LOCAL:**
\$97,766,509**FEDERAL:**
\$4,845,258**TOTAL:**
\$165,312,343**AGENCY: Paradise Valley**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PVY09-601	2009	Various locations (12 intersections)	Install video detection systems	5.00	4	4		CMAQ	38,400	89,600	128,000

TOTALS FOR Paradise Valley**LOCAL:**
\$38,400**FEDERAL:**
\$89,600**TOTAL:**
\$128,000**AGENCY: Peoria**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PEO06-202C	2006	91st Ave at Olive Ave	Construct intersection project	.20	2	2		CMAQ	200,000	800,000	1,000,000
PEO06-601	2006	Happy Valley Rd: 75th Ave to 91st Ave (Peoria Share)	Paving and Shoulder	2.00	0	2	50.64	Local	10,606,916	0	10,606,916
PEO100-06ARW	2006	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to Loop 101 Frontage	Advance acquire right of way for roadway	3.00				Local	7,000,000	0	7,000,000
PEO200-06AC	2006	Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd	Advance construct roadway widening from 2 lanes to 4 for repayment in phase 4	3.10	2	4		Local	7,800,000	0	7,800,000

AGENCY: Peoria

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PEO100-07AC	2007	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to 101L Frontage Rd	Advance construct new frontage road and bridges for repayment in phases 1 and 2	3.00				Local	18,500,000	0	18,500,000
PEO100-05ADX	2007	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave	Repay advance design of roadway widening completed in FY 2005	3.00				RARF II	-1,400,000	0	0
PEO100-06ARWX	2007	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to Loop 101 Frontage	Repay advance acquisition of right of way for roadway widening completed in FY 2006	3.00				RARF II	-4,900,000	0	0
PEO08-602	2008	84th Ave: Peoria Ave to Monroe St	Design and construct at-grade pedestrian improvements	.28	2	2		CMAQ	566,552	1,164,057	1,730,609
PEO08-603	2008	Traffic Management Center	Construct Traffic Management Center	.00	0	0		CMAQ	424,350	990,200	1,414,550
PEO100-07ACX1	2008	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to Loop 101 Frontage	Repay construction of new frontage road and bridges completed in FY 2007 (1 of 2)	3.00				RARF II	-6,700,000	0	0

TOTALS FOR Peoria

LOCAL:
\$32,097,818

FEDERAL:
\$2,954,257

TOTAL:
\$48,052,075

AGENCY: Phoenix

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PHX06-601	2006	Black Mountain Pkwy: Deer Valley to	Construct new 6 lane roadway to 104ft	1.00	0	6		Local	3,326,068	0	3,326,068
PHX06-602	2006	Pinnacle Peak Rd: 40th St to Tatum Blvd	Reconstruct roadway to 104ft section, adding 4 through lanes	.80	2	6		Local	4,500,000	0	4,500,000
PHX06-603	2006	Various locations	Improve railroad crossings	.00	0	0		Local	50,000	0	50,000
PHX100-06D	2006	Black Mountain Pkwy: SR-51 and Loop 101	Design roadway ramps	1.00	0	6		RARF II	900,000	0	3,000,000
PHX07-604	2007	35th Ave at Baseline Rd	Construct roadway offset realignment	.00	0	2		Local	750,000	0	750,000
PHX07-605	2007	35th Ave: Pinnacle Peak Rd to Happy Valley	Construct new 4 lane roadway to 74ft	1.00	0	4		Local	2,400,000	0	2,400,000
PHX07-606	2007	Camelback Rd: 107th Ave to 99th Ave	Reconstruct roadway to 74ft section	1.00	4	4		Local	2,400,000	0	2,400,000
PHX07-607	2007	Pinnacle Peak Rd: 43rd Ave to 35th Ave	Reconstruct roadway to 74ft section	1.00	4	4		Local	2,310,000	0	2,310,000
PHX07-608	2007	Various locations	Improve railroad crossings	.00	0	0		Local	50,000	0	50,000

AGENCY: Phoenix

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PHX07-609	2007	Various locations	Rehabilitate bridge	.00	0	0		Local	350,000	0	350,000
PHX07-610	2007	Various locations	Retrofit landscape program	.00	0	0		Local	2,000,000	0	2,000,000
PHX07-611	2007	Various locations	Street lighting program	.00	0	0		Local	800,000	0	800,000
PHX100-07RW	2007	Black Mountain Pkwy: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Acquire right of way for roadway ramps	1.00	0	6		RARF II	1,500,000	0	5,000,000
PHX07-612	2008	19th Ave at Greenway Rd	Design and acquire right-of-way for a	.04	5	5	56.19	CMAQ	333,000	333,000	666,000
PHX08-613	2008	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section	1.00	4	4		Local	3,500,000	0	3,500,000
PHX08-614	2008	Cave Creek Rd: Bell Rd to Union Hills Dr.	Reconstruct roadway to 94ft section, adding 2 through lanes	1.00	4	6		Local	2,800,000	0	2,800,000
PHX08-641	2008	Papago Trail - Arcadia Portal	Design and construct multi-use trail	.15	0	0		STP-TEA	320,282	500,000	820,282
PHX08-642	2008	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights		0	0		STP-TEA	19,837	328,133	347,970
PHX08-615	2008	Van Buren St: 75th Ave to 67th Ave	Reconstruct roadway to 64ft section,	1.00	2	4		Local	3,500,000	0	3,500,000
PHX08-616	2008	Various locations	Improve railroad crossings	.00	0	0		Local	50,000	0	50,000
PHX08-617	2008	Various locations	Pave dirt alleys	60.00	0	0		CMAQ	548,100	1,278,900	1,827,000
PHX08-618	2008	Various locations	Street lighting program	.00	0	0		Local	800,000	0	800,000
PHX100-08C	2008	Black Mountain Pkwy: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct new roadway ramps	1.00	0	6		RARF II	5,530,000	0	18,430,000
PHX09-619	2009	19th Ave at Greenway Rd	Construct multi-use path and bridge	.04	5	5	52.91	CMAQ	1,010,000	1,010,000	2,020,000
PHX09-620	2009	91st Ave: Indian School Rd to Camelback Rd	Reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4		Local	2,600,000	0	2,600,000
PHX09-621	2009	Cave Creek Rd: Union Hills Dr. to Pima Frwy (Loop 101)	Reconstruct roadway to 94ft section, adding 2 through lanes	1.00	4	6		Local	3,200,000	0	3,200,000
PHX09-622	2009	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section,	1.00	2	4		Local	2,500,000	0	2,500,000
PHX09-623	2009	Southern Ave: 27th Ave to 19th Ave	Reconstruct roadway to 64ft to 74ft section, adding 2 through lanes (variable cross-section)	1.00	2	4		Local	3,500,000	0	3,500,000
PHX09-624	2009	Various locations	Construct regional ITS fiber optic backbone, phase B-1	30.00	0	0		CMAQ	1,835,000	665,000	2,500,000
PHX09-625	2009	Various locations	Improve railroad crossings	.00	0	0		Local	50,000	0	50,000

AGENCY: Phoenix

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PHX09-626	2009	Various locations	Rehabilitate bridge	.00	0	0		Local	350,000	0	350,000
PHX09-627	2009	Various locations	Retrofit landscape program	.00	0	0		Local	2,000,000	0	2,000,000
PHX09-628	2009	Various locations	Street lighting program	.00	0	0		Local	800,000	0	800,000
PHX10-629	2010	32nd St: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4		Local	3,790,000	0	3,790,000
PHX10-630	2010	Pinnacle Peak Rd: Black Mountain Pkwy to	Reconstruct roadway to 104ft section,	1.25	2	6		Local	5,500,000	0	5,500,000
PHX10-631	2010	Pinnacle Peak Rd: Tatum Blvd to 56th St	Reconstruct roadway to 104ft section, adding 4 through lanes	1.00	2	6		Local	2,750,000	0	2,750,000
PHX10-632	2010	Salt River: 24th St to Priest Dr (Peace Path - south side)	Design and acquire right-of-way for multi-use path	4.00	4	4		CMAQ	686,445	1,601,706	2,288,151
PHX10-633	2010	Various locations	Construct regional ITS fiber optic	30.00	0	0		CMAQ	1,835,000	665,000	2,500,000
PHX10-634	2010	Various locations	Improve railroad crossings	.00	0	0		Local	50,000	0	50,000
PHX10-635	2010	Various locations	Rehabilitate bridge	.00	0	0		Local	350,000	0	350,000
PHX10-636	2010	Various locations	Retrofit landscape program	.00	0	0		Local	2,000,000	0	2,000,000
PHX10-637	2010	Various locations	Street lighting program	.00	0	0		Local	800,000	0	800,000

TOTALS FOR Phoenix

LOCAL: \$74,343,732	FEDERAL: \$6,381,739	TOTAL: \$99,225,471
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AGENCY: Queen Creek

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
QNC08-601	2008	Ellsworth Rd By-pass: 0.5 miles north of Ocotillo Rd to Chandler Heights Rd	Design and construct by-pass around town center	1.50	0	6		Local	40,000,000	0	40,000,000
QNC08-602	2008	Ellsworth Rd at 0.5 miles north of Ocotillo Rd	Design and construct grade separation	.50	2	6		Local	3,750,000	0	3,750,000
QNC08-603	2008	Power Rd: Chandler Heights Rd to Riggs Rd	Widen roadway from 2 lanes to 4	1.50	2	4		Local	3,500,000	0	3,500,000
QNC08-604	2008	Riggs Rd: Ellsworth Rd to Crismon Rd	Construct new 2 lane roadway	1.00	0	2		Local	500,000	0	500,000
QNC09-605	2009	Ellsworth Rd at 0.5 miles north of Ocotillo Rd (at railroad tracks)	Design and construct grade separation (phase 2)	.50	2	6		Local	25,000,000	0	25,000,000

AGENCY: Queen Creek

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
QNC09-606	2009	Germann Rd at Sossaman Rd	Improve and improve railroad	.30	2	2		Local	200,000	0	200,000
QNC09-607	2009	Riggs Rd: Ellsworth Rd to Crismon Rd	Widen roadway from 2 lanes to 4	1.00	2	4		Local	500,000	0	500,000
QNC09-608	2009	Rittenhouse Rd at Sossaman Rd	Improve and improve railroad	.30	2	2		Local	150,000	0	150,000
QNC10-609	2010	Riggs Rd: Crismon Rd to Meridian Rd	Construct new 4 lane roadway	2.00	0	4		Local	2,000,000	0	2,000,000

TOTALS FOR Queen Creek**LOCAL:
\$75,600,000****FEDERAL:
\$0****TOTAL:
\$75,600,000****AGENCY: Salt River I.C.**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SRP100-	2009	Pima Rd: 0.25 miles north of McKellips Rd to	Acquire right of way for roadway					RARF II	2,600,000	0	8,600,000
SRP100-10C	2010	Pima Rd: 0.25 miles north of McKellips Rd to Via Linda	Construct roadway widening	7.75	2	4		STP-MAG	7,000,000	10,900,000	22,500,000

TOTALS FOR Salt River I.C.**LOCAL:
\$9,600,000****FEDERAL:
\$10,900,000****TOTAL:
\$31,100,000****AGENCY: Scottsdale**

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SCT06-404A	2006	Bell Rd: 94th St to Thompson Peak Pkwy	Reconstruct roadway to add 1 through	1.00	2	4		Private	3,000,000	0	3,000,000
SCT06-404B	2006	Bell Rd: 94th St to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4		Local	3,000,000	0	3,000,000
SCT06-601	2006	Scottsdale Rd Corridor	High Capacity Corridor Study	.00	0	0		Local	1,000,000	0	1,000,000
SCT00-603A	2006	Thompson Peak Pkwy: Bell Rd to Union Hills Dr	Construct new four lane roadway	1.10	0	4		Private	6,464,400	0	6,464,400
SCT00-603B	2006	Thompson Peak Pkwy: Bell Rd to Union Hills Dr	Construct new four lane roadway	1.10	0	4		Local	7,574,400	0	7,574,400

AGENCY: Scottsdale

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SCT100-06C	2006	Loop 101 (Pima Fwy) Westbound Frontage	Construct new frontage road	1.00	0	4		RARF II	1,350,000	0	4,500,000
SCT110-06D	2006	Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd and Princess Dr to Hayden Rd	Design of new frontage road	1.00				RARF II	220,000	0	720,000
SCT410-06AP	2006	Shea Blvd: Loop 101 (Pima Fwy) to Via Linda	Advance pre-design roadway widening for repayment in phase 4	2.25				Local	200,000	0	200,000
SCT07-602	2007	Crosscut Canal: McDowell Rd to Thomas Rd	Reconstruct and improve multi-use path	1.00	0	0		Local	1,525,000	0	1,525,000
SCT07-603	2007	McDowell Rd: Scottsdale Rd to Granite Reef Rd	Construct bike lanes and pedestrian improvements	1.50	6	6		Local	4,004,400	0	4,004,400
SCT07-604A	2007	Pima Rd: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.50	4	6		Local	8,575,000	0	8,575,000
SCT07-604B	2007	Pima Rd: Deer Valley Rd to Pinnacle Peak	Reconstruct roadway to add 1 through	1.50	4	6		Local	3,675,000	0	3,675,000
SCT07-605B	2007	Scottsdale Rd: McKellips Rd to Osborn Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase I)	2.50	6	6		Local	2,458,400	0	2,458,400
SCT07-605A	2007	Scottsdale Rd: McKellips Rd to Osborn St	Construct bicycle lanes and pedestrian improvements (streetscape phase I)	2.50	6	6		Local	2,703,800	0	2,703,800
SCT100-	2007	Loop 101 (Pima Fwy) Westbound Frontage	Repay advance design new frontage	1.00				RARF II	-500,000	0	0
SCT100-05ARWX	2007	Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd	Repay advance acquisition of right of way for new frontage road acquired in FY 2005	1.00				RARF II	-210,000	0	0
SCT110-07RW	2007	Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd and Princess Dr to Hayden Rd	Acquire right of way for new frontage road	1.00				RARF II	300,000	0	1,000,000
SCT120-07P	2007	Loop 101 (Pima Fwy) Eastbound Frontage Rds: Hayden Rd to Pima Rd and Princess Dr	Pre-design new frontage road	1.00				RARF II	60,000	0	200,000
SCT410-07AD	2007	Shea Blvd: Loop 101 (Pima Fwy) to Via	Advance design roadway widening for	2.25				Local	1,300,000	0	1,300,000
SCT08-606	2008	Crosscut Canal: Thomas Rd to Indian School Rd	Reconstruct and improve multi-use path (phase II)	.75	0	0		Local	1,731,000	0	1,731,000
SCT08-607A	2008	Indian Bend Wash: Chaparral Rd to Jackrabbit Rd	Construct multi-use path with underpass (gap closure)	.50	0	0		Local	598,300	0	598,300
SCT08-607B	2008	Indian Bend Wash: Chaparral Rd to	Construct multi-use path with underpass	.50	0	0		Local	520,500	0	520,500
SCT08-608	2008	Indian Bend Wash: Jackrabbit Rd to Chaparral Rd	Add multi-use path and grade separated crossing	.50	6	6	46.27	CMAQ	546,169	494,891	1,041,060

AGENCY: Scottsdale

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SCT110-08C	2008	Loop 101 (Pima Fwy) Westbound Frontage	Construct new frontage road	1.00	0	4		RARF II	1,500,000	0	5,000,000
SCT120-08D	2008	Loop 101 (Pima Fwy) Eastbound Frontage Rds: Hayden Rd to Pima Rd and Princess Dr	Design new frontage road	1.00				RARF II	220,000	0	720,000
SCT410-08ARW	2008	Shea Blvd: Loop 101 (Pima Fwy) to Via Linda	Advance acquire right of way for roadway widening for repayment in phase 4	2.25				Local	1,000,000	0	1,000,000
SCT09-609A	2009	Hayden Rd: Deer Valley Rd to Pinnacle	Reconstruct roadway to add 1 through	1.00	2	4		Private	1,600,000	0	1,600,000
SCT09-609B	2009	Hayden Rd: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4		Local	1,469,400	0	1,469,400
SCT09-610	2009	Scottsdale Rd: Frank Lloyd Wright Blvd to Thompson Peak Pkwy	Construct smart corridor traffic control system	2.20	4	4		CMAQ	181,180	180,800	361,980
SCT09-611	2009	Scottsdale Rd: McKellips Rd to Osborn Rd	Upgrade sidewalks and add bicycle	2.50	6	6		CMAQ	2,577,443	2,458,415	5,035,858
SCT09-612A	2009	Scottsdale Rd: Osborn Rd to Chaparral Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase II)	1.50	4	4		Local	2,314,000	0	2,314,000
SCT09-612B	2009	Scottsdale Rd: Osborn Rd to Chaparral Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase II)	1.50	4	4		Local	658,000	0	658,000
SCT09-613	2009	Thomas Rd: 64th St to Granite Reef Rd	Construct bicycle lanes and pedestrian	2.50	5	5		Local	4,613,900	0	4,613,900
SCT120-09RW	2009	Loop 101 (Pima Fwy) Eastbound Frontage Rds: Hayden Rd to Pima Rd and Princess	Acquire right of way for new frontage road	1.00				RARF II	2,100,000	0	7,000,000
SCT410-09AC	2009	Shea Blvd: Loop 101 (Pima Fwy) to Via Linda	Advance construct roadway widening for repayment in phase 4	2.25	6	8		Local	9,000,000	0	9,000,000
SCT10-614	2010	Indian Bend Rd: Hayden Rd to Pima Rd	Design new multi-use path segment	1.00	0	0		Local	166,300	0	166,300
SCT10-615	2010	Indian Bend Wash: McDowell Rd to Camelback Rd	Reconstruct and improve multi-use path and underpasses	.00	0	0		Local	3,577,700	0	3,577,700
SCT10-616	2010	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control system	2.00	6	6		CMAQ	350,000	350,000	700,000
SCT10-617	2010	Scottsdale Rd: Osborn Rd to Chaparral Rd	Upgrade sidewalks and add bicycle	3.00	4	4		CMAQ	2,540,741	510,696	3,051,437
SCT120-10C	2010	Loop 101 (Pima Fwy) Eastbound Frontage Rds: Hayden Rd to Pima Rd and Princess	Construct new frontage road	1.00	6	8		RARF II	1,500,000	0	5,000,000

TOTALS FOR Scottsdale
**LOCAL:
\$85,465,033**
**FEDERAL:
\$3,994,802**
**TOTAL:
\$107,059,835**

AGENCY: Surprise

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SUR06-601	2006	163rd Ave: Happy Valley Rd to Jomax Rd	Widen Roadway	1.00	2	5		Private	2,700,000	0	2,700,000
SUR06-602	2006	163rd Ave: Pinnacle Peak Rd to Happy Valley Rd	Widen Roadway	1.00	2	5		Private	2,700,000	0	2,700,000
SUR06-603	2006	163rd Ave: Waddell Rd to Cactus Rd	Widen roadway from 2 lanes to 5	1.00	2	5		Local	2,700,000	0	2,700,000
SUR06-604	2006	Bullard Ave: Greenway Rd to Waddell Rd	Widen Roadway	1.00	2	5		Local	2,500,000	0	2,500,000
SUR06-605	2006	Citrus Rd: Waddell to Cactus Rd	Widen roadway from 2 lanes to 5	1.00	2	5		Local	2,000,000	0	2,000,000
SUR06-606	2006	Greenway Rd: Cotton Ln to Citrus Rd	Widen Roadway	1.00	2	5		Private	2,000,000	0	2,000,000
SUR06-607	2006	Litchfield Rd: Waddell Rd to Cactus Rd	Widen Roadway	1.00	2	5		Private	2,800,000	0	2,800,000
SUR06-608	2006	Sarival Ave: Bell Rd to Greeway Rd	Widen Roadway	1.00	2	5		Private	2,000,000	0	2,000,000
SUR06-609	2006	Sarival Ave: Cactus Rd to Peoria Rd	Widen Roadway	1.00	2	5		Private	2,500,000	0	2,500,000
SUR06-610	2006	Waddell Rd: Bullard Rd to Litchfield Rd	Widen Roadway	1.00	2	5		Private	2,000,000	0	2,000,000
SUR06-611	2006	Waddell Rd: Reems Rd to Bullard Ave	Widen Roadway	1.00	2	5		Private	2,500,000	0	2,500,000
SUR08-612	2008	Surprise Center Pkwy at Statler Blvd	Supply and install TMC equipment (phase 1)	9.00	6	6		CMAQ	400,000	600,000	1,000,000
SUR10-613	2010	Bell Rd: Grand Ave to Surprise TMC	Construct fiber optic interconnection of traffic signals, cameras and VMS	6.00	4	4		CMAQ	300,000	150,000	450,000
SUR10-614	2010	Greenway Rd: Grand Ave to Cotton Ln	Construct fiber optic interconnection of	9.00	6	6	35.51	CMAQ	500,000	500,000	1,000,000

TOTALS FOR Surprise

LOCAL:
\$27,600,000

FEDERAL:
\$1,250,000

TOTAL:
\$28,850,000

AGENCY: Tempe

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
TMP07-601	2007	Various locations	Minor concrete improvements	.00				Local	200,000	0	200,000
TMP08-602	2008	College Ave	Construct pedestrian improvements	2.00	2	2		CMAQ	750,000	1,750,000	2,500,000
TMP08-603	2008	Downtown Tempe	Construct Transportation Management Center	.00	0	0		CMAQ	437,500	510,000	947,500
TMP08-629	2008	Downtown Tempe Transit Center	Design and construct a Bicycle Station		0	0		STP-TEA	82,837	500,000	582,837

AGENCY: Tempe

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
TMP08-604	2008	Various locations	Improve minor streets and alleys	.00	0	0		Local	40,000	0	40,000
TMP08-605	2008	Various locations	Install new/upgrade modular traffic signals	.00	0	0		Local	325,000	0	325,000
TMP08-606	2008	Various locations	Landscape streets	.00	0	0		Local	75,000	0	75,000
TMP08-607	2008	Various locations	Local and major street reconstruction	.00	0	0		Local	2,118,831	0	2,118,831
TMP08-608	2008	Various locations	Local street renovation	.00	0	0		Local	12,100,910	0	12,100,910
TMP08-609	2008	Various locations	Minor concrete improvements	.00	0	0		Local	200,000	0	200,000
TMP08-610	2008	Various locations	Neighborhood transportation	.00	0	0		Local	200,000	0	200,000
TMP08-611	2008	Various locations	Renovate major streets	.00	0	0		Local	648,530	0	648,530
TMP09-612	2009	Various locations	Improve minor streets and alleys	.00	0	0		Local	40,000	0	40,000
TMP09-613	2009	Various locations	Install new/upgrade modular traffic signals	.00	0	0		Local	325,000	0	325,000
TMP09-614	2009	Various locations	Landscape streets	.00	0	0		Local	75,000	0	75,000
TMP09-615	2009	Various locations	Local and major street reconstruction	.00	0	0		Local	1,792,936	0	1,792,936
TMP09-616	2009	Various locations	Local street renovation	.00	0	0		Local	797,637	0	797,637
TMP09-617	2009	Various locations	Minor concrete improvements	.00	0	0		Local	200,000	0	200,000
TMP09-618	2009	Various locations	Neighborhood transportation management	.00	0	0		Local	200,000	0	200,000
TMP09-619	2009	Various locations	Renovate major streets	.00	0	0		Local	384,559	0	384,559
TMP10-620	2010	Broadway Rd: Rural Rd to Mill Ave	Construct pedestrian and bicycle facilities improvements	1.00	5	5		CMAQ	2,571,780	2,571,780	5,143,560
TMP10-621	2010	Various locations	Improve minor streets and alleys	.00	0	0		Local	40,000	0	40,000
TMP10-622	2010	Various locations	Install new/upgrade modular traffic signals	.00	0	0		Local	325,000	0	325,000
TMP10-623	2010	Various locations	Landscape streets	.00	0	0		Local	75,000	0	75,000
TMP10-624	2010	Various locations	Local and major street reconstruction	.00	0	0		Local	1,946,708	0	1,946,708
TMP10-625	2010	Various locations	Local street renovation	.00	0	0		Local	1,125,000	0	1,125,000
TMP10-626	2010	Various locations	Minor concrete improvements	.00	0	0		Local	200,000	0	200,000
TMP10-627	2010	Various locations	Neighborhood transportation management	.00	0	0		Local	200,000	0	200,000

AGENCY: Tempe

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
TMP10-628	2010	Various locations	Renovate major streets	.00	0	0		Local	2,000,000	0	2,000,000

TOTALS FOR Tempe**LOCAL:
\$29,477,228****FEDERAL:
\$5,331,780****TOTAL:
\$34,809,008**

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**REPORT: 06-10 TIP -
New Transit Projects**

**MARICOPA ASSOCIATION OF GOVERNMENTS
FY 2006-2010 TRANSPORTATION IMPROVEMENT PROGRAM
NEW TRANSIT PROJECTS**

TABLE : 06-10 TIP

AGENCY: ADOT

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
DOT08-601T	2008	Regionwide	Elderly and handicapped vehicles	5310	145,000	580,000	725,000
DOT08-604T	2008	Regionwide	Support rural transit	5311	30,000	120,000	150,000
DOT09-602T	2009	Regionwide	Elderly and handicapped vehicles	5310	150,000	600,000	750,000
DOT09-605T	2009	Regionwide	Support rural transit	5311	31,250	125,000	156,250
DOT10-603T	2010	Regionwide	Elderly and handicapped vehicles	5310	155,000	620,000	775,000
DOT10-606T	2010	Regionwide	Support rural transit	5311	32,500	130,000	162,500

TOTALS FOR ADOT

**LOCAL:
\$543,750**

**FEDERAL:
\$2,175,000**

**TOTAL:
\$2,718,750**

AGENCY: Glendale

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
GLN06-601T	2006	Regionwide	Purchase bus: <30' - 2 replace (GUS)	5307	0	104,000	130,000
GLN08-602T	2008	Regionwide	Acquire computer system hardware (20 workstations)	5307	10,000	40,000	50,000
GLN08-603T	2008	Regionwide	Acquire computer system hardware (upgrade dispatch/routing)	5307	13,000	52,000	65,000
GLN08-604T	2008	Regionwide	Associated capital maintenance	5307	27,900	111,600	139,500
GLN08-605T	2008	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	5307	0	112,269	140,336
GLN09-606T	2009	Regionwide	Associated capital maintenance	5307	28,397	113,586	141,983
GLN09-607T	2009	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	5307	0	351,357	439,196
GLN10-608T	2010	Regionwide	Associated capital maintenance	5307	28,902	115,608	144,510

TOTALS FOR Glendale

**LOCAL:
\$108,199**

**FEDERAL:
\$1,000,420**

**TOTAL:
\$1,250,525**

AGENCY: Maricopa County

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
MMA08-605T	2008	Regionwide	Associated capital maintenance	5307	37,600	150,400	188,000
MMA08-606T	2008	Regionwide	Purchase bus: < 30 foot - 10 replace (dial-a-ride)	5307	120,000	480,000	600,000
MMA09-607T	2009	Regionwide	Associated capital maintenance	5307	37,600	150,400	188,000
MMA09-608T	2009	Regionwide	Purchase bus: < 30 foot - 10 replace (dial-a-ride)	5307	120,000	480,000	600,000
MMA10-609T	2010	Regionwide	Associated capital maintenance	5307	37,600	150,400	188,000
MMA10-610T	2010	Regionwide	Purchase bus: < 30 foot - 10 replace (dial-a-ride)	5307	120,000	480,000	600,000

TOTALS FOR Maricopa County

LOCAL:
\$472,800

FEDERAL:
\$1,891,200

TOTAL:
\$2,364,000

AGENCY: Peoria

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
PEO08-601T	2008	Regionwide	Associated capital maintenance	5307	9,400	37,600	47,000
PEO09-602T	2009	Regionwide	Associated capital maintenance	5307	9,400	37,600	47,000
PEO10-603T	2010	Regionwide	Associated capital maintenance	5307	9,400	37,600	47,000

TOTALS FOR Peoria

LOCAL:
\$28,200

FEDERAL:
\$112,800

TOTAL:
\$141,000

AGENCY: Phoenix

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
PHX06-638T	2006	Regionwide	Construct regional heavy maintenance facility	STP-Flex	0	2,692,000	3,365,000
PHX06-639T	2006	Regionwide	Construct regional heavy maintenance facility	5309	0	24,064,000	30,080,000
PHX06-601T	2006	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	5307	56,000	224,000	280,000
PHX06-602T	2006	Regionwide	Purchase bus: standard - 5 expand	5307	0	1,489,850	1,795,000

AGENCY: Phoenix

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
PHX06-603T	2006	Regionwide	Purchase new fareboxes - 10 expand	5307	0	84,210	105,263
PHX06-604T	2006	Regionwide	Purchase new radios - 10 expand	5307	0	101,992	127,490
PHX07-640T	2007	Regionwide	Construct regional heavy maintenance facility	5307	0	1,972,000	2,465,000
PHX08-605T	2008	Regionwide	Acquire land regional park-and-ride (Peoria/I-17)	5307	400,000	1,600,000	2,000,000
PHX08-606T	2008	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	6,186,000
PHX08-607T	2008	Regionwide	Design and construct upgrades - north and south	5307	876,000	3,504,000	4,380,000
PHX08-608T	2008	Regionwide	Purchase bus: 5 articulated, 5 standard - 10 expand	5307	0	4,116,800	4,960,000
PHX08-609T	2008	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	5307	0	1,196,334	1,495,418
PHX08-610T	2008	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	5307	59,817	239,267	299,084
PHX09-611T	2009	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	6,186,000
PHX09-612T	2009	Regionwide	Construct regional park-and-ride (Peoria/I-17)	5307	800,000	3,200,000	4,000,000
PHX09-613T	2009	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	5307	0	1,500,204	1,875,255
PHX09-614T	2009	Regionwide	Purchase bus: standard 40 foot - 50 replace	5307	0	17,015,000	20,500,000
PHX10-615T	2010	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	6,186,000
PHX10-616T	2010	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	5307	0	1,306,427	1,633,034
PHX10-617T	2010	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	5307	65,321	261,286	326,607
PHX10-618T	2010	Regionwide	Purchase bus: standard - 5 expand	Local	0	0	2,140,000
PHX10-619T	2010	Regionwide	Purchase bus: standard 40 foot - 50 replace	5307	0	17,762,000	21,400,000

TOTALS FOR Phoenix

**LOCAL:
\$5,968,738**

**FEDERAL:
\$97,175,770**

**TOTAL:
\$121,785,151**

AGENCY: Scottsdale

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
SCT10-601T	2010	Regionwide	Purchase bus: standard 40 foot - 11 replace	5307	0	1,593,600	1,920,000

AGENCY: Scottsdale**TOTALS FOR Scottsdale****LOCAL:
\$0****FEDERAL:
\$1,593,600****TOTAL:
\$1,920,000****AGENCY: Surprise**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
SUR07-601T	2007	Regionwide	Associated capital maintenance	5307	1,240	4,960	6,200
SUR07-602T	2007	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	5307	0	121,600	152,000
SUR08-603T	2008	Regionwide	Associated capital maintenance	5307	1,300	5,200	6,500
SUR09-604T	2009	Regionwide	Associated capital maintenance	5307	1,300	5,200	6,500
SUR09-605T	2009	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	5307	0	61,600	77,000
SUR10-606T	2010	Regionwide	Associated capital maintenance	5307	1,300	5,200	6,500
SUR10-607T	2010	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	5307	16,000	64,000	80,000
SUR10-608T	2010	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	5307	0	115,200	144,000

TOTALS FOR Surprise**LOCAL:
\$21,140****FEDERAL:
\$382,960****TOTAL:
\$478,700****AGENCY: Tempe**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
TMP08-601T	2008	Regionwide	Associated capital maintenance	5307	22,080	88,320	110,400
TMP09-602T	2009	Regionwide	Associated capital maintenance	5307	22,080	88,320	110,400
TMP09-603T	2009	Regionwide	Purchase bus: standard 40 foot - 15 replace	5307	0	4,980,000	6,000,000
TMP10-604T	2010	Regionwide	Associated capital maintenance	5307	22,080	88,320	110,400
TMP10-605T	2010	Regionwide	Purchase bus: commuter 45 foot - 17 replace	5307	0	6,349,500	7,650,000
TMP10-606T	2010	Regionwide	Purchase bus: standard 40 foot - 20 replace	5307	0	6,640,000	8,000,000

AGENCY: Tempe**TOTALS FOR Tempe****LOCAL:
\$66,240****FEDERAL:
\$18,234,460****TOTAL:
\$21,981,200****AGENCY: VM Rail**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
VMR09-601T	2009	Regionwide	Fixed guideway corridor - MetroCenter LRT - Right-of-Way Acquisition	Local	21,000,000	0	21,000,000
VMR09-602T	2009	Regionwide	Fixed guideway corridor - repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0
VMR10-603T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	8,704,656	0	8,704,656
VMR10-604T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	96,340,420	0	96,340,420
VMR10-605T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Construction Management	Local	9,885,491	0	9,885,491
VMR10-606T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Construction Management	Local	16,694,324	0	16,694,324
VMR10-607T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Contingencies	Local	1,041,936	0	1,041,936
VMR10-608T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Contingencies	Local	1,401,779	0	1,401,779
VMR10-609T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Equipment/Materials	Local	6,216,767	0	6,216,767
VMR10-610T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Final Engineering	Local	3,120,197	0	3,120,197
VMR10-611T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Final Engineering	Local	5,127,005	0	5,127,005
VMR10-612T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Project Management	Local	13,948,019	0	13,948,019
VMR10-613T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Project Management	Local	19,826,643	0	19,826,643
VMR10-614T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Project Reserve	Local	17,688,737	0	17,688,737
VMR10-615T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Project Reserve	Local	30,451,116	0	30,451,116
VMR10-616T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Public Art	Local	332,154	0	332,154
VMR10-617T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Public Art	Local	845,520	0	845,520
VMR10-618T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Rail Cars - LRT	Local	169,854	0	169,854
VMR10-619T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Rail Cars - LRT	Local	37,923,312	0	37,923,312
VMR10-620T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Right-of-Way Acquisition	Local	150,356	0	150,356
VMR10-621T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Right-of-Way Acquisition	Local	202,283	0	202,283

AGENCY: VM Rail

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
VMR10-622T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Systems	Local	8,291,368	0	8,291,368
VMR10-623T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Systems	Local	65,500,476	0	65,500,476
VMR10-624T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Testing and Start-Up costs	Local	11,908,911	0	11,908,911
VMR10-625T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Testing and Start-Up costs	Local	13,519,615	0	13,519,615
VMR10-626T	2010	Regionwide	Fixed guideway corridor - MetroCenter LRT - Construction	Local	71,500,000	0	71,500,000
VMR10-627T	2010	Regionwide	Fixed guideway corridor - MetroCenter LRT - Final Design	Local	11,600,000	0	11,600,000
VMR10-628T	2010	Regionwide	Fixed guideway corridor - MetroCenter LRT - Right-of-Way Acquisition	Local	4,600,000	0	4,600,000
VMR10-629T	2010	Regionwide	Fixed guideway corridor - MetroCenter LRT - Vehicle Procurement	Local	15,600,000	0	15,600,000
VMR10-630T	2010	Regionwide	Fixed guideway corridor - repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0
VMR10-631T	2010	Regionwide	Fixed guideway corridor - repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0

TOTALS FOR VM Rail

**LOCAL:
\$223,590,939**

**FEDERAL:
\$270,000,000**

**TOTAL:
\$493,590,939**

AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
VMT06-601T	2006	Regionwide	Purchase bus: < 30 foot - 2 expand (dial-a-ride)	5307	0	118,656	148,320
VMT06-602T	2006	Regionwide	Purchase bus: <30 foot - 2 expand (rural)	5307	0	102,588	123,600
VMT06-604T	2006	Regionwide	Purchase bus: standard - 9 expand	5307	0	2,539,800	3,060,000
VMT06-605T	2006	Regionwide	Purchase bus: standard - 10 expand	5307	544,000	2,656,000	3,200,000
VMT06-603T	2006	Regionwide	Purchase bus: standard - 10 expand Articulated	Local	0	0	5,180,900
VMT06-606T	2006	Regionwide	Purchase bus: standard - 7 replace	5307	0	1,830,150	2,205,000
VMT06-607T	2006	Regionwide	Purchase new fareboxes - 10 expand	Local	0	0	105,263
VMT06-608T	2006	Regionwide	Purchase new fareboxes - 25 expand	5307	34,000	166,000	200,000
VMT06-609T	2006	Regionwide	Purchase new fareboxes - 9 expand	5307	0	75,789	94,737

AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
VMT06-611T	2006	Regionwide	Purchase new radios - 25 expand	5307	4,250	20,750	25,000
VMT06-612T	2006	Regionwide	Purchase new radios/VMS - 10 expand	Local	0	0	127,490
VMT06-613T	2006	Regionwide	Purchase new radios/VMS - 9 expand	5307	0	91,793	114,741
VMT06-665T	2006	Regionwide	Upgrade CNG fuel station	5307	200,000	800,000	1,000,000
VMT07-614T	2007	Regionwide	Associated capital maintenance	5307	159,380	637,520	796,900
VMT07-615T	2007	Regionwide	Associated capital maintenance - Sun City area transit	5307	6,200	24,800	31,000
VMT07-616T	2007	Regionwide	Pre-design regional transit center (4-bay)	5307	0	31,523	39,404
VMT07-617T	2007	Regionwide	Pre-design regional transit center (6-bay)	5307	0	47,762	59,703
VMT07-618T	2007	Regionwide	Purchase bus: standard - 13 expand Articulated	Local	0	0	7,263,178
VMT07-213T	2007	Regionwide	Purchase bus: standard - 15 expand	5307	1,020,000	4,980,000	6,000,000
VMT07-619T	2007	Regionwide	Purchase bus: standard - 19 expand	5307	0	5,362,951	6,461,387
VMT07-620T	2007	Regionwide	Purchase bus: standard - 3 expand Artic	5309	0	1,391,178	1,676,118
VMT07-621T	2007	Regionwide	Purchase bus: standard - 3 replace	5307	0	2,178,750	2,625,000
VMT07-622T	2007	Regionwide	Purchase bus: standard - 4 expand Artic	5307	0	1,854,904	2,234,824
VMT07-623T	2007	Regionwide	Purchase new fareboxes - 13 expand	Local	0	0	155,233
VMT07-624T	2007	Regionwide	Purchase new fareboxes - 19 expand	5307	0	181,503	226,879
VMT07-625T	2007	Regionwide	Purchase new fareboxes - 3 expand	5309	0	28,658	35,823
VMT07-626T	2007	Regionwide	Purchase new fareboxes - 4 expand	5307	0	38,211	47,764
VMT07-627T	2007	Regionwide	Purchase new radios/VMS - 13 expand	Local	0	0	170,716
VMT07-628T	2007	Regionwide	Purchase new radios/VMS - 19 expand	5307	0	199,606	249,508
VMT07-629T	2007	Regionwide	Purchase new radios/VMS - 3 expand	5309	0	31,517	39,396
VMT07-630T	2007	Regionwide	Purchase new radios/VMS - 4 expand	5307	0	42,022	52,528
VMT08-631T	2008	Regionwide	Acquire land two regional park-and-rides	5309	0	3,000,000	3,750,000
VMT08-632T	2008	Regionwide	Acquire right of way and design regional transit center (4-bay)	Local	0	0	737,924
VMT08-633T	2008	Regionwide	Acquire right of way and design regional transit center (6-bay)	Local	0	0	1,106,886

AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
VMT08-634T	2008	Regionwide	Associated capital maintenance	5307	205,540	822,160	1,027,700
VMT08-635T	2008	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	0	728,000	910,000
VMT08-636T	2008	Regionwide	Purchase bus: standard - 22 expand	5307	0	7,304,000	8,800,000
VMT08-637T	2008	Regionwide	Purchase bus: standard 40 foot - 7 replace	5307	0	2,324,000	2,800,000
VMT08-638T	2008	Regionwide	Purchase vanpools: 45 replace	5307	0	1,188,000	1,485,000
VMT08-639T	2008	Regionwide	Repayment - purchase bus: standard - 13 expand Artic	5307	0	6,028,438	0
VMT08-640T	2008	Regionwide	Repayment - purchase new fareboxes - 13 expand	5307	0	128,843	0
VMT08-641T	2008	Regionwide	Repayment - purchase new radios/VMS - 13 expand	5307	0	141,694	0
VMT09-642T	2009	Regionwide	Associated capital maintenance	5307	205,540	822,160	1,027,700
VMT09-643T	2009	Regionwide	Construct regional transit center (4-bay)	Local	0	0	737,924
VMT09-644T	2009	Regionwide	Construct regional transit center (6-bay)	Local	0	0	1,106,886
VMT09-645T	2009	Regionwide	Design two regional park-and-rides	5307	0	760,000	950,000
VMT09-646T	2009	Regionwide	Install bus stop passenger improvements - 55 sites	Local	0	0	810,000
VMT09-647T	2009	Regionwide	Purchase bus: < 30 foot - 1 Expand (dial-a-ride)	5307	0	56,000	70,000
VMT09-648T	2009	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	0	728,000	910,000
VMT09-649T	2009	Regionwide	Purchase bus: commuter - 7 expand	5309	0	3,398,850	4,095,000
VMT09-650T	2009	Regionwide	Purchase bus: commuter - 8 expand	Local	0	0	4,680,000
VMT09-651T	2009	Regionwide	Purchase bus: standard - 19 (of 22) expand	Local	0	0	7,600,000
VMT09-652T	2009	Regionwide	Purchase bus: standard - 3 (of 22) expand	5307	0	996,000	1,200,000
VMT09-653T	2009	Regionwide	Purchase bus: standard 40 foot - 9 replace	5307	0	2,988,000	3,600,000
VMT09-654T	2009	Regionwide	Purchase vanpools: 45 replace	5307	0	1,188,000	1,485,000
VMT10-655T	2010	Regionwide	Associated capital maintenance	5307	205,540	822,160	1,027,700
VMT10-656T	2010	Regionwide	Construct two regional park-and-rides	5309	0	2,896,000	3,620,000
VMT10-657T	2010	Regionwide	Install bus stop passenger improvements - 55 sites	Local	0	0	810,000
VMT10-658T	2010	Regionwide	Purchase bus: < 30 foot - 1 Expand (rural)	Local	0	0	70,000

AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
VMT10-659T	2010	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	0	672,000	840,000
VMT10-660T	2010	Regionwide	Purchase bus: < 30 foot - 2 Expand (dial-a-ride)	5307	0	112,000	140,000
VMT10-661T	2010	Regionwide	Purchase bus: < 30 foot - 6 replace (rural)	5307	0	336,000	420,000
VMT10-662T	2010	Regionwide	Purchase bus: commuter - 26 expand	Local	0	0	11,700,000
VMT10-663T	2010	Regionwide	Purchase bus: standard - 8 expand	Local	0	0	3,200,000
VMT10-664T	2010	Regionwide	Purchase bus: standard 40' - 9 replace	5307	0	2,988,000	3,600,000
VMT10-665T	2010	Regionwide	Purchase vanpools: 45 replace	Local	0	0	1,485,000

TOTALS FOR Valley Metro

LOCAL:
\$2,584,450

FEDERAL:
\$65,860,736

TOTAL:
\$119,553,132

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FISCAL YEARS 2006 THROUGH 2010

MARICOPA ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM

VOLUME II - TECHNICAL REPORT

This report was approved by
the Regional Council of
the Maricopa Association of Governments
on July 27, 2005

This report was prepared by the Maricopa Association of Governments in cooperation with the Arizona Department of Transportation, the Regional Public Transportation Authority/Valley Metro, the Federal Highway Administration and the Federal Transit Administration and was financed in part by the Federal Highway Administration.

CERTIFICATION

Prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, and the Arizona Department of Transportation.

The Maricopa Association of Governments, the Metropolitan Planning Organization for the Phoenix, Arizona, urbanized area and the Arizona Department of Transportation hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of :

- I. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat. 21000, 49 CFR part 23);
- IV. The provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended);
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

Dale Buskirk, Director Date
Transportation Planning Division
ARIZONA DEPARTMENT OF TRANSPORTATION

Dennis Smith, Executive Director Date
MARICOPA ASSOCIATION OF GOVERNMENTS

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SECTION 1

INTRODUCTION

This version of the Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP) is being published in a similar fashion to the way it was been presented in the preceding two publications - in three volumes. The first volume is an Executive Summary, which gives an overview of the TIP process, summarizes the federally funded projects and some of the larger, regionally significant, locally funded projects being added to the TIP and also includes a brief synopsis of the funding that is incorporated. The second volume provides the majority of the explanation of the TIP process and contains the details that the Executive Summary omits. The final volume contains the full Listing of Projects. This format facilitates the publication of the TIP in its entirety on the Internet and also provides easier access to the information available.

MAG PLANNING PROCESS

The Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP) is usually prepared annually. The TIP serves as a five-year regional guide for the preservation, management and expansion of public transportation services including highways, arterial streets, transit, demand management and alternative mode improvements in Maricopa County. MAG is the designated Metropolitan Planning Organization (MPO) for the Phoenix metropolitan area. MAG, in cooperation with the Arizona Department of Transportation (ADOT) and the Regional Public Transportation Authority (RPTA/Valley Metro), is responsible for the development of the MAG TIP.

The compilation of the TIP for highway, transit, demand management and alternative modes projects (bicycles, pedestrians, telecommunications, etc) is performed through the MAG committee structure. These committees include representatives from each city and town in Maricopa County plus representatives from the Gila and Salt River Indian Communities and the Fort McDowell Yavapai Indian Nation, Maricopa County, the Arizona Department of Transportation, the RPTA/Valley Metro, the City of Apache Junction, other interested groups and citizens at large. Apache Junction is actually outside Maricopa County but within the MAG Urbanized Boundary. Committee members are typically appointed by each participating jurisdiction or State agency and are charged with providing input to the various MAG documents and recommending federally funded projects to be evaluated through the MAG Management Systems. Final authority for the adoption of the TIP is the MAG Regional Council.

CONCEPT AND ROLE

The Phoenix metropolitan area has been developing regional transportation plans since 1960. With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), MAG and local governments were given greater responsibility, flexibility and funding. These region planning responsibilities were strengthened under the legislation that replaced ISTEA, the Transportation Equity Act for the 21st Century (TEA-21), which was approved on June 9, 1998. With these new responsibilities, MAG has developed a mix of highway, transit, demand management and air quality improvement projects that address regional and local transportation and environmental goals.

Projects in this TIP are drawn from the MAG Long Range Transportation Plan and the Short Range Transit Plan. Projects generated by each of these plans have been merged together into a four-year regional program for the purpose of improving the overall efficiency of the existing transportation system while incrementally developing each of these plans.

MAG TRANSPORTATION PLANNING DESIGNATIONS

MAG is a voluntary association of governments formed to address regional issues in Maricopa County. MAG is the designated Regional Planning Agency and consists of 30 member agencies. The decision making body of MAG is the Regional Council, which is composed of one elected official from each member agency. Two representatives from the State of Arizona Transportation Board and one representative from the Citizens Transportation Oversight Committee serve on the Regional Council for transportation-related issues. MAG staff, as well as numerous committees and task forces, provide analysis and input to the Regional Council.

In 1973, MAG was designated as the Metropolitan Planning Organization by the Governor of Arizona. One of the primary purposes of MAG is to develop transportation plans and programs for the Maricopa County region. In addition, MAG has the responsibility for setting priorities for the Proposition 300 Freeway/Expressway System (per ARS §28-1594).

In accordance with federal legislation, the MAG region has also been designated as a Transportation Management Area (TMA), as it has a population of over 200,000. MAG carries out a continuous, comprehensive and coordinated transportation planning process in cooperation with both ADOT and RPTA/Valley Metro within the TMA.

Regional transportation planning is conducted by MAG, including performing planning functions related to streets, highways, bicycle facilities, airports, regional development, and air quality. MAG contracts for transit planning support through RPTA/Valley Metro.

LONG RANGE STREET AND HIGHWAY PLANNING

The Street and Highway Plan for Maricopa County, adopted in 1960, was the first long range transportation plan for the area. This plan served as the framework for highway and street development until 1975. At that time, the MAG Regional Council directed that the long range transportation and regional development plans be re-assessed in light of changing regional, social, and economic development factors. The re-evaluation effort culminated in January, 1978, with the Guide for Regional Development, Transportation and Housing. This report was updated and adopted by the MAG Regional Council in July, 1980.

In 1984 and 1985, transportation studies were completed for the southeast, central and western portions of the Phoenix metropolitan area. Results of these studies were assimilated into the MAG Freeway/Expressway Plan. New elements were then added to the plan by the MAG Regional Council in March and July, 1985.

On October 8, 1985, the voters of Maricopa County approved Proposition 300, which provided for a one-half cent sales tax for construction of the MAG Freeway/Expressway System. It should be noted, however, that even with the one-half cent sales tax, the backbone of the MAG Long Range Transportation Plan is still the one-mile grid system of major streets. The construction and maintenance of these streets is essential to implementing the Long Range Plan. Supplementing the basic street system are a series of committed freeways, expressways, major transportation corridor improvements, transit system improvements and alternative modes projects. Demand management activities such as ridesharing and trip reduction activities are also used.

During 1989-90, MAG conducted six studies which comprised the technical analysis to update the MAG Freeway/Expressway Plan through the year 2015. These studies addressed freeway system performance, potential new corridors, funding approaches, capacity enhancements, and construction priorities in the MAG region. Also included was the identification of a network of Roads of Regional Significance consisting of arterials spaced three to six miles apart which are intended to complement the freeway/expressway system. The MAG Regional Council adopted the Plan Update and the Roads of Regional Significance Concept in May 1991. Selected elements of the plan were updated in 1992, 1993, and 1994. The 1995 update included the updated Freeway plan following the defeat of Proposition 400. The 1996 update incorporated findings from the Northwest Study and the Major Investment Studies for the Squaw Peak and Superstition corridors. The 1997 update included extending the planning horizon from 2015 to 2017, updating freeway priorities, incorporating the latest street plans, and adding a fixed guideway starter corridor.

There was no update for 1998, but a 1998 Addendum incorporated some adjustments to the Life Cycle Construction Program and Long Range Plan for freeways and updated the long range street plan as submitted by member agencies. The 1999 update included completion of the regional freeway system by 2007; construction of HOV systems on I-10,

I-17, US-60 (Superstition freeway) and State Route 51; improvements to State Route 85 and Grand Avenue; and extensions of facilities in the South Mountain and Estrella Corridors. The 2000 update extended the time horizon to 2020. The 2002 update was completed in conjunction with the 02-06 TIP.

REGIONAL TRANSPORTATION PLAN

Coincidental with the production of the FY 2002 update, an effort began to completely update the Regional Transportation Plan (RTP). This new plan is a major planning initiative that has resulted in a broad vision for the regional transportation system to accommodate the growth expected over the next several decades. It provides a new policy framework to guide regional transportation investments and establishes performance measures for regional transportation facilities and services that will allow us to better monitor and improve the system in the future. Also, it identifies and prioritizes specific transportation facilities needed to keep up with the increasing travel demands in the region. This effort was finalized in November 2003, and individual projects are being included in this TIP.

A major component of the RTP finances was a 20-year extension of the half-cent sales tax for transportation, originally enacted in 1985. The ballot measure that allowed for the extension of the sales tax, Proposition 400, was delayed until November 2004, but was successfully approved by the citizens of Maricopa County. The major difference from the previous legislation is that almost one third is being targeted towards transit projects and another eleven percent is being programmed on arterial street improvement. This still leaves the major share (57 percent) for freeways and other highways.

Changes in responsibilities with regard to the programming of funds that TEA-21 introduced, was been the impetus behind the creation of the Resource Allocation Advisory Committee (RAAC). This committee, which comprises representatives from ADOT, MAG, RPTA/Valley Metro, the Pima Association of Governments (PAG) and representatives from the other MPOs and Councils of Government (COGs) meets annually to fulfill the above requirement. The main aim of this process is to ensure that a "fair share" of State and Federal funds are invested within all regions of the State. The main result of this process in the MAG region has been an increase in the capital funds being programmed as part of the RTP and the TIP.

TRANSIT PLANNING

MAG has official responsibility for developing the Regional Transit Plan and integrating it into the Long Range Transportation Plan. The MAG Short Range Transit Plan is prepared annually by the RPTA/Valley Metro on behalf of the MAG member cities and organizations. This plan identifies both capital and operating improvements proposed for the region in the

next five years.

Local communities and various community groups have worked to develop local transit plans based on needs and preferences expressed by their citizens. In May of 1990, a regional Citizens' Advisory Committee (CAC) was established and charged with melding these diverse local plans into a comprehensive regional transit plan to serve the residents of Maricopa County.

In November and December of 1990, a draft version of the Transit Plan was presented to citizens throughout the county for review and comment. Citizens provided more than 1,500 written comments, and verbal feedback at twelve open houses held throughout the Valley. The CAC considered this extensive public input in revising the draft plan. On January 5, 1991, the CAC voted to approve the regional transit plan. With the defeat of Proposition 400, the start up of that plan was deferred.

The City of Tempe passed a transit election in September 1996 but similar elections for the Cities of Phoenix and Scottsdale, in September 1997, were unsuccessful. However, in March, 2000, a separate transit election in the City of Phoenix was overwhelmingly approved. The regional transit plan has been updated to triple bus service, quadruple express bus service and construct a 39 mile light rail transit system. More recently, initiatives by both the Cities of Mesa and Glendale have been successful.

One of the requirements of the developing RTP is that transit projects will be expected to utilize over one-third of the funds expected to be available, a dramatic shifting in the focus of regional funding for transportation.

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SECTION 2

FACTORS CONSIDERED IN SELECTING TIP PROJECTS

The success of implementing the various elements of the MAG Long Range Transportation Plan (LRTP) depends upon proper integration and balance of regional and local priorities. With the passage of ISTEA in 1991, and its 1993 Management and Monitoring Systems regulations, MAG expanded its project selection and evaluation criteria. All applicable projects were then evaluated through the use of six management systems, i.e., congestion, intermodal, pavement, safety, bridge, and public transportation facilities and equipment. In addition, 15 planning factors were considered, analyzed as appropriate, and reflected in the planning process products, i.e., the projects selected for the TIP.

The National Highway System Designation Act, signed by President Clinton in December, 1995, effectively removed the requirement on States to implement the management systems, with the exception of Congestion Management Systems in air quality non-attainment areas. However, input from the management systems is incorporated into an annual report released to MAG agencies, together with Title VI data, to help guide decision-makers within the region while making transportation related investment decisions.

TEA-21 has changed the requirements for analyzing the 15 original planning factors (later 16) and has condensed them into seven factors to be considered. These changes are summarized as follows:

PLANNING FACTORS

This subsection documents how the seven planning factors have been considered in the MAG transportation planning process and further analysis may be found in Appendix B of the 2001 update of the MAG Long Range Transportation Plan.

1. Economic Vitality

The process shall support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- Transportation is a critical component of any region's economic viability.
- The need for efficient transportation systems is addressed in the broader context of a Regional Vision described in the MAG sponsored Valley Vision 2025 Vision Report which was completed in January, 2000.

- In general, transportation improvements contribute to economic and employment goals by ensuring access to jobs and the smooth flow of goods and services.
- Transportation investments also expand access to lower cost peripheral land.
- Analyzing the effectiveness of transportation system performance under alternative transportation investment choices is the principal function of the MAG planning process.
- The cost effectiveness of alternative transportation investments are considered in the MAG Planning Process. The MAG Congestion Management System and the MAG freeway prioritization criteria are important components in measuring cost effectiveness.

2. Safety and security of the transportation system

The safety and security of the transportation system for both motorized and non-motorized users is a critical element of each mode of transportation. Specific safety projects are addressed as part of the programming process each year.

- Transit - the technical supplement document *Supplemental Transit Considerations* describes the current transit security system and system goals.
- Bicycles - the issue of bicycle safety is addressed in the MAG Regional Bicycle Plan of 1992 and the 1999 Plan update.
- Pedestrians - safety for pedestrians is a major focus of *Pedestrian Plan 2000* which updates the 1993 Pedestrian Plan.

3. Accessibility and mobility options

Both of the TIP and LRTP seek to enhance the accessibility and mobility options available to people and for freight and the availability and use of alternative modes of transportation.

- Freeways - MAG has responsibilities for establishing freeway priorities. Development of the priorities were guided by criteria adopted by the MAG Regional Council in March, 1993 and include: travel demand; congestion relief; accident reductions; air quality improvements; cost effectiveness; joint funding; social and community improvements; and system continuity and mobility.
- Streets - the MAG Regional Street Plan incorporates MAG member agency street plans, including arterial streets, non access-controlled highways and non arterial

streets. To facilitate a system of high mobility roadways, MAG has adopted a Roads of Regional Significance Concept.

- Transit Ridership - the ongoing planning process seeks to increase transit ridership. However, long term trends have not been favorable. At a national level, transit market share has been on a long term decline.
- Bicycles and Pedestrians - the goals of the 1999 MAG Regional Bicycle Plan fall within the realms of engineering and planning, education, enforcement, and encouragement. The 2000 update of the Pedestrian Plan contains five goals addressing areas vital to creating a mode shift away from driving and towards pedestrians. The five goals are: land use; public awareness; funding; design for people; and linkage.
- Freight - the efficient movement of all traffic, facilitates the movement of both freight and passengers.
- Aviation - The 1993 MAG Regional Aviation System Plan (RASP) Update evaluated the long-term air transportation needs in the region, and recommended improvements to accommodate future demand.

3. The environment, energy conservation and quality of life

Transportation plans should seek to protect and enhance the environment, promote energy conservation and improve quality of life.

- General - these factors are addressed in the MAG technical supplement reports to the 1993 MAG LRTP entitled *Demographic, Economic and Land Use Considerations*, and *Environmental and Energy Considerations*.
- Energy conservation - MAG modal plans which directly relate to energy conservation include tripling bus service, tripling dial-a-ride service, improving bicycle and pedestrian facilities, maintaining demand management programs, expanding HOV facilities and addition of freeway management system improvements. Freeway and street capacity improvements will reduce congestion and wasted energy use.
- Land use integration - the MAG process that ensures consistency between land use and transportation plan is documented in the 1993 Update technical report entitled *Demographic, Economic and Land Use Considerations*.
- Valley Vision 2025 committee. Valley Vision 2025 is a public/private partnership initiated by MAG to form a vision of what residents want this region to become in the year 2025. Formed in December of 1997, the Valley Vision 2025 Committee

consisted of 79 leaders representing a cross-section of business, civic and community representatives from throughout the region. MAG will continue working on the vision in a public/private partnership to develop implementation strategies and performance measures for the goals.

- Modeling - the MAG socioeconomic projections are the basic input into the MAG transportation models which forecasts transportation demand. The projection process is based on the MAG DRAM/EMPAL model and results are reviewed and adjusted by local officials through the MAG Population Technical Advisory committee.
- Environment - reductions in transportation energy use in the MAG region are closely tied to air quality goals. National standards for new cars result in less energy use and less pollution. Rigorous air quality vehicle testing programs in the MAG region help maintain these improvements.
- Enhancement Funds. All TEA-21 enhancement funds in Arizona are administered by ADOT, including project selection. MAG has established an Enhancement Funds Working Group to recommend projects for funding in the MAG region. Several projects have been selected by ADOT for TEA-21 enhancement funding in the MAG region.

4. Integration and connectivity of the transportation system

- A transportation system that makes efficient use of multiple transportation modes can enhance a region's competitiveness in the global economy. With more options, the cost of transportation in both time and money can be reduced. In 1993, MAG completed the technical working paper "Intermodal Facilities and Goods Movement Considerations." In 1995, MAG completed development of a Regional Intermodal Management System.
- Specific activities called out for consideration in this planning factor are also addressed in the MAG technical support document *Demographic, Economic and Land Use Considerations*. Airports, and airport access, are specifically addressed in the 1996 MAG Regional Aviation System Plan.
- Connectivity between roads in the MAG area and roads in surrounding areas is not a significant issue in this region.

5. Efficient system management and operation

- Minimizing congestion and resulting delays is a central theme in all modal elements of the MAG LRTP. In August 1994, MAG adopted a Congestion Management System (CMS). It includes a rating system for projects that incorporates current and

future congestion levels, land use planning considerations and support for multimodal projects.

- Travel demand programs are part of the air quality control measures and MAG Federal funds are used to support these programs.
- MAG Federal funds are also used to support local efforts to support traffic signal enhancements and freeway management systems. A strategic plan for ITS (Intelligent Transportation Systems) has been adopted in the region, and implementation efforts are in progress.

6. Preservation of the existing transportation system

- Infrastructure maintenance is a critical part of any transportation system. Ongoing effective maintenance of transportation infrastructure can prolong the life of the physical plant and allow longer periods before substantial capital costs for replacement structures is needed.
- Operating, maintenance and capital costs are considered in developing the funding plans for the MAG LRTP. Life Cycle costing is often used at the project level. The Transit, Bridge, and Pavement Management Systems directly address life cycle costs.

ACTIVITY IN SUPPORT OF THE CMS AND PLANNING GUIDELINES

MAG has developed its Congestion Management System (CMS) which analyzes many transportation management strategies for their applicability to the MAG region. MAG transportation plans address this issue on several levels. The MAG RTP is multimodal, including a major upgrading of the region's public transit system.

The RTP also includes a demand management element. MAG adopted a Regional Bicycle Plan in February, 1992, for coordinating local plans and encouraging bicycling as a mode of travel. MAG also adopted Pedestrian Design Guidelines and a High Occupancy Vehicle (HOV) Plan, as well as including HOV projects in the TIP.

Evidence of the effectiveness of these plans is the inclusion of transportation system management projects in all of the MAG TIPs in the past ten years. Numerous other TIP projects involve support for fixed or demand responsive public transit service, new buses, bicycle, pedestrian and telecommunication projects. Other roadway projects normally include sidewalks, accommodations for bicyclists, bus stops, signal improvements, and/or access control.

Another regional requirement of the CMS is that, as a minimum, a carpool/vanpool program should be implemented. The MAG region has had a regional ridesharing program for several years, and it continues to receive top priority in the future. The Regional Rideshare Program is a MAG funded program that is run in conjunction with the RPTA/Valley Metro. Rideshare offers services and technical assistance to employers and provides carpool matching for individuals. MAG also assists in funding with CMAQ funds the Capitol Rideshare Program which serves State employees.

There are three main Transportation Demand Management (TDM) initiatives underway in the MAG region. MAG annually commits Federal funds to a Trip Reduction Program that contacts employers of over 50 persons to encourage a variety of alternative methods of flexible working hours, methods and modes of transportation. MAG has implemented a video-conferencing program that is intended to allow participation in meetings without the need to travel from all parts of the region to a central location. Also, additional funds are targeted for expansion of the telecommuting program that enables workers to meet production goals without the need to travel to the workplace.

The vanpool program has acquired vehicles and organized 155 ongoing vanpools. It provides a new fully-insured van to groups of 7 to 15 people for a monthly fare. The program provides a free ride and up to 300 miles per month of personal use of the van to the volunteer driver. The Trip Reduction Program assists transportation coordinators in developing and implementing effective travel reduction programs at their work sites. It provides ideas for marketing and incentives to promote alternative transportation use.

MAG CONGESTION MANAGEMENT SYSTEM

The Congestion Management System (CMS) is an ongoing regional planning effort by MAG and its members. MAG adopted the third and final phase of the CMS in September 1995. The first phase was the identification of traffic congestion areas, and was completed in 1991. The phase I report was "Analysis of Traffic Congestion and Related Problems in the MAG Region," MAGTPO, March 1991. It concluded that "congestion exists and will remain on both freeway/expressway and arterial systems." The main cause of congestion is the considerable growth in population and employment which the metropolitan region continues to experience.

The second phase of congestion management was the development of congestion management alternatives. A Congestion Management Alternatives report was prepared that developed initial congestion management system alternatives and defined the continuing process to follow for managing traffic in the MAG region. The third phase is the implementation of the MAG CMS through the recommendations of the annual report and the programming of specific improvements in the TIP.

Most recently, the CMS rating system has been upgraded to reflect changes to Intelligent Transportation System and bicycle projects. The changes to the CMS scores have been included in the project details shown in Section VII. As the CMS scores are normalized, one minor change to a CMS project affects the score of all other projects. As a result, the CMS scores may change between the release of the Draft and Final versions of the TIP.

PROJECT LEVEL PROVISIONS

Project level requirements of the CMS and Metropolitan Planning Process state that all reasonable travel demand reduction and operational management strategies in the corridor are analyzed in the National Environmental Policy Act (NEPA) process. The ADOT Action Plan describes the procedure used for major roadway corridor studies ("Action Plan of the Arizona Department of Transportation for State-Funded Highway Projects", 8/11/85, by ADOT.

When federal funds are used to implement state or local transportation projects, the federal NEPA process must be followed. Depending on the size and scope of a project this may include an identification and evaluation of alternatives, including no-build and a TSM alternative.

The second project level requirement is that the results of the evaluation of alternatives be fully considered in the decision making process. For State highways or freeways, the ADOT Action Plan (Page 2-7), states that "transportation corridor studies conclude with recommendations for specific types of investments to be used in priority programming and project development processes". The Priority Program is the list of projects which are developed through design, right-of-way acquisition and construction. The Action Plan, states that "This program reflects the general priority recommendations identified in the State Transportation Plan, the State Needs Study, and corridor and special planning studies."

The third project level requirement is that there are reasonable provisions to manage the proposed project, and that the State and the MPO must commit to implement other management strategies appropriate for the corridor. For high volume urban freeways, ADOT is implementing a Freeway Management System (FMS), and these projects are included in the TIP. The FMS includes real time ramp metering, incident detection and response, mainline and ramp loop detectors, closed circuit television, variable message signs, and a central control center. Freeways with high carpool and bus potential have High Occupancy Vehicle (HOV) lanes and HOV ramps and HOV bypass lanes around ramp meters are planned. Several of these projects are included in this TIP.

The TIP also includes several travel demand management programs, including the Regional Rideshare Program and the Travel Reduction Program. The Regional Rideshare

Program was described earlier. The Travel Reduction Program is a vehicle for implementing other management and demand reduction strategies at an employer level. The Maricopa County Travel Reduction Program (TRP) was begun in 1989, as mandated by 1988 state legislation.

In 1992, as also required by the 1988 legislation, the Maricopa County Board of Supervisors adopted a trip reduction ordinance which strengthened the program. In 1994, the State passed legislation which required the Travel Reduction Program to be expanded to include businesses with 50 or more employees.

SELECTION OF PROJECTS AND CONSISTENCY WITH OTHER PROGRAMS

Prioritization procedures exist for freeway, roadway, transit, ITS and bicycling projects. Taken together, these procedures define an existing system whereby the MAG region selects improvements for managing congestion while maintaining urban mobility.

In March 1994, the MAG Regional Council discontinued modal and jurisdictional allocations of federal funds after fiscal year 1995. The exception were funds for freeways which maintained up to a 70 percent allocation in accord with the funding plan for the MAG Long Range Plan and ADOT Life Cycle Program. With the passage of TEA-21 and the large increase in the CMAQ funds to the region, the commitment of MAG federal funds to freeways was revised from the "up to 70 percent" level to ensure that they would not receive any less funds than those already programmed. This effectively ensures that \$34.1 million per year will be committed to Life Cycle Program. This figure is slightly more than the expected STP funds and, consequently, CMAQ eligible projects have to be developed to utilize the committed funds.

The first step in developing the FY 2006-2010 MAG TIP was to distribute the FY 2006-2010 TIP Guidance Report (TGR). The TGR was, previously, the MAG Management Systems Report. This report was designed to monitor the performance of the various transportation systems, identify needs and suggest effective strategies to improve the systems. The initial report documented the application of the management systems by illustrating transportation needs and describing the approach to be used in evaluating proposed transportation projects. The TGR has evolved over the past few years and now contains the most recent data available on the management systems; existing MAG policies and procedures for selecting projects in the TIP; and guidance on Title VI issues and other factors that need to be addressed.

The TIP is compiled under the direction of the MAG Street Committee, the Intelligent Transportation Systems Committee, the Regional Bicycle Task Force, the Regional Pedestrian Working Group, the Enhancement Fund Working Group, as well as the

Transportation Review Committee, the Management Committee, the Regional Council Transportation Subcommittee and the Regional Council. The TIP includes street, freeway and transit projects of the MAG member agencies, ADOT, the RPTA/Valley Metro and the Indian Communities. Intelligent Transportation System, travel demand management, trip reduction, bicycle, pedestrian and telecommunication projects are also included.

During the development process for the slightly-out-of-cycle four-year Special 04-07 MAG TIP in November, 2003, it was not necessary to identify new Federally funded projects for FY 2008. Furthermore, following the approval of the RTP in November, 2003, it was expected that the voters of Maricopa County would have the opportunity to vote to extend the half-cent sales tax in May, 2005. If this initiative had been successful, the FY 2005-2009 TIP could have been completed and would have included several projects that utilized the funds authorized. However, the successful passage of the sales tax extension was deferred until November, 2004. In addition, reauthorization of TEA-21, the then in force federal authorization bill was pending and it was decided that it would be appropriate to miss the FY 2005-2009 TIP altogether.

As a result, during development of the current FY 2006-2010 TIP, there were three years of federal funds available to program, for FYs 2008, 2009 and 2010. Member agencies submitted some changes to federally funded projects during the first two years and submitted many new locally funded projects for inclusion in the new TIP. Each MAG member agency considered the eleven required alternatives prior to selecting projects that would increase single occupant vehicle (SOV) capacity of a roadway. The submitted projects were then rated using the adopted Congestion Management System rating process. Under TEA-21, the amount of CMAQ funds available has more than doubled and a requirement to provide estimates of emission reductions for each projects submitted for consideration was followed.

During 1999, MAG staff worked with representatives from ADOT and FHWA to develop a CMAQ Methodology that could be used to estimate emission reduction benefits on projects eligible for CMAQ funds. The federal guidance indicates that some types of projects may be difficult to analyze, and the guidance allows for qualitative, as well as quantitative, methods to evaluate projects, as appropriate. This new Methodology was enhanced prior to the development of this TIP to provide an assessment of emission reduction benefits for proposed CMAQ projects. Further details are available from MAG staff.

After application of the CMAQ emission reduction methodology and the CMS rating system, projects were forwarded to the modal committees for review. Following further review by the Transportation Review Committee (TRC), planning judgment and funding realities were also considered in balancing funding levels between modes.

A draft TIP was prepared by MAG staff and reviewed by the TRC. The Management Committee and the Regional Council approved the draft for the purpose of performing a conformity analysis in April, 2005.

CONGESTION MANAGEMENT SYSTEM RATING PROCESS.

Each year projects are submitted to MAG for inclusion in the TIP. Those that have an impact on traffic congestion are evaluated using the Congestion Management System (CMS) rating system that was approved by the MAG Regional Council in September, 1994. Project sponsors are required to provide certain basic data on their projects. From this information, projects are rated and compared to all other rated projects. The rating system evaluates projects based several factors including volume to capacity ratios (V/C), cost effectiveness, mobility zone strategies, and modal enhancements.

The CMS Rating System rates freeways, streets, transit and bicycle and other related projects. Each submitted CMS project includes among other items standard background information concerning location, project description, costs, length, and fiscal year of development. In addition, CMS projects provide additional information such as volume to capacity ratios for the present and future, mobility zone designations, land use planning information, and modal enhancement features. Other project categories such as Transportation Demand Management (TDM) and Transportation System Management (TSM) projects are also rated but through a staff and committee review process. This process is based on reviews by the MAG technical advisory committees, staff recommendations, and a review by the MAG Management Committee.

Projects that have additional modal improvements besides their basic function receive additional points. For example, an arterial widening project with bus stops and a bike lane receives more points than an arterial project alone. A bus purchase project receives more points if the buses have bike racks and service upgrades than will a simple purchase of several buses. Bike lanes receive more points if they are on the adopted MAG Bicycle Plan than if they are not.

Each project is initially awarded 50 base points. Based on input data from the applicant, additional points can be computed and added to the project's base points. Each of the five areas of analysis, congestion factor, performance cost factors, mobility factors, and multi-modal factors, have criteria associated with them that can be converted to standardized or z-scores. This methodology converts all raw scores into standard deviation rankings that eliminate the need to compare or convert different units of measurement i.e., cost per passenger mile compared to volume to capacity ratios.

Using the z-scores multiplied by various weighting factors, the base points plus the standardized scores are normalized to produce scores between 1 and 100. The higher the score the better a project is at reducing congestion. These scores are all relative to each other and are not compared to a fixed standard or congestion goal. Scores for applicable projects are calculated and listed in the MAG TIP. They are used as a guide in determining the congestion benefits of a project regardless of the project mode. These scores are shown in the tables in Section VII.

SETTING FREEWAY PRIORITIES

MAG is responsible for setting priorities for the regional MAG Freeway Plan, which is funded primarily by a county-wide half-cent sales tax approved by the voters as "Proposition 300" in 1985. Since January 1986, MAG has adopted and periodically reviewed priorities for Proposition 300 freeways. These priorities are followed by ADOT in scheduling roadway development. In 1992, the Arizona State Legislature passed House Bill 2278 which charged MAG with the responsibility for setting and amending priorities for Proposition 300 freeways.

MAG has adopted a set of quantitative and qualitative criteria to guide it in its development of priorities. These criteria are:

- Travel Demand
- Congestion Relief
- Air Quality
- Accidents
- Cost Effectiveness
- Joint Funding (degree of public/private funding contribution)
- Social and Community Impacts
- System Continuity and Mobility.

In 1994, the State legislature added three additional criteria. These include:

- Establishment of a complete freeways system as rapidly as possible.
- Construction of segments to sever regional needs.
- Construction of segments that provide connectivity with other elements of the freeway system.

As part of the RTP, the legislature affirmed these priorities and criteria and added more requirements with regard to audits and reporting.

PRIORITIZING REGIONAL TRANSIT CAPITAL PROJECTS

In 1993, a prioritization process was developed for transit capital projects but was not officially adopted. It is used to provide the RPTA/Valley Metro Board with guidelines for programming capital projects. The process consists of two steps. In the first step the project is scheduled for a specific year and local funds are committed. This makes the project eligible for federal funds. The second step gives the project a ranking based on the type of project. Projects to provide services required by law have the highest ranking. Projects to keep existing services operational have the next ranking. Expanding services, passenger enhancements and other desired support purchases follow in that order.

The MAG Elderly and Persons with Disabilities Transportation Program (EPD - formerly Section 16 of the Federal Transit Act) *ad hoc* Committee assesses and recommends projects for inclusion in the ADOT annual Program of Projects for capital assistance under 49 U.S.C. §5310. These projects serve special transportation needs of elderly and persons with disabilities in Maricopa County. Project criteria are established by the FTA and ADOT. Applications are judged against the criteria and demonstration of local need. Project applications are ranked by the reviewers to assist ADOT in determining where vehicles are placed. To be eligible for EPD participation, successful applicants within urbanized areas must have their projects included as part of the TIP.

RATING BIKEWAY PROJECTS

At the January, 1993, meeting of the Regional Bicycle Task Force, a subcommittee was formed to consider revisions to the rating system used to prioritize proposed federally funded bikeway projects. A resulting bicycle project rating system was completed in April, 1993. This rating system scores proposed projects by the priority given to the route on the adopted MAG Regional Bicycle Plan System Map, the type of bikeway and the length of the project. This system is used to rank projects for funding in the TIP and the rankings are considered along with the corresponding Air Quality and Congestion Management System scores that are shown in the tables in Section VII.

In 1996, the bicycle project rating system was amended to give greater emphasis to the importance of route segment continuity within the system. The Task Force also expressed an interest in utilizing more congestion measures within the rating system to more closely reflect the use of Congestion Mitigation and Air Quality funds on bicycle projects.

The rating system used this year for evaluating and prioritizing federally funded bicycle projects has been substantially revised from previous years. As part of the 1999 Update of the MAG Regional Bicycle Plan, the Regional Bicycle Task Force reviewed the MAG Congestion Management System to ensure that project rating systems reflect the updated goals and objectives of the plan. As part of this process, a list of principles were developed to assist in qualitative evaluation of bicycle projects eligible for federal transportation funds. These principles include:

- The great majority of people who own bikes (95%) are either casual cyclists or child cyclists who prefer to ride on streets without much automobile traffic, on bike lanes, or on paths completely separated from streets. This data should be used to develop bike systems to benefit the greatest number of bicyclists.
- Most bike owners ride for short distances averaging only two miles in length. Half of all daily travel trips - whether by car or by bike - are under three miles in length (almost 40% are under two miles in length). MAG should promote the use of

bicycles for making short, daily trips.

- Most bike trips are taken for social/recreational purposes (55%), personal/family business purposes (20%), and the rest for trips to school, church or for “civic” purposes. MAG should promote the use of bicycles, rather than the using a motor vehicle, for daily trip purposes.
- Many destinations for daily trip purposes are located on arterial streets. Therefore, it is necessary to develop bikeways on arterial streets and accessing arterial streets to attract bicycle owners to use bikes for daily, local trips. MAG should develop a system of bikeways on arterial and collector streets and off-street pathways that provide comfortable and convenient access to arterial streets where many daily trip destinations are located.
- To promote the use of bikes for making local, daily trips, it will be necessary to concurrently develop a system of bikeways and provide widely disseminated public information on the desirability of using bikes (reducing congestion and bettering air quality) and the correct way to ride a bike in traffic situations (for convenience and safety).
- Support projects that demonstrate integration with other alternative modes, like transit and pedestrian facilities, as a way to maximize and complement travel potential of bicyclists.
- Through transportation projects, promote transit, bike and pedestrian oriented land use and urban design.

Other text changes to the CMS were also recommended, which will be addressed in future updates to the CMS. The Task Force also created a new rating system to use in combination with the Congestion Management System scores. The new system implemented the revised goals and objectives in the Regional Bicycle Plan. This rating system is weighted based upon the project’s ability to provide access to local and regional destinations. Other factors considered include the type of facility (giving grade separations, multi-use paths and bike lanes equivalent ratings), the type of project, the length of the project, the ability of the project to provide connections between existing routes. The rating system also gave additional points to projects located in low-income areas. The rating system is described as follows.

REGIONAL BICYCLE TASK FORCE PROJECT RATING SYSTEM

Currently, the Regional Bicycle Task Force uses a formula to establish the priority for funding bicycle projects. With changes to the goals and objectives of the MAG Regional

Bicycle Plan, this rating system has been changed to the formula listed and described below:

$$\text{SCORE} = P * (F+W+L+C+S)$$

P = PRIORITY FACTOR

- P = 3.0 for projects that include access to at least five local destinations, e.g., retail, medical, major employer (50+ employees), school, entertainment, restaurant, personal/family business, and church categories - see attached suggestions for local destinations.
- P = 2.5 for projects that include access to at least four local or regional destinations.
- P = 2.0 for projects that include access to at least three local destinations.
- P = 1.5 for projects that include access to at least two local destinations.
- P = 1.0 for projects that include access to at least one local destination.

F = FACILITY TYPE FACTOR

- F = 5.0 for bike lanes, multi-use paths, or grade separations that provide access to local daily trip destinations.
- F = 4.0 for bike lanes, multi-use paths, or grade separations that provide access to a regional destination or for public bike parking projects.
- F = 3.0 for edge line buffer zones 3 feet or more in width for at least 80% of the distance between arterial intersections.
- F = 2.0 for all other types of bikeways or other bicycle related projects.

W = WORK TYPE FACTOR

- W = 4.0 for providing access to local or regional destinations by a street widening project that results in adding a bike lane, construction of a multi-use path on acquired right-of-way, or construction of grade separations on acquired right-of-way.
- W = 3.0 for bike lane additions to existing streets by restriping of traffic lanes with lesser widths, widening of existing multi-use paths, or improvements to grade separations.

W = 2.0 for upgrades or expansion of public bike parking facilities.

L = LENGTH FACTOR

L = 1.0 for projects 1 mile or less in length.

L = 1.5 for projects between 1 and 2 miles in length.

L = 2.0 for projects between 2 and 3 miles in length.

L = 2.5 for projects between 3 and 4 miles in length.

L = 3.0 for projects 5 miles or more in length.

C = CONNECTING FACTOR

C = 3.0 for projects connecting segments of existing routes or projects that connect the bikeways of adjacent cities, towns, or County lands.

C = 2.0 for projects providing direct connections from bikeways, through motor vehicle parking areas, to local or regional destinations.

S = SOCIOECONOMIC FACTOR

S = 3.0 for projects located substantially in an area with average household incomes of \$14,999 or less.

S = 2.0 for projects located substantially in an area with average household incomes of \$15,000 to \$24,999.

EXAMPLES OF LOCAL DESTINATIONS

Retail:

- Grocery stores
- Convenience stores
- Department Stores
- Drug Stores
- Video Stores
- Thrift Stores
- Auto Parts Stores

Medical:

- Medical offices
- Dentist's offices
- Medical labs
- Hospitals
- Acupuncturists
- Physical therapists
- Chiropractors

Entertainment:

- Movie theaters
- Miniature golf courses
- Neighborhood parks

- Public swimming pools
- Athletic fields/courts/gyms
- Game emporiums
- Bars/dance halls

Personal/Family Business:

Banks
Check cashing
Social services
Attorneys' offices
Insurance agencies
Investment counselors
Real estate offices

EXAMPLES OF REGIONAL DESTINATIONS

Regional parks/greenbelts
Colleges/universities
Zoos
Shopping malls
Museums
Art centers
Sports arenas/stadiums
Lakes
Water parks

RATING ITS PROJECTS

The MAG ITS Committee was formed to specifically address the development and implementation an ITS planning program for the region. The Strategic Plan for the Early Deployment of ITS in Maricopa County was published in October 1995 and identified a series of services and routes within the MAG region for deployment of ITS technologies. This plan formed the basis of a successful request for federal ITS funds that became known as the AzTech Model Deployment Initiative project. This project is nearly complete and involved a number of MAG agencies. It will result in the implementation of what is regarded as the first phase of the AzTech. Regional ITS funds have been allocated to Phases 2 and 3.

The MAG ITS Committee has addressed prioritization of ITS projects, through the development of an ITS Project Rating System. The system divides all ITS projects into one of two categories, non-Transit and Transit. Each project is scored based on the following factors: Deployment Priority (35 points), Congestion (35 points), Cost (20 points), and Local Match (10 points). Transit ITS projects are also rated according to four similar factors. At a special committee meeting, each proposed ITS project is presented to the full ITS Committee by the proposer. The ITS committee utilizes the following information in making decisions on project priorities:

- a) Scores from the ITS Rating System;
- b) Scores generated by Congestion Management System ;
- c) MAG emissions estimates

The final ITS project prioritization is based on the subjective project ranking generated by committee members.

The recently completed update to the ITS Strategic Plan has identified a number of new ITS projects throughout the region in the short, medium, and long-term implementation plans. The ITS Committee plans to utilize the updated Plan to guide future regional investments in ITS.

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SECTION 3

PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 are to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. In addition, the Clean Air Act Amendments (CAAA) of 1990 emphasize the integration of transportation and air quality plans.

In September 1994, the Maricopa Association of Governments (MAG) Regional Council adopted a public involvement process for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region, which is in accord with TEA-21 requirements. This 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 planning process for all segments of the region's population.

The public involvement process is divided into four phases: early input, mid-phase, final phase and continuous involvement. The early input meetings ensure early involvement of the public in the development of these plans and programs. The mid-phase process provides for input on initial plan analysis for the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and includes a public hearing on regional transportation issues. The final phase provides an opportunity for final comment on the LRTP, TIP and Air Quality Conformity Analysis. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

During the current TIP process, much of the public involvement work was carried out as part of the ongoing RTP development. The RTP will be the grounding for which future years updates of the LRTP and TIP are based.

ENHANCED PUBLIC OUTREACH PROCESS

In July, 1998, the Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more pro-active community outreach process, and the development of early guidelines to help select transportation projects within resource limits. The pro-active community outreach process led to an enhanced public involvement process, beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders as well as low income populations. The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and LRTP.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, the Arizona Department of Transportation (ADOT) hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and attended by representatives of metropolitan planning organizations, councils of government, ADOT and the Regional Public Transportation Authority (RPTA). All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP and the Statewide Programs have been on different schedules, which was confusing to members of the public. With changes included in the guiding principles adopted at the Casa Grande meeting, the two planning and programming processes have been combined. The combined processes are described in Table 1, while the guiding principles, referred to as the Casa Grande Resolves, are provided in Table 2.

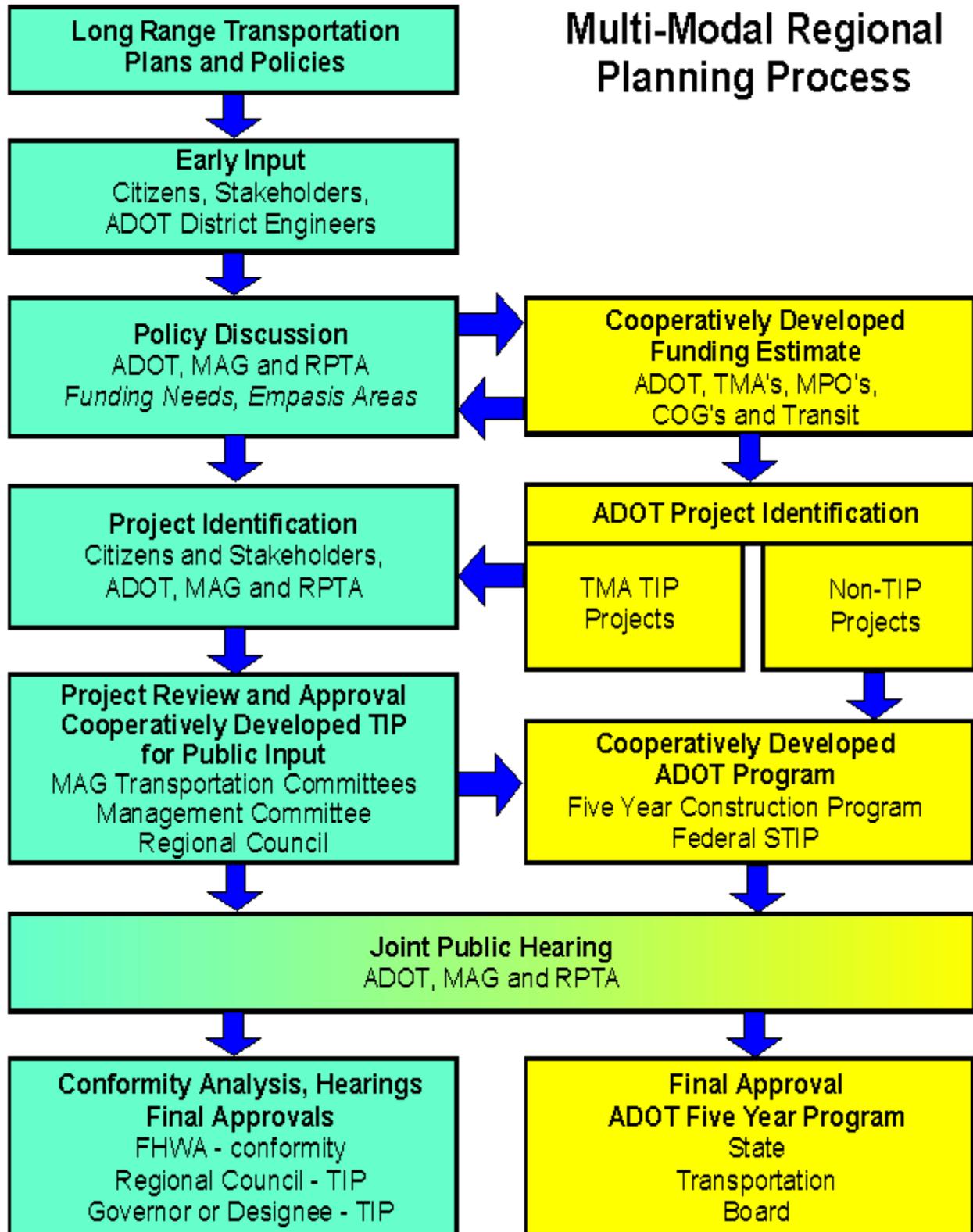
FY 2004/5 PUBLIC INVOLVEMENT PROGRAM

The FY 2004/5 public involvement program solicited and encouraged input for the FY 2006-2010 TIP. ADOT and RPTA/Valley Metro participated in many of the input opportunities that were offered. A description of the input process for FY 2004/5 elements of the public involvement process follows.

EARLY INPUT PHASE

The early phase input opportunity was conducted over the period of August through October, 2004. During the phase, public input was used to identify and address upcoming issues and work topics in the update of transportation plans and programs. Several forums were conducted during this first phase including stakeholder meetings, open houses, and e-mail and telephone correspondence.

**FIGURE III-1: DEVELOPMENT PROCESS FOR THE TIP,
LONG RANGE TRANSPORTATION PLAN
AND THE ADOT LIFE CYCLE PROGRAM**



These meetings are summarized in the FY 2005 Early Phase Input Opportunity Report, October 2004. The meetings provided an opportunity for stakeholders to give ideas and suggestions on transportation needs to consider for state and federal funding, including potential funding emphasis areas.

An ongoing policy discussion was initiated between ADOT, MAG and RPTA/Valley Metro to discuss regional funding allocations and priorities. While the policy discussion was occurring, additional input from transportation stakeholders was solicited through extended public comment periods at MAG committee meetings, open houses, and targeted stakeholder outreach.

FIGURE III-2: CASA GRANDE RESOLVES

**Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves**

- ◆ One multi-modal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meets the transportation needs of the people of Arizona.

All MAG transportation committee meetings held during the months of September and October provided extended public comment periods. All meetings were held at the MAG offices in downtown Phoenix. The following committees offered extended public comment periods: Air Quality Technical Advisory Committee, Intelligent Transportation Systems Committee, Pedestrian Working Group and Regional Bicycle Task Force Joint Meeting, Street Committee, Telecommunications Advisory Group, Transportation Review Committee and Regional Council Transportation Subcommittee.

MID-PHASE

Various forums for input were used during the FY 2005 Mid-Phase Input Opportunity including a “MAG at the Mall” event, Transportation Fair, a Black History Month event and an open house/public hearing. Participants at some of the events spun a “Wheel-of-Fortune” type wheel and answered questions from a selection of five categories listed on the wheel. Participants were provided with an opportunity to fill out one of two available surveys. The MAG Awareness Survey was designed to measure participants’ knowledge of and attitudes about MAG. Comments made to MAG, ADOT, RPTA/Valley Metro and Valley Connections staff were about the freeway system, light rail and public transit

Nearly 50 people visited the displays at the Transportation Fair at Central Station in downtown Phoenix and several people made comments and had their questions answered by MAG, ADOT, RPTA/Valley Metro and Valley Connections staff. Comments ranged from the need for improved bus service to interest in the new light rail system.

Approximately 30 people attended the Joint Transportation Agency Open House/Public Hearing on April 1, 2005. The hearing was held before a panel of decision-makers from state and regional transportation organizations. There were a total of seven presentations made to the panel and public by MAG and ADOT staff. Following the presentations, meeting attendees were then given an opportunity to provide formal public comment. A court reporter was in attendance to develop a transcript of the comments. The input obtained from citizens was summarized and presented to regional and state decision-makers for consideration before the adoption of the draft TIP and RTP for the purposes of conducting a conformity analysis.

The development of a new FY 2006-2010 MAG TIP was achieved by consulting with member agencies and opportunities for public input were provided at all MAG Technical Advisory Committee meetings and those of the Management Committee and Regional Council.

FINAL PHASE

During the final phase, an open house/public hearing is scheduled for the month of June, 2005. In accordance with federal regulations, a public hearing on air quality conformity, the TIP and the RTP is required before the adoption of these plans and programs. Formal comments received during the comment period were summarized and MAG staff provided written responses to all comments recorded. A summary of comments will be provided to the Management Committee, the Regional Council and interested citizens. After the public hearing, the Regional Council will take action to approve the finding of conformity for the Regional Transportation Plan and the FY 2006-2010 MAG TIP.

MEETING PUBLICITY

During the FY 2004/5 input process, the public was informed of the public involvement meetings through a variety of methods. Display advertisements were placed in the largest circulation newspaper, in minority-oriented newspapers and nearly 3,000 brochures were distributed. In addition, a press release was faxed to print and electronic media in the region.

Brochures were mailed out approximately two weeks before the meetings to a list maintained by MAG. The list consists of over 2,200 people who have shown an interest in transportation planning issues and includes names of individuals, organizations and agencies that serve low-income communities and minority populations. Brochures were also distributed at public libraries throughout the region. In addition, a special invitation to provide input was extended to representatives of underserved populations.

Finally, in order to encourage attendance, input opportunities were scheduled on different days, at various times and locations, and in venues accessible to public transit. Meetings were in compliance with the Americans Disability Act. Sign language interpretation and alternative materials were available upon request.

CONTINUOUS PHASE

As part of the continuous outreach process, MAG staff presented information on transportation planning and programming to a number of committees, groups, and the media through:

- Participation in the public involvement process of Valley Connections, a study developing light rail in the Valley.
- Presentations and attendance at several meetings of the Governor's

Transportation Vision 21 Task Force.

- Presentations and attendance at several meetings of the Citizens Transportation Oversight Committee.
- MAG membership and involvement, including presentations on transportation planning and programming, to several civic organizations in the region including the Phoenix Chamber of Commerce and Valley Forward.
- Consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- Comprehensive community outreach program to Title VI communities, utilizing the efforts of four Community Outreach Associates.
- Participation in special community events such as Sunday on Central, the Arizona State Fair, EarthFest, significant cultural celebrations and freeway openings.

Additional outreach activities included updating the MAG Web site at <http://www.mag.maricopa.gov>. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. Visitors to the site may also send comments or questions via e-mail to mag@mag.maricopa.gov. In addition, MAG distributes a quarterly newsletter, *MAGAZine*, addressing the issues and concerns of the cities, towns and tribal communities of Maricopa County. Ongoing coordination with RPTA/Valley Metro, ADOT and CTOC have also led to refinements in the public involvement process.

HUMAN SERVICES PLANNING PROCESS

To meet the transportation and social services needs of low income elderly persons and persons with disabilities, and to further the early and continuing involvement of the public in developing plans and TIPs, MAG incorporates the information gathered through its human services planning process.

Since 1981, MAG has worked in partnership with the Arizona Department of Economic Security (DES) to plan a portion of Arizona's Social Services Block Grant (SSBG) funds for populations that may be poor, unserved, underserved, elderly and/or disabled within Maricopa County. These funds are targeted to community-identified needs and attempt to fill service gaps identified by needs assessments and public input. The human services planning process provides many opportunities for public involvement.

A human services plan is developed through an annual cycle of activities which include public meetings, regular MAG committee meetings, and meetings with other agencies and non-profit community based organizations such as advocates, service deliverers and planners. MAG facilitates community-based forums around special issues, and publishes information about issues or concepts which frequently list resources and sites within the MAG region.

The public is asked for input in a variety of ways. Needs assessment surveys, focus groups and forums are used. Recent topics include elderly mobility, needs of homeless people and domestic violence victims. The information is formulated into a set of recommendations to DES for contracting SSBG funds with community-based agencies. The recommendations describe an assessment of local needs through a list of prioritized problem statements. The recommendations also suggest an array of services to meet some of the needs and recommend distribution of approximately \$4 million among the services. The funding provides some support for transportation in the form of taxi subsidies or public transit fares and some operating assistance to transport human service agency clients to and from service sites. Transportation assistance is targeted to cash assistance clients, homeless people, elderly persons and those with developmental disabilities.

The draft plan for recommended funding and services is taken to the public for comment and modified, if necessary. In addition to scheduling time for comment on agendas of community-based agencies across the Valley, surveys, and public forums, televised public meetings have been utilized along with a 24-hour telephone response lines to try to increase the coverage of information and opportunity for input by those unable to attend regular meetings. Opportunities are also provided for written and e-mail input. Transportation needs continue to be identified as a top need by callers and meeting participants. The planning process also takes into account needs assessments conducted by other stakeholder groups in the community. For example, the Area Agency on Aging, Region 1 conducts a comprehensive needs assessment every three years. The results of this assessment are shared with the MAG Human Services Committees to assist in determining the service priorities and funding levels. Transportation has consistently been in the top 3 needs identified in this needs assessment.

The impact of welfare reform legislation at the federal and state levels has increased MAG's involvement in addressing the need for cash assistance clients to access child care, training opportunities and employment. If clients are not able to comply with federal and state regulations, they may lose their monthly assistance, thereby impacting their ability to provide for the basic needs of themselves and their children. MAG has conducted extensive public input processes to determine the transportation barriers for these individuals, and to solicit suggestions for transportation options. MAG has conducted several local forums regarding welfare-to-work transportation and mobility needs of elderly persons. In addition, MAG continues to work on the Joint Legislative Task Force on Welfare Reform Subcommittee on Child Care and Transportation. The transportation suggestions gathered at the regional and statewide levels influenced development of a

legislative enactment of a Wheels to Work Program and the allocation of additional Temporary Assistance to Needy Family (TANF) funds for transportation. Although the Wheels to Work Program has not been continued by the Legislature, the TANF funds continue to be critical to assisting the transportation needs of the welfare to work population.

In 1999, the MAG Human Services Committees convened a work group composed of member agencies, community-based agencies, DES and ADOT to address special transportation needs of low-income individuals and families in the Valley. This work group analyzed needs assessment data, conducted a client survey and focus groups on the transportation needs for cash assistance clients, and identified potential funding options to increase the transportation opportunities for this population. As a result of these efforts, a federal Access to Jobs Grant was secured for the region in 1999-2000, providing transportation to cash assistance and low income clients using a brokerage system and a southwest Valley circulatory route. MAG has since participated in two other Job Access grants which have sought to maintain and expand the services provided through the original grant award. In addition to the Access to Jobs Grant, MAG targeted \$750,000 per year for a three-year demonstration grant aimed at allowing cash assistance and low income persons valley wide to get transportation assistance in order to meet training, child care and employment needs. The third year of the demonstration project will conclude this year.

The MAG human services division is also responsible for the annual screening and rating of applicants for the FTA Elderly and Persons with Disabilities Transportation Program - Section 5310. Over the last ten years, MAG has recruited stakeholders to review and rank applications, provided a prospective applicant training, and approved the award of over 100 vehicles to local agencies who serve elderly persons and persons with disabilities of all ages.

As a part of its FY 2002 work plan, the MAG Human Services Committees convened local planning process focused on developing strategies to address the transportation needs of the regions elderly population. The project had four objectives: (1) the development of a Regional Action Plan on Aging & Mobility; (2) extensive public input from seniors and middle-aged residents on transportation needs and solutions to help create the Plan; (3) Integration of the Plan's recommendations (when possible) into the MAG Regional Transportation Planning Process and TIP; and (4) Collaboration with other MPOs around the country to convene a National Conference on Aging & Mobility in the Spring of 2002. The planning process was a success in that the Plan was developed with 25 recommendations focused on infrastructure and land use improvements, alternative transportation modes, older driver competency, and education/training. The Plan was created through extensive input from seniors and baby boomers through focus groups, three public forums, and a senior mobility questionnaire. In addition, MAG collaborated with over 30 MPOs and other national and state entities over an 18 month period to plan and hold the National Conference on Aging & Mobility in March of 2002. The conference

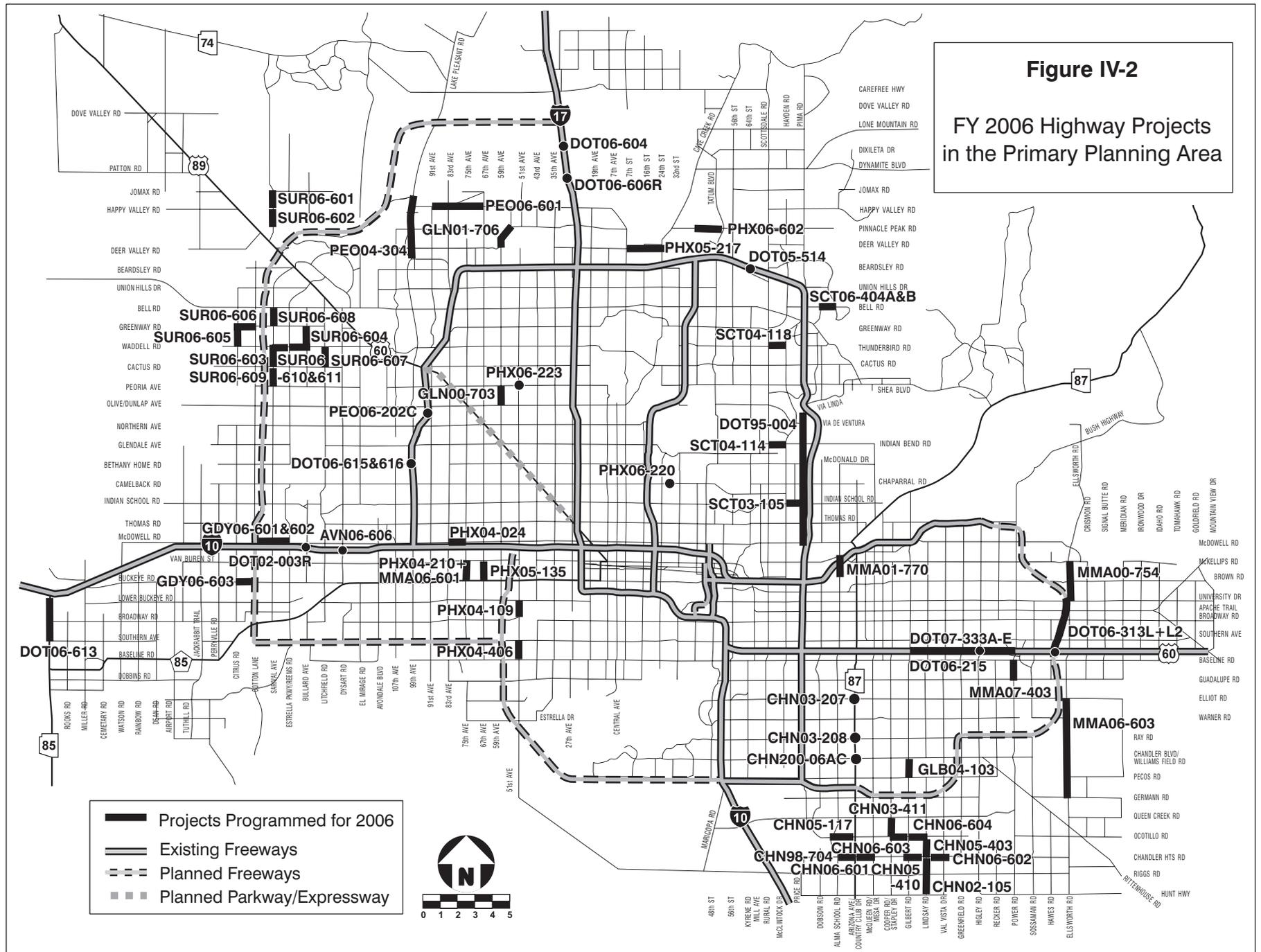
was the first of its kind to bring together local, state, and federal transportation departments, transit agencies, social service providers, the medical community, and interested citizens to address strategies for improving the mobility options available to both seniors of today and tomorrow.

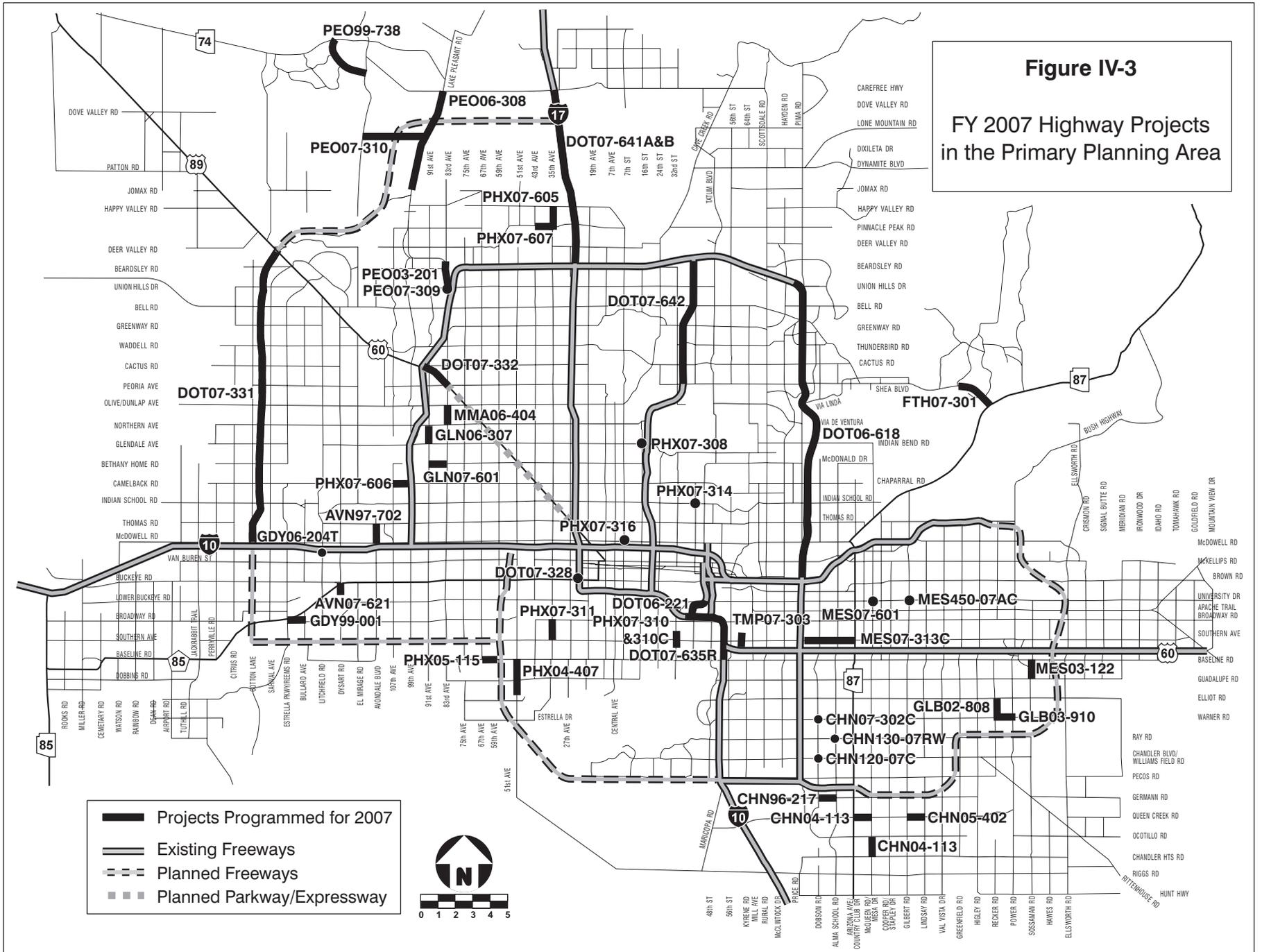
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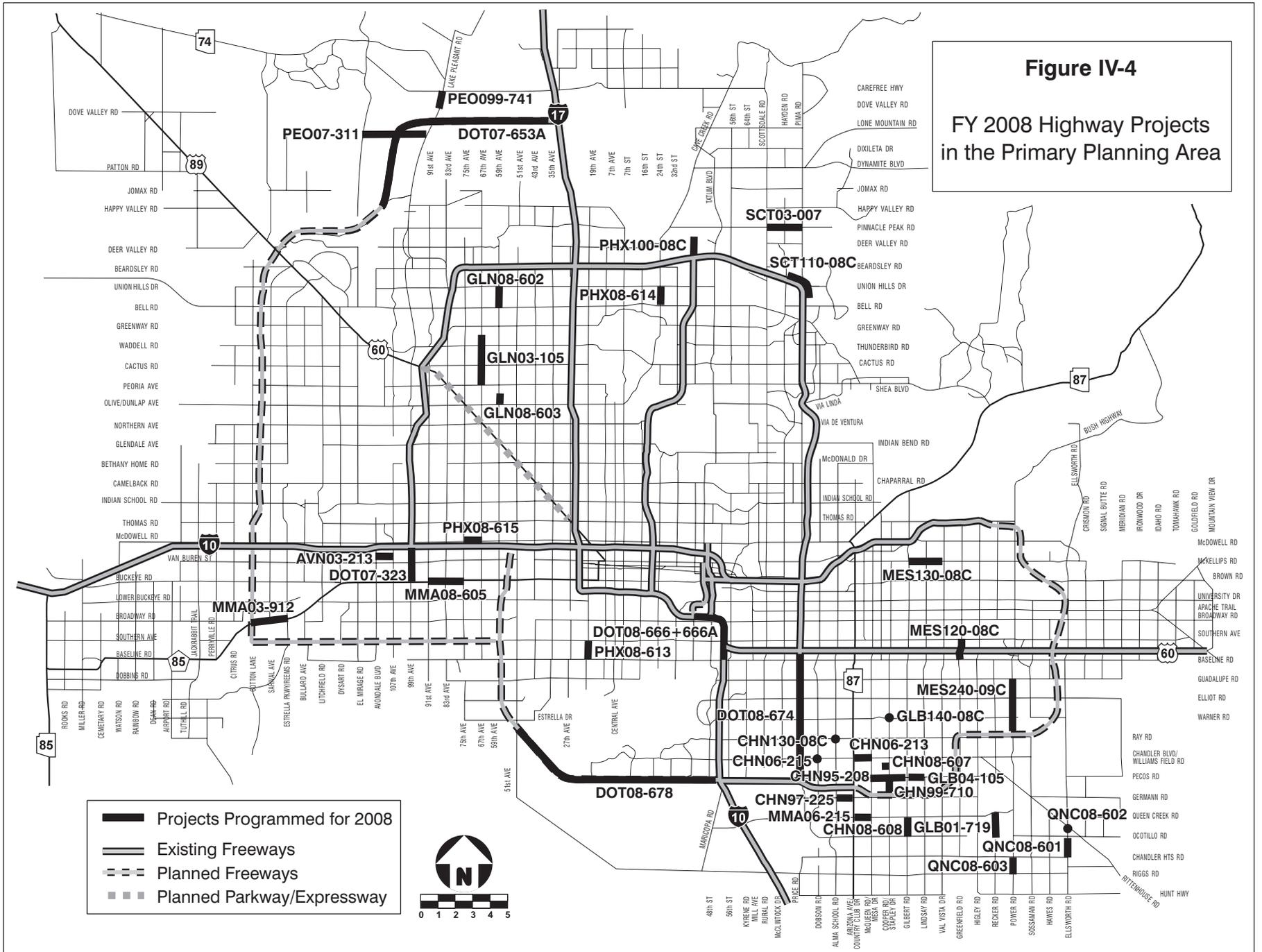
MAPS OF REGIONAL HIGHWAY PROJECTS

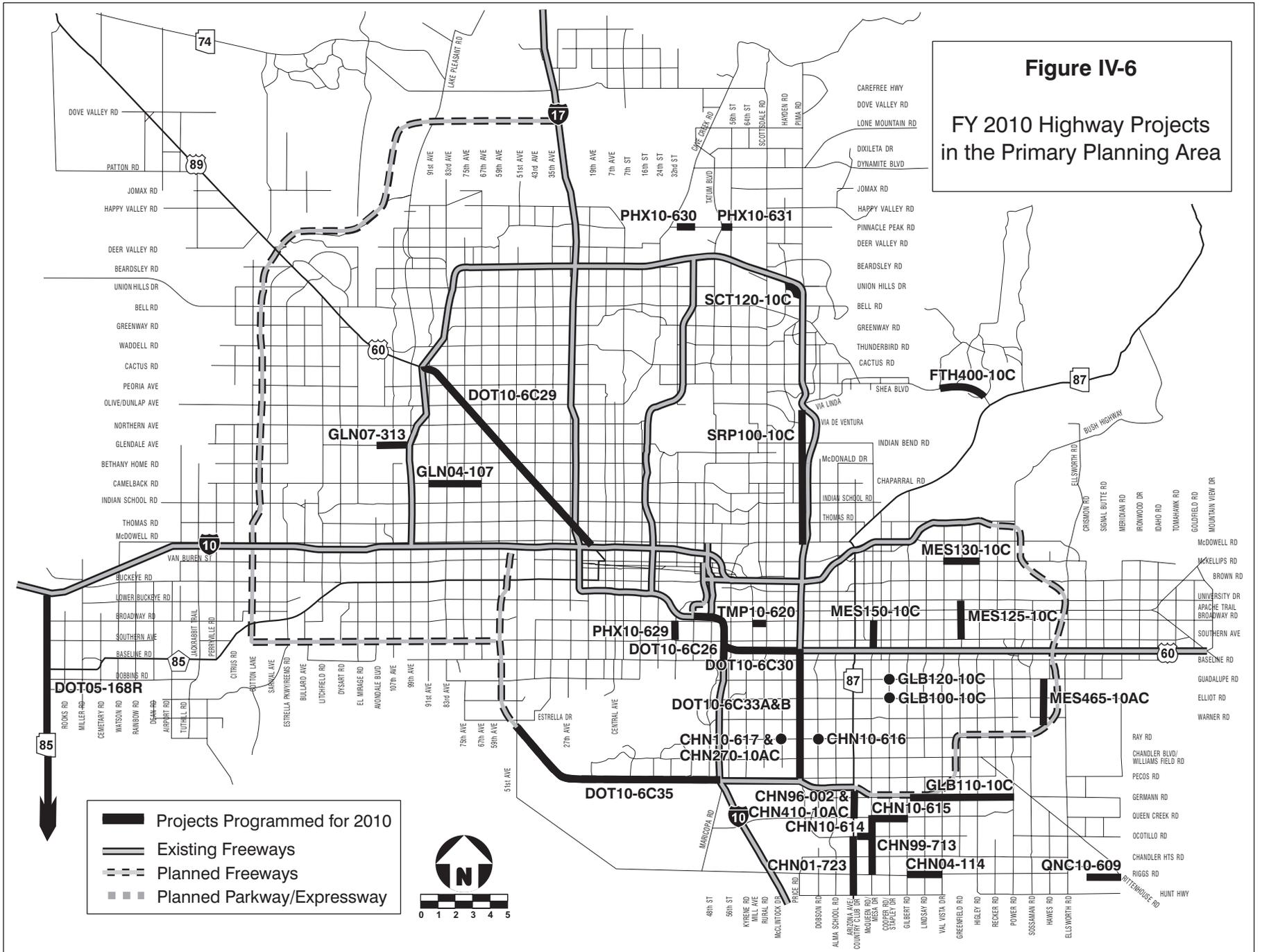
The following figures show the locations of many of the major highway projects programmed in the TIP for FYs 2006-2010. Project numbers shown adjacent to each project correspond to the project numbers listed in the highway projects listings in Volume III. These maps are for illustrative purposes and for guidance and mainly display the capacity adding projects programmed.

- Figure IV-1 displays the MAG Freeway/Expressway System and its existing and planned routes.
- Figure IV-2 displays the FY 2006 highway projects in the primary planning area.
- Figure IV-3 displays the FY 2007 highway projects in the primary planning area.
- Figure IV-4 displays the FY 2008 highway projects in the primary planning area.
- Figure IV-5 displays the FY 2009 highway projects in the primary planning area.
- Figure IV-6 displays the FY 2010 highway projects in the primary planning area.









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SECTION 5

FINANCIAL PLAN FOR HIGHWAY AND TRANSIT PROJECTS

The TIP is not a stationary document but is best described as a snapshot in time. During the TIP development process, some major, and several minor, changes have occurred to the projects contained and hence to the financial tables included in this section. Although the figures show that the TIP is under-programmed with regard to some of the federal funds expected to be available, this reflects some uncertainty with regard to the likely funding levels following scheduled reauthorization of TEA-21, which is expected to occur by October, 2005. However, in summary, the financial plan contained within this final version of the FY 2006-2010 MAG TIP is complete and is fully fiscally constrained to reasonably available funding sources.

INTRODUCTION

One of the impacts of ISTEA, as continued by TEA-21, was the revision of the old categorical funding programs into more flexible funding categories. MAG, as the regional MPO, has planning and programming discretion over three main funding categories. These include the MAG share of the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Metropolitan Planning (PL) funds.

New requirements were introduced in ISTEA for developing the TIP. ISTEA requires the development of a financial plan that describes how all programmed projects can be completed using current revenue or proposed funding sources. In addition, the TIP must be financially constrained by fiscal year. In accordance with these requirements MAG asked each local agency to complete a financial questionnaire detailing the current and proposed funding sources committed to their projects programmed in the federal fiscal years 2006-2010 MAG TIP. For those agencies utilizing the electronic data entry system, a field for identifying the source of local funds is provided and this replaces the need for a separate questionnaire.

The MAG financial plan shows in detail the total amount of committed federal and local funding that is reasonably expected to be available to fund the highway and transit projects in the TIP. In addition, an analysis of both the highway and transit programs is included which shows the funds expected to be available by local agencies and funding sources.

The FY 2006-2010 MAG TIP is comprised of 518 street, 267 transit, 163 freeway, 73 bicycle, 59 ITS, 35 pedestrian, 32 air quality or transportation demand management, 11

maintenance, 7 bridge, 1 telecommunications and 16 other projects totaling just over \$5.8 billion in programmed obligations for FY 2006-2010.

This has resulted in a very large 21 percent increase in programmed obligations over a comparable period in the previous TIP. This large increase is primarily explained by the start of the half cent sales tax extension projects.

Following passage of TEA-21 and the consequent Restoration Act, the expected funding sources for MAG federal funds during development of the TIP were based on funding levels contained in FHWA published guidance. These projections indicated a ten percent increase in STP-MAG funds to the MAG region. All MAG federal funding is shown in FY 2005 constant dollars for the program period. In addition, obligation authority (OA) for MAG federal funds is planned at 90 percent for FY 2006 through FY 2010.

TEA-21 had a major impact on the programming of federal funds within the MAG region. For example, Arizona received an average increase in federal funds of approximately 37 percent over the period of TEA-21. Also, changes in the emphasis regarding the identification of state and federal funds for programming by MPOs, combined with much hard work by State and MPO elected and staff members has resulted in a much larger increase in the amount of federal and state funds being programmed in the MAG region.

TEA-21 was scheduled to expire in FY 2003, but it has now been extended ten times, although action on reauthorization is expected within a matter of days. Based on the most recent expectations, it has been assumed during the programming of this TIP that MAG federal funds will only change slightly. It is assumed that STP-MAG will receive a step increase of ten percent but, conversely CMAQ funds are assumed to take a step decrease of the same amount. Both fund sources are then assumed to continue increasing at the same rate as under TEA-21.

During the two previous re-authorizations however, increases of 20 percent and 37 percent have been received, so the straight line projection for federal funds is certainly very conservative. Judging by the overall expected cost of the reauthorization bill compared with TEA-21 and understanding that Arizona's population (and, therefore, gasoline tax payments into the Highway Trust Fund) has been increasing faster than almost all other States, it is not unreasonable to expect an increase in federal funds to the State in excess of 40 percent.

TIP PROGRAM FINANCING

Total federal, state, and local funding available for the FY 2006-2010 MAG TIP totals \$5.895 billion (see Table V-1, on the next page). Total federal, state and local programming obligations for this same period amount to \$5.808 billion.

TABLE V-1: FIVE YEAR PROGRAM SUMMARY FY 2006-2010

FUNDS AVAILABLE			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	3,482,589,712	984,081,917	\$4,466,671,629
TRANSIT	632,158,834	795,986,378	\$1,428,145,212
TOTAL	\$4,114,748,546	\$1,780,068,295	\$5,894,816,841
PROGRAMMED OBLIGATIONS			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	3,482,589,712	940,738,380	\$4,423,328,092
TRANSIT	632,158,834	752,028,229	\$1,384,187,063
TOTAL	\$4,114,748,546	\$1,692,766,609	\$5,807,515,155
BALANCE			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$0	\$43,343,537	\$43,343,537
TRANSIT	\$0	\$43,958,149	\$43,958,149
TOTAL	\$0	\$87,301,686	\$87,301,686
PERCENT	0.00%	4.90%	1.48%

The total amount of federal funds available for the TIP is \$1.780 billion while programmed obligations of federal projects total \$1.693 billion. The surplus of federal funds accounts for the complete \$87 million surplus. This surplus is derived from under-programming all of the expected federal funds roughly equally divided between STP-MAG and CMAQ. It is expected that these surpluses will be addressed in the next few months. Also, current year deferrals of projects and consequent accelerations of some projects to the current year are expected to alter the amount of funds available.

The mixture of available federal funds under TEA-21 has substantially changed within the MAG region. Under ISTEA, the 70/30 percent split of sub-allocated STP/CMAQ funds allowed a relatively straightforward commitment of MAG-STP funds for programming on the Regional Freeway System, in accord with MAG Regional Council policies. Under TEA-21, the sub-allocated funds appear to be split almost 50/50 percent between the two main funding sources. This change in the percentage split of sub-allocated funds has affected

the proportion of MAG federal funds that will be available to the Regional Freeway System. The “up to 70 percent” commitment of MAG federal funds to the Regional Freeway System has been replaced with a target figure that ensures that the freeways will not receive less than was already programmed during development of the previous TIP. The means that a base of approximately \$34.1 million will be committed annually to projects on the Regional Freeway System.

TEA-21 brought an important change in the requirement for developing estimates of available funds. As a result of closer cooperation between the agencies involved, a Resource Allocation Advisory Committee has been established. The RAAC comprises members from ADOT, MAG, RPTA/Valley Metro, the Pima Association of Governments (the other Transportation Management Area in Arizona) and representatives from the other two MPOs and rural Councils of Government. The main task of the cooperative process utilized by the RAAC is to provide estimates of State and Federal funding that is expected to be available to the different regions of the State, so that the respective MPO can develop the TIP.

A major reassessment of the funding that underlies the regional freeway system has been completed and the intent to accelerate construction of the system by up to seven years, from 2014 to 2007 has now been achieved. The principal funding source behind the regional freeway system continues to be the Regional Area Road Fund (RARF), a half cent sales tax that taxpayers within Maricopa County will continue to pay until 2006. This is combined with a special 15 percent allocation of State gas taxes known as Highway User Revenue Funds (HURF) that is targeted specifically, in the MAG region, for construction of limited access facilities.

In order to accelerate the completion of the freeway system by so many years, additional funds have been secured and additional funding mechanisms have been introduced. MAG, working in conjunction with ADOT, have allocated a larger proportion of the additional Federal and State funds that are available for transportation purposes over the next few years.

In addition, the State Transportation Board has created Board Funding Obligations (BFOs) which is a form of loan of non transportation State funds that are to be repaid with future receipts of HURF. Prior to the institution of this mechanism, the State Treasurer would invest such funds in secured investment instruments. By allowing investment of state funds WITHIN the state on transportation related projects, the state is guaranteed both an equivalent amount of interest on its investment AND an acceleration of the planned transportation facilities, thereby accentuating economic development. These funds are predominantly loaned out through the State Infrastructure Bank as part of the Highway Expansion and Extension Loan Program (HELP).

Two further funding mechanisms are also available, known as Grant Anticipation Notes (GANs) and State Infrastructure Bank (SIB). The GAN is similar to the bonding mechanism

in that it allows MAG jurisdictions to borrow funds for a relatively short period of time (2 to 5 years) to accelerate construction of transportation projects. GANs are principally backed by future receipts of federal transportation funds. The State Infrastructure Bank was originally seeded with Local and Federal funds, partially under the BFO program, to utilize State funds for local transportation needs and is, as the name suggests a bank that makes preferred interest rate loans to local governments for infrastructure improvements.

The Advanced Construction (AC) funding strategy has been utilized with over \$250 million of RARF funds. The use of the AC funding mechanism allows projects to be accelerated with the use of local funding at the start and then converted to federal funding at a later date. As a result, the projects that may utilize MAG federal funds as repayments (conversions) have been changed to “funds available for repayment of Grant Anticipation Notes” are likely to change, based on the work being carried out by State and MAG staffs. GANs and SIBs are two mechanisms that are being utilized to provide additional funding for the system.

These projects are balanced by over \$156 million in repayments of MAG STP funds that are committed to repaying GANs. The balance analogy is not precise as many of the projects advanced constructed are to be repaid with funds from, or are repayments for projects started, outside of the years listed. For example, for GAN funds, \$200 million was targeted to repay projects started in FY 2004 and most of the \$160 million in MAG STP funds are to repay projects started with GANs. However, the SIB funded advanced constructed projects and the consequent repayments almost balance each other out during the TIP period. All of the MAG STP funds are targeted for GAN repayments for projects that have not been specifically identified.

State and local funding available totals \$4.115 billion for the FY 2006-2010 MAG TIP. As mentioned earlier, MAG no longer asks local agencies to complete a financial questionnaire detailing the type and amount of committed funding that would be available to finance the projects they programmed in the TIP. In its place, MAG agencies specify what type of local funds will be used as part of the TIP data entry process. Total state and local programmed obligations amount to \$4.115 billion for the five-year period leaving no surplus.

The local agencies committed funding sources include Highway User Revenue Funds (HURF), Regional Area Road Fund (RARF), Local Transportation Assistance Fund (LTAF), general fund, bond proceeds, developer and private funds and miscellaneous other funds

The management systems used by MAG for programming purposes were discussed in Section II. Total funds programmed in the highway portion of the FY 2006-2010 MAG TIP using the management systems totaled \$4.423 billion (see Table V-2). The Congestion Management System projects contributed to almost 93 percent of the total funds programmed in the highway portion of the TIP. The Pavement Management System projects collected just 3.5 percent of the total funds programmed for highway projects.

However, as maintenance projects are not required to be listed in the TIP (unless they are federally funded), this is not surprising. The third highest percentage of programmed funds went to projects in the Other category with 2.55 percent. The "Other" category includes right-of-way, design, studies, and other projects that could not be rated through one of the six management systems. Also included in this category are the repayments of advanced constructed freeway projects and this accounts for the large in percentage compared with previous years.

On April 26, 1995, the MAG Regional Council approved the MAG Intermodal Management System Report that identified strategies and recommended potential projects to ensure the efficient movement of people and goods through intermodal connections. However, no projects were submitted for federal funding though the Intermodal Management System during the current cycle.

HIGHWAY PROGRAM FINANCING

Total available funding for the highway program in the FY 2006-2010 MAG TIP totals \$4.467 billion (see Table II-3). Total highway obligations amount to \$4.423 billion. The AC funding mechanism used by ADOT will accelerate a few freeway projects to meet the latest Freeway Plan schedule. The AC funding mechanism allows ADOT to initially fund a project with local (RARF) funds and then convert to MAG-STP (or CMAQ) funds at a later date. However, as stated earlier in the TIP Program Financing section, ADOT will convert up to \$170 million of MAG-STP and CMAQ funds to local (RARF) funds over the program period.

MAG federal funds in the first few years of the TIP are under-programmed due to accelerations of projects during previous TIPs. In addition, further surpluses stem from the ongoing development of life cycle programs for regional arterials and transit which have Federal funds committed to them under the RTP but which have not yet been fully completed. These factors have resulted in a small under-programming of over \$87 million, as shown near the bottom of Table V-3. This surplus occurs during the first two years of the TIP.

The federal portion of the highway program amounts to \$984 million in funding and \$941 million in obligations (see Table II-4). Federal funding for the highway program exceeds programmed federal highway obligations and completely accounts for the \$43 million difference. This temporary funding surplus amounts to just under 4.4 percent of the total highway federal funding.

However, as stated earlier, ADOT will AC local funds and convert STP-MAG funds on five separate occasions, totaling \$160 million. The \$43 million funding surplus is attributed to under-programming both the CMAQ and the STP-MAG funds expected, partly due to recent accelerations. However, these funds are expected to be programmed through the

MAG process during the next TIP cycle. Also, the amount of both funds available under the expected legislation is likely to vary.

State and local funding for highway projects totals \$3.483 billion for the five-year period (see Table V-5). These funding sources provide almost 78 percent of the total highway program funding. Total State and local highway programmed obligations also amount to \$3.483 billion. State and local funding available equals programmed obligations for the five-year period. The "Other" funding category includes general fund, sales tax, and various other miscellaneous sources from local agencies.

Table V-6 details the highway programmed obligations by jurisdiction and funding source for FY 2006. Total programmed obligations in FY 2006 amount to \$1.029 billion or just over 23 percent of the MAG FY 2006-2010 TIP obligations. Final regional council action, deferring some CMAQ funded projects from FY 2005 to FY 2006 has been included. This has partially resulted in an under-programming of MAG federal funds in the first year. The tables included indicate that expected CMAQ receipts for FY 2006 will cover the currently programmed projects. In addition, recent notification regarding the President's FY 2006 transportation budget may increase the amount of federal funds available.

There are two broad classes of funds that are available for street and highway purposes in the MAG region. These include those funds which are made available to MAG, its member jurisdictions, and other federal agencies by the Federal Highway Administration, via TEA-21. Other funds listed in the TIP include federal funds from Congress in the form of emergency relief, demonstration programs and the Office of Housing and Urban Development. The State Highway User Revenue Funds, Regional Area Road Funds or local funds which are at the discretion of the State as well as individual governmental jurisdiction, are referred to in the TIP as "Local Funds".

HIGHWAY FUNDING ACRONYM DESCRIPTIONS

STP-MAG Surface Transportation Program-MAG - These funds are programmed by MAG from its allocation of TEA-21 funds. Projects selected for these funds are selected through the use of the MAG Congestion Management System.

CMAQ Congestion Mitigation and Air Quality Improvement Program - These funds are programmed by TEA-21 for projects that are likely to contribute to the attainment of a national ambient air quality standard, and congestion mitigation. These funds are programmed for both freeway management projects, demand management projects, as well as other related air quality projects including bicycle and pedestrian facilities.

Federal and State funds that are programmed by ADOT, in conjunction with MAG are as follows:

STP-AZ	<u>Surface Transportation Program</u> - These funds are allocated to ADOT by the federal legislation and may be programmed on any segment of the Interstate System or State highway.
STP-TEA	<u>Surface Transportation Program - Transportation Enhancement Activities</u> These funds are the proportion of STP funds required to be sub-allocated for use on transportation enhancement activities.
STP-HES	<u>Surface Transportation Program - Hazard Elimination Safety</u> These funds are the proportion of STP funds required to be sub-allocated for use on highway emergency and safety projects.
BR	<u>Bridge Replacement and Rehabilitation</u> - These funds may only be used for replacing and rehabilitating bridges .
State	<u>Arizona Highway User Revenue Funds (HURF)</u> - These are State gas tax funds distributed for use by ADOT via the State Highway Fund.
RARF/15%	<u>Regional Area Road Funds & 15% HURF</u> - This is a combination of funds including Proposition 300 sales tax revenues from the Regional Area Road Fund and State HURF 15% funds, which may be applied only to controlled access highways in metropolitan areas.
RARF II	<u>Regional Area Road Funds II-</u> This is the same as RARF above, except that these funds will come from the new sales tax extension.
IM	<u>Interstate Maintenance</u> - These funds are for reconstruction of bridges, interchanges, and over crossings along existing Interstate routes, acquisition of right-of-way and preventative maintenance. These funds are not to be used for the construction of new travel lanes other than high occupancy vehicle lanes or auxiliary lanes.
NHS	<u>National Highway System</u> - These funds are for improvement to the National Highway System which consists of an interconnected system of principal arterial routes which serve major population centers, international border crossings, airports, public transportation facilities and other intermodal transportation facilities as well as other major travel destinations.
GAN	<u>Grant Anticipation Notes</u> - GANs are a mechanism similar to short-term bonding where local funds may be raised against an expected

amount of federal funds. Normal debt service rules apply and future receipts of federal funds are shown as being committed to repayment of the GANs.

SIB State Infrastructure Bank - The SIB is a bank that was originally set up under ISTEA with federal funds to loan funds to transportation projects at advantageous interest rates. Although the normal rules for federally funded projects still apply to the initial loan, once that loan is paid off, the funds then become more flexible in that not all of the federal programming restrictions apply.

In addition to the TEA-21 federal funds, other funds are received from the following sources:

CDBG Community Development Block Grant - Funds from the Federal Office Housing and Urban Development.

FLHP\IRR Federal Lands Highway Program/Indian Reservation Roads - TEA-21 federal highway funds allocated to Indian Communities, via the Bureau of Indian Affairs, for roadway improvements.

BFO Board Funding Obligation - The BFO is a funding source that is also a loan mechanism set up to utilize State funds that would normally have been invested outside of the State. The State Treasurer loans the funds to the Department of Transportation at an equivalent interest rate and the State receives not only the benefit of the interest payments, but also the earlier than expected investment in transportation infrastructure. These funds are predominantly loaned out through the State Infrastructure Bank as part of the Highway Expansion and Extension Loan Program (HELP).

LOCAL Funds provided by local governments from such sources as bonds, local HURF, sales tax, property taxes etc. In order to help ensure the fiscal constraint requirements in the TIP, additional information is usually requested from local agencies regarding these funding sources.

PRIVATE Funds provided by private land developers usually expended as part of a land development project.

TABLE V2: MANAGEMENT SYSTEMS FUNDING BY FUND TYPE, FY 2006-2010 *

Funding Source	Bridge	Congestion	Other	Pavement	Safety	Total
BR	\$ 1,178,750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,178,750
CMAQ	\$ 0	\$ 117,765,942	\$ 37,466,470	\$ 2,133,210	\$ 1,164,057	\$ 158,529,679
FLHP-IRR	\$ 0	\$ 0	\$ 0	\$ 1,940,000	\$ 0	\$ 1,940,000
IM	\$ 0	\$ 12,447,600	\$ 4,715,000	\$ 0	\$ 0	\$ 17,162,600
Local	\$ 29,314,000	\$ 1,010,976,975	\$ 37,193,085	\$ 103,342,175	\$ 9,849,502	\$ 1,190,675,737
NHS	\$ 0	\$ 446,282,192	\$ 0	\$ 14,743,248	\$ 0	\$ 461,025,440
Private	\$ 0	\$ 192,615,561	\$ 2,030,000	\$ 2,430,000	\$ 0	\$ 197,075,561
RARF II	\$ 0	\$ 1,491,895,774	\$ 3,460,000	\$ 30,000,000	\$ 0	\$ 1,525,355,774
RARF/ 15%	\$ 0	\$ 181,798,000	\$ -145,710,366	\$ 0	\$ 0	\$ 36,087,634
State	\$ 0	\$ 532,581,754	\$ 285,000	\$ 292,752	\$ 235,500	\$ 533,395,006
STP-AZ	\$ 0	\$ 73,783,200	\$ 0	\$ 0	\$ 1,414,500	\$ 75,197,700
STP-HES	\$ 0	\$ 0	\$ 0	\$ 0	\$ 528,000	\$ 528,000
STP-MAG	\$ 0	\$ 45,922,600	\$ 172,348,366	\$ 0	\$ 0	\$ 218,270,966
STP-TEA	\$ 0	\$ 5,407,459	\$ 997,786	\$ 0	\$ 500,000	\$ 6,905,245
Total Funds Programmed	\$ 30,492,750	\$ 4,111,477,057	\$ 112,785,341	\$ 154,881,385	\$ 13,691,559	\$ 4,423,328,092
Percent Programmed	0.69%	92.95%	2.55%	3.50%	0.31%	100.00%

* The 'Other' management system category includes landscaping, right-of-way acquisition, telecomms, contingencies and conversion of advance construction projects.

TABLE V-3: HIGHWAY FINANCIAL SUMMARY: FUNDING AND PROGRAMMED OBLIGATIONS, FY 2006-2010 *

Agency	CMAQ	IM/NHS	STP-AZ	Local	Private	RARF/ 15%	RARF II	STP-MAG	Other Fed	State	Total
Funds Available	\$162,814,340	\$478,188,040	\$75,197,700	\$1,190,675,737	\$197,075,561	\$46,147,634	\$1,515,295,774	\$257,329,842	\$10,551,995	\$533,395,006	\$4,466,671,629
ADOT	\$32,744,634	\$478,188,040	\$75,197,700	-\$9,137,400	\$158,550	\$36,087,634	\$1,322,431,200	\$160,968,366	\$1,178,750	\$533,395,006	\$2,631,212,480
Avondale	\$194,180	\$0	\$0	\$14,988,434	\$11,250,000	\$0	\$0	\$0	\$499,786	\$0	\$26,932,400
Buckeye	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Chandler	\$11,412,500	\$0	\$0	\$296,051,500	\$56,300,000	\$0	\$10,524,000	\$0	\$0	\$0	\$374,288,000
El Mirage	\$0	\$0	\$0	\$3,716,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,716,000
Fountain Hills	\$487,410	\$0	\$0	\$2,677,890	\$0	\$0	\$5,000,000	\$1,076,000	\$0	\$0	\$9,241,300
Gila Bend	\$0	\$0	\$0	\$11,400	\$0	\$0	\$0	\$188,600	\$0	\$0	\$200,000
Gilbert	\$11,201,440	\$0	\$0	\$20,074,530	\$18,691,190	\$460,000	\$22,380,000	\$0	\$1,680,000	\$0	\$74,487,160
Glendale	\$5,839,682	\$0	\$0	\$19,877,289	\$2,430,000	\$0	\$0	\$480,000	\$1,862,826	\$0	\$30,489,797
Goodyear	\$2,237,870	\$0	\$0	\$7,647,430	\$2,475,000	\$0	\$0	\$746,000	\$0	\$0	\$13,106,300
Guadalupe	\$500,000	\$0	\$0	\$403,000	\$0	\$0	\$0	\$47,000	\$500,000	\$0	\$1,450,000
Litchfield Park	\$886,420	\$0	\$0	\$53,850	\$0	\$0	\$0	\$0	\$0	\$0	\$940,270
MAG	\$35,983,000	\$0	\$0	\$10,682,042	\$0	\$0	\$0	\$15,700,000	\$0	\$0	\$62,365,042
MAG/Multi-Agency	\$0	\$0	\$0	\$54,695,000	\$0	\$5,000,000	\$37,159,998	\$26,015,000	\$0	\$0	\$122,869,998
Maricopa County	\$6,201,970	\$0	\$0	\$99,453,214	\$0	\$0	\$0	\$0	\$0	\$0	\$105,655,184
Mesa	\$9,355,318	\$0	\$0	\$107,459,767	\$568,337	\$0	\$62,700,576	\$0	\$0	\$0	\$180,083,998
Paradise Valley	\$89,600	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000
Peoria	\$5,499,257	\$0	\$0	\$73,591,818	\$71,288,084	\$0	\$13,000,000	\$0	\$0	\$0	\$163,379,159
Phoenix	\$15,925,206	\$0	\$0	\$208,934,068	\$0	\$0	\$18,500,000	\$1,650,000	\$1,890,633	\$0	\$246,899,907
Queen Creek	\$300,000	\$0	\$0	\$75,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000,000
Salt River I.C.	\$0	\$0	\$0	\$10,900,000	\$0	\$4,600,000	\$6,000,000	\$10,900,000	\$1,940,000	\$0	\$34,340,000
Scottsdale	\$8,789,892	\$0	\$0	\$124,863,493	\$11,064,400	\$0	\$17,600,000	\$0	\$0	\$0	\$162,317,785
Surprise	\$1,555,520	\$0	\$0	\$7,403,680	\$21,350,000	\$0	\$0	\$0	\$0	\$0	\$30,309,200
Tempe	\$9,325,780	\$0	\$0	\$60,590,332	\$0	\$0	\$0	\$500,000	\$1,000,000	\$0	\$71,416,112
Total	\$158,529,679	\$478,188,040	\$75,197,700	\$1,190,675,737	\$197,075,561	\$46,147,634	\$1,515,295,774	\$218,270,966	\$10,551,995	\$533,395,006	\$4,423,328,092
Under/Over	\$4,284,661	\$0	\$0	\$0	\$0	\$0	\$0	\$39,058,876	\$0	\$0	\$43,343,537
% Available	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.18%	0.00%	0.00%	0.97%

*Other Fed Funds includes BR, FHLP-IRR, STP-HES and STP-TEA.

TABLE V-4: HIGHWAY FEDERAL FUNDING AVAILABLE AND PROGRAMMED, FY 2006-2010

Federal Funds Available	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	TOTAL
BR	\$1,178,750	\$0	\$0	\$0	\$0	\$1,178,750
CMAQ	\$42,192,762	\$41,884,905	\$26,584,422	\$26,262,436	\$25,889,814	\$162,814,340
FLHP-IRR	\$1,040,000	\$900,000	\$0	\$0	\$0	\$1,940,000
IM	\$3,772,000	\$13,390,600	\$0	\$0	\$0	\$17,162,600
NHS	\$64,162,345	\$141,067,095	\$74,235,000	\$101,406,000	\$80,155,000	\$461,025,440
STP-AZ	\$48,040,400	\$0	\$3,300,000	\$23,857,300	\$0	\$75,197,700
STP-HES	\$0	\$528,000	\$0	\$0	\$0	\$528,000
STP-MAG	\$53,415,714	\$52,507,026	\$51,526,646	\$50,485,799	\$49,394,658	\$257,329,842
STP-TEA	\$4,077,326	\$999,786	\$1,828,133	\$0	\$0	\$6,905,245
Total	\$217,879,297	\$251,277,412	\$157,474,201	\$202,011,535	\$155,439,472	\$984,081,917
Federal Funds Programmed	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	TOTAL
BR	\$1,178,750	\$0	\$0	\$0	\$0	\$1,178,750
CMAQ	\$36,197,541	\$28,488,253	\$29,638,283	\$30,958,089	\$33,247,513	\$158,529,679
FLHP-IRR	\$1,040,000	\$900,000	\$0	\$0	\$0	\$1,940,000
IM	\$3,772,000	\$13,390,600	\$0	\$0	\$0	\$17,162,600
NHS	\$64,162,345	\$141,067,095	\$74,235,000	\$101,406,000	\$80,155,000	\$461,025,440
STP-AZ	\$48,040,400	\$0	\$3,300,000	\$23,857,300	\$0	\$75,197,700
STP-HES	\$0	\$528,000	\$0	\$0	\$0	\$528,000
STP-MAG	\$41,792,396	\$37,844,521	\$44,622,102	\$49,797,645	\$44,214,302	\$218,270,966
STP-TEA	\$4,077,326	\$999,786	\$1,828,133	\$0	\$0	\$6,905,245
Total	\$200,260,758	\$223,218,255	\$153,623,518	\$206,019,034	\$157,616,815	\$940,738,380
Under/Over	\$17,618,539	\$28,059,157	\$3,850,683	-\$4,007,499	-\$2,177,343	\$43,343,537
%Available	8.09%	11.17%	2.45%	-1.98%	-1.40%	4.40%

TABLE V-5: HIGHWAY LOCAL FUNDING AVAILABLE AND PROGRAMMED, FY 2006-2010

Local Funds Available	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
Bonds	\$397,100	\$2,788,354	-\$2,589,500	\$3,657,580	\$997,700	\$5,251,234
Bonds	\$1,018,734	\$3,918,851	\$1,181,440	\$169,950	\$2,571,780	\$8,860,755
General Fund	\$11,698,881	\$8,517,837	\$7,715,388	\$4,074,489	\$3,086,445	\$35,093,040
HURF	\$0	\$450,000	\$558,550	\$320,595	\$1,688,932	\$3,018,077
Impact Fees	\$309,806,360	\$196,525,426	\$188,914,892	\$125,255,077	\$195,161,811	\$1,015,663,566
Local	\$5,093,936	\$10,495,712	\$39,845,892	\$40,510,729	\$28,195,409	\$124,141,678
Other	\$102,402,484	\$39,400,000	\$29,155,000	\$2,250,000	\$20,850,000	\$194,057,484
Private	\$128,300,527	\$383,956,368	\$286,730,204	\$431,876,228	\$284,432,447	\$1,515,295,774
RARF II	\$126,127,204	\$879,479	-\$30,747,102	-\$25,297,645	-\$24,814,302	\$46,147,634
RARF/ 15%	\$2,241,060	\$0	\$0	\$0	\$0	\$2,241,060
Sales Tax	\$142,579,405	\$59,802,305	\$134,103,000	\$101,189,700	\$95,145,000	\$532,819,410
State	\$829,665,691	\$706,734,332	\$654,867,764	\$684,006,703	\$607,315,222	\$3,482,589,712
Local Funds Programmed	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
Bonds	\$397,100	\$2,788,354	-\$2,589,500	\$3,657,580	\$997,700	\$5,251,234
General Fund	\$1,018,734	\$3,918,851	\$1,181,440	\$169,950	\$2,571,780	\$8,860,755
HURF	\$11,698,881	\$8,517,837	\$7,715,388	\$4,074,489	\$3,086,445	\$35,093,040
Impact Fees	\$0	\$450,000	\$558,550	\$320,595	\$1,688,932	\$3,018,077
Local	\$309,806,360	\$196,525,426	\$188,914,892	\$125,255,077	\$195,161,811	\$1,015,663,566
Other	\$5,093,936	\$10,495,712	\$39,845,892	\$40,510,729	\$28,195,409	\$124,141,678
Private	\$102,402,484	\$39,400,000	\$29,155,000	\$2,250,000	\$20,850,000	\$194,057,484
RARF II	\$128,300,527	\$383,956,368	\$286,730,204	\$431,876,228	\$284,432,447	\$1,515,295,774
RARF/ 15%	\$126,127,204	\$879,479	-\$30,747,102	-\$25,297,645	-\$24,814,302	\$46,147,634
Sales Tax	\$2,241,060	\$0	\$0	\$0	\$0	\$2,241,060
State	\$142,579,405	\$59,802,305	\$134,103,000	\$101,189,700	\$95,145,000	\$532,819,410
Total	\$829,665,691	\$706,734,332	\$654,867,764	\$684,006,703	\$607,315,222	\$3,482,589,712
Under/Over	\$0	\$0	\$0	\$0	\$0	\$0
%Available	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TABLE V-6: HIGHWAY PROGRAMMED OBLIGATIONS BY JURISDICTION AND FUNDING SOURCE ACTIVE ELEMENT FY 2006

Agency	CMAQ	IM/NHS	STP-AZ	Local	Private	RARF/ 15%	RARF II	STP-MAG	Other Fed	State	Total
Funds Available	\$42,192,762	\$67,934,345	\$48,040,400	\$330,145,571	\$102,402,484	\$126,127,204	\$128,300,527	\$53,415,714	\$6,296,076	\$142,689,905	\$1,047,544,988
ADOT	\$3,540,000	\$67,934,345	\$48,040,400	-\$9,825,900	\$0	\$126,127,204	\$116,200,000	\$37,906,796	\$1,178,750	\$142,689,905	\$533,791,500
Avondale	\$0	\$0	\$0	\$11,260,000	\$4,450,000	\$0	\$0	\$0	\$0	\$0	\$15,710,000
Buckeye	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Chandler	\$2,515,600	\$0	\$0	\$44,406,300	\$44,900,000	\$0	\$1,493,100	\$0	\$0	\$0	\$93,315,000
El Mirage	\$0	\$0	\$0	\$3,716,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,716,000
Fountain Hills	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Gila Bend	\$0	\$0	\$0	\$11,400	\$0	\$0	\$0	\$188,600	\$0	\$0	\$200,000
Gilbert	\$2,332,630	\$0	\$0	\$5,332,530	\$12,950,000	\$0	\$460,000	\$0	\$1,680,000	\$0	\$22,755,160
Glendale	\$2,900,850	\$0	\$0	\$5,194,590	\$0	\$0	\$0	\$0	\$834,826	\$0	\$8,930,266
Goodyear	\$904,270	\$0	\$0	\$4,171,030	\$1,975,000	\$0	\$0	\$0	\$0	\$0	\$7,050,300
Guadalupe	\$500,000	\$0	\$0	\$403,000	\$0	\$0	\$0	\$47,000	\$500,000	\$0	\$1,450,000
Litchfield Park	\$886,420	\$0	\$0	\$53,850	\$0	\$0	\$0	\$0	\$0	\$0	\$940,270
MAG	\$4,815,000	\$0	\$0	\$566,700	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$6,881,700
MAG/Multi-Agency	\$0	\$0	\$0	\$1,900,000	\$0	\$0	\$3,100,000	\$0	\$0	\$0	\$5,000,000
Maricopa County	\$3,844,870	\$0	\$0	\$54,342,314	\$0	\$0	\$0	\$0	\$0	\$0	\$58,187,184
Mesa	\$2,728,211	\$0	\$0	\$15,527,525	\$0	\$0	\$1,297,427	\$0	\$0	\$0	\$19,553,163
Paradise Valley	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Peoria	\$1,645,000	\$0	\$0	\$39,211,916	\$9,288,084	\$0	\$0	\$0	\$0	\$0	\$50,145,000
Phoenix	\$3,085,600	\$0	\$0	\$74,979,873	\$0	\$0	\$2,100,000	\$1,650,000	\$562,500	\$0	\$82,377,973
Queen Creek	\$300,000	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
Salt River I.C.	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$1,040,000	\$0	\$2,340,000
Scottsdale	\$4,795,090	\$0	\$0	\$53,053,160	\$9,464,400	\$0	\$3,650,000	\$0	\$0	\$0	\$70,962,650
Surprise	\$0	\$0	\$0	\$7,200,000	\$19,375,000	\$0	\$0	\$0	\$0	\$0	\$26,575,000
Tempe	\$1,404,000	\$0	\$0	\$17,241,283	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$19,645,283
Total	\$36,197,541	\$67,934,345	\$48,040,400	\$330,145,571	\$102,402,484	\$126,127,204	\$128,300,527	\$41,792,396	\$6,296,076	\$142,689,905	\$1,029,926,449
Under/Over	\$5,995,221	\$0	\$0	\$0	\$0	\$0	\$0	\$11,623,318	\$0	\$0	\$17,618,539
%Available	14.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.76%	0.00%	0.00%	1.68%

TRANSIT PROGRAM FINANCING

The transit program has \$1.428 billion in funds (see Table V-1). Total transit programmed obligations for this same period amount to \$1.384 (see Table V-7). The small surplus will be programmed during the next cycle and reflects efforts to fully develop a transit life cycle approach.

The federal funding portion of the transit program totals \$796 million with only \$752 million in programmed obligations (see Table V-8), which totally accounts for the transit surplus. Federal funding provides just over 54 percent of the total transit program funding.

State and local funding for the transit program totals \$632 million for the five-year program (see Table V-8). Total state and local programmed obligations also total \$632 million for a balanced transit program. State and local funding provides just over 45 percent of the total transit program funding.

Transit programmed obligations by jurisdiction and funding source for FY 2006 are shown in Table V-9. Programmed capital obligations for FY 2006 total approximately \$407 million and provides over 29 percent of the total obligations in the five-year transit program.

The actual level of federal funding available for transit projects in the MAG region during the next five years is not fixed. In order to develop this TIP, it is assumed that an average of almost \$40 million of FTA 5307 Formula funds will be available each fiscal year through 2010. It is assumed that local governments will continue to allocate local matching funds for these projects.

Capital projects can also be funded through the FTA 5309 Discretionary program. However, 5309 funds continue to be distributed on a discretionary basis. The funding sources indicated on the detailed list of projects are subject to revision. Specifically, the discretionary 5309 "New Starts" funds that are shown in most years of the program are part of an approved Full Funding Grant Agreement (FFGA) through FTA.

TRANSIT FUNDING ACRONYM DESCRIPTIONS

5307 (ex 9CAP and 9OP)	<u>Federal Transit Administration Section 5307</u> : Formula grant program providing for capital and operating assistance to public transit systems. Funds are allocated to urbanized areas on a formula basis.
5309 (ex 3CAP)	<u>Federal Transit Administration Section 5309</u> : Provides capital assistance to public transit systems. Funds are distributed on a discretionary basis, and the federal share is 83 percent.

5310 (ex 16)	<u>Federal Transit Administration Section 5310</u> : Provides capital assistance to private, not-for-profit organizations providing transportation for the elderly and handicapped.
5311 (ex 18)	<u>Federal Transit Administration Section 5311</u> : Provides capital and/or operating assistance to public transit systems serving non-urbanized areas.
RPTA	<u>Regional Public Transportation Authority</u> : Provides funds for operating regional transit service and assisting community-based transit service. This agency is also known as Valley Metro.
LOCAL	<u>Funds provided by local governments</u> : i.e. bonds, local HURF, taxes etc.
PTF	<u>Public Transit Funding</u> : These funds are the share of the half-cent sales tax extension that are specifically dedicated to transit projects and programs, including light rail.
CMAQ-Flex	<u>Congestion Mitigation and Air Quality (Flexible Funding)</u> : This funding is principally Federal Highway Administration funding that is normally targeted for roadway construction, being flexed to transit projects. The “Flex” part of the description specifically indicates that the funds will be transferred from FHWA to FTA books and will be obligated through the FTA Transit Grant Process administered by the designated recipient for the region, the City of Phoenix Public Transit Department.
STP-Flex	<u>Surface Transportation Program (Flexible Funding)</u> : Similar to CMAQ, this funding is principally Federal Highway Administration funding that is normally targeted for roadway construction, being flexed to transit projects. The funds will also be transferred from FHWA to FTA. Currently ALL of the STP funds involved are being provided from State controlled STP sources.

**TABLE V-7: TRANSIT CAPITAL FINANCIAL SUMMARY:
FUNDING AVAILABLE AND PROGRAMMED OBLIGATIONS, FY 2006-2010 ***

Agency	5307	5309	5310	5311	CMAQ-Flex	STP-Flex	State	PTF	Local	Total
Funds Available	\$199,968,445	\$525,399,653	\$2,915,000	\$600,000	\$51,703,960	\$15,399,320	\$878,750	\$91,491,145	\$539,788,939	\$1,384,187,063
ADOT	\$0	\$0	\$2,915,000	\$600,000	\$0	\$0	\$878,750	\$0	\$0	\$4,393,750
Glendale	\$1,713,780	\$0	\$0	\$0	\$0	\$0	\$0	\$211,906	\$2,216,539	\$4,142,225
Goodyear	\$0	\$0	\$0	\$0	\$0	\$2,034,665	\$0	\$0	\$508,666	\$2,543,331
Maricopa County	\$3,090,240	\$0	\$0	\$0	\$0	\$0	\$0	\$146,000	\$626,560	\$3,862,800
Mesa	\$0	\$0	\$0	\$0	\$0	\$2,321,238	\$0	\$0	\$580,309	\$2,901,547
Peoria	\$299,840	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$46,960	\$374,800
Phoenix	\$104,811,909	\$45,223,050	\$0	\$0	\$245,811	\$4,200,800	\$0	\$27,914,050	\$9,779,157	\$192,174,777
Scottsdale	\$5,175,229	\$0	\$0	\$0	\$0	\$0	\$0	\$598,400	\$563,407	\$6,337,036
Surprise	\$387,920	\$0	\$0	\$0	\$0	\$0	\$0	\$74,600	\$22,380	\$484,900
Tempe	\$18,551,580	\$18,118,400	\$0	\$0	\$0	\$0	\$0	\$8,210,100	\$145,520	\$45,025,600
Valley Metro	\$65,937,947	\$12,058,203	\$0	\$0	\$7,500,000	\$6,842,617	\$0	\$54,308,089	\$4,709,221	\$151,356,077
VM Rail	\$0	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$520,590,220	\$970,590,220
Total	\$199,968,445	\$525,399,653	\$2,915,000	\$600,000	\$7,745,811	\$15,399,320	\$878,750	\$91,491,145	\$539,788,939	\$1,384,187,063
Under/Over	\$0	\$0	\$0	\$0	\$43,958,149	\$0	\$0	\$0	\$0	\$0
% Available	0.00%	0.00%	0.00%	0.00%	85.02%	0.00%	0.00%	0.00%	0.00%	0.00%

**TABLE V-8: TRANSIT FEDERAL AND LOCAL FUNDING
AVAILABLE AND PROGRAMMED, FY 2006-2010 ***

Funding	Available	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
5307	\$199,968,445	\$35,253,058	\$41,521,334	\$36,675,725	\$41,670,227	\$44,848,101	\$199,968,445
5309	\$525,399,653	\$153,341,450	\$92,763,353	\$3,000,000	\$93,398,850	\$182,896,000	\$525,399,653
5310	\$2,915,000	\$550,000	\$565,000	\$580,000	\$600,000	\$620,000	\$2,915,000
5311	\$600,000	\$110,000	\$115,000	\$120,000	\$125,000	\$130,000	\$600,000
CMAQ-Flex	\$51,703,960	\$0	\$7,745,811	\$0	\$0	\$0	\$7,745,811
STP-Flex	\$15,399,320	\$13,364,655	\$2,034,665	\$0	\$0	\$0	\$15,399,320
State	\$878,750	\$165,000	\$170,000	\$175,000	\$181,250	\$187,500	\$878,750
PTF	\$91,491,145	\$26,475,621	\$14,711,781	\$189,186	\$22,113,250	\$28,001,307	\$91,491,145
Local	\$539,788,939	\$177,379,544	\$131,293,759	\$3,019,837	-\$66,238,483	\$294,334,282	\$539,788,939
Total	\$1,384,187,063	\$406,639,328	\$290,920,703	\$43,759,748	\$91,850,094	\$551,017,190	\$1,384,187,063

TABLE V-9: TRANSIT PROGRAMMED OBLIGATIONS BY JURISDICTION AND FUNDING SOURCE - ANNUAL ELEMENT FY 2006

Agency	5307	5309	5310	5311	CMAQ-Flex	STP-Flex	State	PTF	Local	Total
ADOT	\$0	\$0	\$550,000	\$110,000	\$0	\$0	\$165,000	\$0	\$0	\$825,000
Glendale	\$594,160	\$0	\$0	\$0	\$0	\$0	\$0	\$96,000	\$2,052,540	\$2,742,700
Maricopa County	\$633,440	\$0	\$0	\$0	\$0	\$0	\$0	\$146,000	\$12,360	\$791,800
Mesa	\$0	\$0	\$0	\$0	\$0	\$2,321,238	\$0	\$0	\$580,309	\$2,901,547
Peoria	\$37,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,360	\$46,800
Phoenix	\$17,717,389	\$45,223,050	\$0	\$0	\$0	\$4,200,800	\$0	\$13,788,883	\$2,475,030	\$83,405,152
Scottsdale	\$2,253,629	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$563,407	\$2,817,036
Surprise	\$4,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,240	\$6,200
Tempe	\$228,320	\$18,118,400	\$0	\$0	\$0	\$0	\$0	\$4,529,600	\$57,080	\$22,933,400
Valley Metro	\$13,783,720	\$0	\$0	\$0	\$0	\$6,842,617	\$0	\$7,915,138	\$1,116,396	\$29,657,871
VM Rail	\$0	\$90,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$170,511,822	\$260,511,822
Total	\$35,253,058	\$153,341,450	\$550,000	\$110,000	\$0	\$13,364,655	\$165,000	\$26,475,621	\$177,379,544	\$406,639,328

* Funds programmed exactly match funds available.

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FISCAL YEARS 2006 THROUGH 2010

MARICOPA ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM

VOLUME III - LISTING OF PROJECTS

This report was approved by
the Regional Council of
the Maricopa Association of Governments
on July 27, 2005

This report was prepared by the Maricopa Association of Governments in cooperation with the Arizona Department of Transportation, the Regional Public Transportation Authority/Valley Metro, the Federal Highway Administration and the Federal Transit Administration and was financed in part by the Federal Highway Administration.

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INTRODUCTION

As part of the process to review and improve the production and publication of the Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP), the TIP is being published in a different fashion to the way in which it has been presented in earlier years. This TIP is being published in three volumes. The first volume is an Executive Summary, which gives an overview of the TIP process, summarizes the federally funded projects and some of the larger, regionally significant, locally funded projects being added to the TIP and also includes a brief synopsis of the funding that is incorporated. The second volume provides the majority of the explanation of the TIP process and contains the details that the Executive Summary omits. The third, final, volume contains the full Listing of Projects. This format will facilitate the publication of the TIP in its entirety on the Internet and it will also provide easier access to the information available.

This volume contains the Listing of Projects. It has three main sections, a table that shows the status of projects that have been removed from the previous TIP, whether by completion, deletion or being underway. Projects that are underway are assumed to be open to traffic by the end of the calendar year in which they are programmed, except for major freeway or transit capital construction projects which often have completion dates stated as part of their planning process. Federally funded projects that have been obligated in the region are also shown. However, a separate report regarding these projects will be provided as part of the forthcoming FY 2007-2011 MAG TIP Guidance Report, which will be available in July, 2005.

The TIP is not a static document, in that the projects contained are continually evolving and many changes to the scopes, schedules and budgets often occur during development of the program. As a result, when changes occurred during the development process, the requisite notifications were published in the form of Errata Sheets, which were circulated to MAG member agencies, members of the public and were displayed on the MAG website.

Future changes to projects that have air quality impacts will not be made to this copy of the TIP, but will be addressed as required by Federal Regulations and Arizona Statutes in the form of a Regional Emissions Analysis and consequent TIP amendment(s), as appropriate.

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PREVIOUS PROJECT STATUS

During development of the TIP database, agencies submit status changes to projects listed in the previous TIP such as Completed, Underway or Deleted. As a mechanism to keep track of projects that substantially change scope and or funding types, many times projects will be listed as deleted and then re-submitted as a separate project. These projects are NOT shown in this section as deleted projects, but as “Scope Changes”.

There were almost 450 projects in this category. The projects listed have been filtered to show only those projects that are federally funded and/or those projects that are regarded as regionally significant for air quality purposes and/or that were in excess of \$1,000,000 in total cost.

**MARICOPA ASSOCIATION OF GOVERNMENTS
FY 2006-2010 TRANSPORTATION IMPROVEMENT PROGRAM
PREVIOUS PROJECTS STATUS LISTING**

Status: Completed

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT05-117	ADOT	2004	10 at Warner Rd TI	Construct dual left turn lanes	.20	6	6	State	1,137,000	0	1,137,000
DOT04-445	ADOT	2004	101 (Agua Fria Fwy): 31st Ave to 51st	Construct new westbound	2.25	7	8	State	1,220,000	0	1,220,000
DOT04-442	ADOT	2004	10: Riggs Rd to Gila River bridge	Pave with ARFC (mainly outside of Maricopa County)	1.12	0	0	IM	171,114	2,830,886	3,002,000
DOT04-433AZ	ADOT	2004	MAG regionwide	Quiet pavement program (phase 2 - NHS funds)	10.50	0	0	NHS	200,000	3,200,000	3,400,000
DOT04-345R	ADOT	2004	RM202L14BRC -- 202L Red Mountain	Advance construct roadway with GAN funds, for repayment with federal funds in a future year	.50	0	6	GAN	46,026,000	0	46,026,000
DOT04-063R	ADOT	2004	SA202L15 RC -- 202L Santan Fwy:	Advance construct roadway with GAN funds, for repayment with federal funds in a future year	1.90	0	6	GAN	46,800,000	0	46,800,000
DOT04-420	ADOT	2004	SA202L15 RCD -- 202L Santan Fwy: Elliot Rd to Baseline Rd	Construct roadway (Private funds)	1.90	0	6	Private	2,500,000	0	2,500,000
DOT04-419	ADOT	2004	SA202L15 RCL -- 202L Santan Fwy: Elliot Rd to Baseline Rd	Construct roadway (Local funds)	1.90	0	6	Local	2,000,000	0	2,000,000
DOT05-128R	ADOT	2004	SA202L18 RC -- 202L Santan Fwy:	Advance construct structures with GAN funds for repayment with fed funds in a future year	2.40	0	6	GAN	11,500,000	0	11,500,000
DOT04-402	ADOT	2004	SA202L19A SCL -- 202L Santan Fwy:	Construct structure	.20	0	6	Local	10,000,000	0	10,000,000
DOT05-131R	ADOT	2004	SA202L22BLC -- 202L Santan Fwy: Gila Drain - Price/Santan TI, East & West Half	Construct landscape	1.00	0	0	RARF/ 15%	0	0	4,143,000
DOT04-0C9R	ADOT	2004	SA202L23BLC -- 202L Santan Fwy: I-10 to Gila Drain	Construct landscape	2.30	0	0	RARF/ 15%	0	0	3,767,000
DOT04-091	ADOT	2004	SW00 01KPE -- MAG regionwide	Preliminary engineering (general)	.00	0	0	RARF/ 15%	0	0	2,900,000
DOT04-092	ADOT	2004	SW00 02OCO -- MAG regionwide	Design change orders	.00	0	0	RARF/ 15%	0	0	2,500,000
DOT04-094	ADOT	2004	SW00 06KAS -- MAG regionwide	ADOT staff administrative costs	.00	0	0	RARF/ 15%	0	0	1,200,000
DOT04-414	ADOT	2004	SW00 09DRW -- MAG regionwide	Right of way plans and titles	.00	0	0	RARF/ 15%	0	0	1,900,000

Status: Completed

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT04-415	ADOT	2004	SW00 RM04 -- MAG regionwide	Risk management indemnification	.00	0	0	RARF/ 15%	0	0	1,700,000
DOT05-122C	ADOT	2005	60 (Superstition Fwy) at Stapley Dr TI	Widen structure to construct dual left turn lanes in both directions	.20	4	4	CMAQ	203,000	3,472,000	3,675,000
DOT03-229	ADOT	2005	87: MP 201 to MP 202.5	Construct roadway widening	1.50	2	4	NHS	171,000	2,829,000	3,000,000
BKY04-401A	Buckeye	2004	Verrado Way: I-10 to Sunrise Ln	Construct new roadway to connect to I-10	2.50	0	4	Private	2,500,000	0	2,500,000
CHN04-408	Chandler	2004	Dobson Rd: Frye Rd to Germann Rd	Reconstruct and widen from 2 lanes to 6	1.50	2	6	Local	2,750,000	0	2,750,000
GLB04-	Gilbert	2004	60 (Superstition Fwy) at Val Vista Dr	Advance construct park-and-ride (US-				Local	2,397,334	0	2,397,334
GLB01-714	Gilbert	2004	Germann Rd: Higley Rd to Power Rd	Construct new 6 lane roadway	2.00	0	6	Private	2,500,000	0	2,500,000
GLB04-104	Gilbert	2004	Greenfield Rd: Ray Rd to Williams Field	Reconstruct roadway to add 2 through	1.00	2	6	Local	4,500,000	0	4,500,000
GLB01-718	Gilbert	2004	Ray Rd: Val Vista Dr to Greenfield Rd	Reconstruct roadway to add 3 through lane in each direction	1.00	2	4	Local	1,300,000	0	1,300,000
GLB04-106	Gilbert	2004	Val Vista Dr: Ray Rd to Williams Field Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Local	1,500,000	0	1,500,000
GLN04-305	Glendale	2004	Glendale Ave: 91st Ave to Agua Fria	Widen roadway with curb, gutter,	.75	4	6	Private	2,000,000	0	2,000,000
GDY04-401	Goodyear	2004	Estrella Pkwy: Yuma Rd to McDowell Rd	Reconstruct 2 lanes & add 2 Lanes with turn bays	2.00	2	4	Local	2,500,000	0	2,500,000
MMA04-407	Maricopa County	2004	Bell Rd (in vicinity of City of Surprise)	Implement Incident Response Management Program (Joint With Surprise)	.00	0	0	CMAQ	59,600	986,000	1,045,600
MMA01-785	Maricopa County	2004	Higley Rd: Olney Ave to Guadalupe Rd	Widen roadway from 2 lanes to 6 (participate with Gilbert)	.50	2	6	Local	1,050,000	0	1,050,000
MMA04-118	Maricopa County	2004	Riggs Rd: Arizona Ave to Gilbert Rd	Widen roadway from 2 lanes to 6	3.00	2	4	Local	4,500,000	0	4,500,000
MMA00-762	Maricopa County	2004	Thomas Rd: 99th Ave to 91st Ave	Widen roadway from 2 lanes to 4	1.00	2	4	Local	1,948,000	0	1,948,000
MMA04-116	Maricopa County	2005	Lindsay Rd: Williams Field Rd to Ray Rd	Widen roadway from 2 lanes to 4	1.33	2	4	Local	2,600,000	0	2,600,000
PEO97-686	Peoria	2004	83rd Ave: Olive Ave to Monroe Ave	Widen, pave, curb and gutter	.80	2	3	Local	1,100,000	0	1,100,000
PHX97-701	Phoenix	2004	51st Ave: Happy Valley Rd to Jomax Rd	Construct new 4 lane roadway to 64ft section	1.00	0	4	Private	0	2,400,000	2,400,000
PHX97-702	Phoenix	2004	55th Ave: Happy Valley Rd to Jomax Rd	Construct new 4 lane roadway to 64ft section	1.00	0	4	Private	0	2,400,000	2,400,000

Status: Completed

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
PHX97-706	Phoenix	2004	Happy Valley Rd: 63rd Ave to 51st Ave	Reconstruct roadway to 94ft section	1.50	2	3	Private	0	1,800,000	1,800,000
PHX04-113T	Phoenix	2004	Regionwide	Purchase bus: < 30 foot - 25 replace				5307	225,000	900,000	1,125,000
PHX04-029	Phoenix	2004	Various locations	Maintenance				Local	10,900,000	0	10,900,000
PHX04-030	Phoenix	2004	Various locations	Microseal arterial streets				Local	1,250,000	0	1,250,000
PHX04-032	Phoenix	2004	Various locations	Modernize traffic signals				Local	4,390,547	0	4,390,547
PHX04-033	Phoenix	2004	Various locations	Overlay arterial streets				Local	3,000,000	0	3,000,000
PHX04-034	Phoenix	2004	Various locations	Overlay local streets				Local	7,434,910		7,434,910
PHX04-037	Phoenix	2004	Various locations	Retrofit program, landscaping				Local	2,000,000	0	2,000,000
PHX04-111	Phoenix	2004	Various locations	Street modernization projects -		2	2	Local	8,921,000	0	8,921,000
SCT04-117	Scottsdale	2005	Shea Blvd at 92nd St	Reconstruct intersection	.20	6	6	Local	1,112,000	0	1,112,000
TMP03-101R	Tempe	2006	Perry Ln: University Dr to Rio Salado Pkwy	Pave dirt road and construct new curb, gutter and sidewalk	.50	0	0	Local	1,200,000	0	1,200,000

Status: Deleted

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT09-6C63	ADOT		10: Loop 303 (Estrella Pkwy) to Dysart	Design roadway widening	5.00	4	6	State	4,620,000	0	4,620,000
DOT04-208	ADOT	2004	10: 40th St to Baseline Rd	Purchase right of way & relocate utilities for CD roads	4.00	0	4	State	3,000,000	0	3,000,000
DOT04-172	ADOT	2004	85: MP 139.01 to MP 142.49	Construct roadway	3.48	2	4	NHS	9,322,000	0	9,322,000
DOT05-176	ADOT	2004	85: MP 142.49 to MP 147.60	Construct roadway (NB mainline)	5.11	2	4	State	9,000,000	0	9,000,000
DOT06-424R	ADOT	2006	10: 40th St to Baseline Rd	Design, purchase right of way & relocate utilities for CD roads	4.00	0	4	State	14,000,000	0	14,000,000
DOT06-605	ADOT	2006	17 at Greenway and Thunderbird Rds	Rehabilitate pump	.10			State	4,000,000	0	4,000,000
DOT06-258	ADOT	2007	101 (Pima Fwy): Scottsdale Rd to 90th St	Construct FMS	9.30	0	0	State	8,500,000	0	8,500,000
DOT07-325	ADOT	2007	10: 16th St to 40th St	Construct CD roads	5.20	0	4	NHS	570,000	9,430,000	10,000,000
DOT04-207A	ADOT	2007	10: 40th St to Baseline Rd	Construct CD roads	4.00	0	4	NHS	2,280,000	37,720,000	40,000,000

Status: Deleted

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT05-119B	ADOT	2007	10: 40th St to Baseline Rd	Construct CD roads	4.00	0	4	NHS	2,280,000	37,720,000	40,000,000
DOT07-429	ADOT	2007	10: 40th St to Baseline Rd	Design, purchase right of way & relocate utilities for CD roads	4.00	0	4	State	7,000,000	0	7,000,000
DOT07-638	ADOT	2007	17 at Buckeye Rd (northbound on -	Construct on-ramp	.40			State	1,500,000	0	1,500,000
DOT07-639	ADOT	2007	17 at Peoria and Cactus Aves	Rehabilitate pump	.10			State	5,000,000	0	5,000,000
DOT07-333	ADOT	2007	60 (Superstition Fwy): Val Vista Dr to Power Rd	Construct HOV/SOV lanes	4.00	6	10	STP-AZ	2,850,000	47,150,000	50,000,000
AVN99-713	Avondale	2004	Van Buren St: 103rd Ave to Avondale	Widen roadway from two lanes to four, add two westbound lanes, left turn lane, curb, gutter and sidewalk	1.50	2	4	Private	1,600,000	0	1,600,000
CHN02-104	Chandler	2003	Gilbert Rd: Riggs Rd to Hunt Hwy	Reconstruct 2-lane rural section to 4-lane urban arterial section	1.00	2	4	Private	0	3,600,000	3,600,000
GLN06-308	Glendale	2006	95th Ave: Bethany Home Rd to Camelback Rd	Construct new 4 lane roadway	1.00	0	4	Local	4,000,000	0	4,000,000
GLN06-309	Glendale	2006	95th Ave: Glendale Ave to Northern Ave	Construct new 4 lane roadway	1.00	0	4	Private	4,000,000	0	4,000,000
GLN07-312	Glendale	2007	Glendale Ave: 99th Ave to 107th Ave	Construct new multi-use path, including bridge across New River	1.90	5	5	CMAQ	650,000	650,000	1,300,000
GDY04-404	Goodyear	2004	Rainbow Valley Rd: Riggs Rd to Pecos Rd	Reconstruct 2 lanes	5.00	0	0	Local	2,300,000	0	2,300,000
GDY04-405	Goodyear	2004	Riggs Rd: 187th Ave to Bullard Rd	Pave dirt road	6.00	2	2	Local	1,500,000	0	1,500,000
MMA00-746	Maricopa County	2004	51st Ave: GRIC Boundary to Baseline Rd	Safety Improvements	3.75	2	3	Local	2,057,000	0	2,057,000
MMA00-903	Maricopa County	2005	51st Ave: Baseline Rd to Broadway Rd	Widen roadway from 2 lanes to 4	2.00	2	4	Local	10,110,000	0	10,110,000
MMA07-402	Maricopa County	2007	Loop 303: Bethany Home Rd to Glendale Ave	Widen roadway from 2 lanes to 4	1.00	2	4	Local	4,075,000	0	4,075,000
MMA07-401	Maricopa County	2007	Loop 303: Camelback Rd to Bethany Home Rd	Widen roadway from 2 lanes to 4	1.00	2	4	Local	3,875,000	0	3,875,000
MMA07-405	Maricopa County	2007	Loop 303: Indian School Rd to Camelback Rd	Widen roadway from 2 lanes to 4	1.00	2	4	Local	4,095,000	0	4,095,000
MES02-128	Mesa	2005	Ellsworth Rd: Elliot Rd to Pecos Rd	Widen roadway from 4 lanes to 6 (with Maricopa County)	4.00	4	6	Local	2,400,000	0	2,400,000
MES06-210T	Mesa	2006	Regionwide	Purchase bus: standard - 10 expand				5307	544,000	2,656,000	3,200,000
MES98-707	Mesa	2006	Southern Ave at Longmore	Construct dual left turn lanes	.40	6	6	Local	2,500,000	0	2,500,000
MES06-213T	Mesa	2007	Regionwide	Purchase bus: standard - 15 expand				5307	1,020,000	4,980,000	6,000,000

Status: Deleted

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
PEO97-693	Peoria	2004	Carefree Hwy: Lake Pleasant Rd to the	Pave, shoulder and Canal bridge	1.50	2	2	Private	1,705,000	0	1,705,000
PEO97-719	Peoria	2005	Pinnacle Vista Dr & 83rd Ave to Dynamite Blvd & 67th Ave	Pave, curb and gutter	2.00	0	2	Private	1,400,000	0	1,400,000
PHX04-408	Phoenix	2004	19th Ave at Grand Canal	Replace bridge across Grand Canal	.10	4	4	Local	2,000,000	0	2,000,000
PHX04-209	Phoenix	2004	64th St at Pima Fwy	Construct new freeway interchange	.20	4	4	Local	3,393,000	0	3,393,000
PHX04-110	Phoenix	2005	Grand Canal at I-17	Construct bicycle grade separation structure	.20	6	6	CMAQ	199,500	3,300,500	3,500,000
PHX06-223C	Phoenix	2006	51st Ave at the ACDC (joint project with	Construct multi-use underpass	.04	4	4	CMAQ	351,186	1,404,746	1,755,932
PHX07-305T	Phoenix	2007	Regionwide	Purchase bus: 40 foot - lease/purchase payment				5309	479,250	1,437,750	1,917,000
SCT05-401	Scottsdale	2005	Hayden Rd at Thomas Rd	Reconstruct intersection	.20	6	6	Local	1,430,000	0	1,430,000
SCT04-113	Scottsdale	2005	Hayden Rd at Via de Ventura intersection	Reconstruct intersection	.20	6	6	Other	250,000	1,600,000	1,850,000
SCT97-606	Scottsdale	2005	Scottsdale Rd: Frank Lloyd Wright Blvd to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane in each direction	2.80	4	6	Local	10,774,500	0	10,774,500
SCT04-119	Scottsdale	2005	Scottsdale Rd: Pima Fwy to Indian	Install smart corridor traffic control	11.00	0	0	CMAQ	1,980,000	2,200,000	4,180,000
SCT04-120R	Scottsdale	2005	Thomas Rd at Hayden Rd	Add north and southbound left turn lanes for dual lefts	.30	6	6	Local	1,800,000	0	1,800,000
SCT06-404	Scottsdale	2006	Bell Rd: 94th St to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	3,000,000	0	3,000,000
TMP06-256	Tempe	2006	Southern Ave: Entire length in Tempe	Enhance bicycle and pedestrian	2.00	6	6	Local	4,500,000	0	4,500,000
RPT05-127T	Valley Metro	2005	Regionwide	Purchase vanpools: 38 replace				5307	0	904,917	1,131,146
RPT06-223T	Valley Metro	2006	Regionwide	Purchase vanpools: 65 replace				5307	379,600	1,518,400	1,898,000

Status: Scope Change

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT10-6C33	ADOT		101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy)	Construct HOV lanes	5.50	6	8	CMAQ	16,000,000	3,700,000	28,000,000
DOT08-666A	ADOT		10: 40th St to Baseline Rd	Construct CD roads (FY 2008)	1.00	8	12	RTP Funds	0	0	55,000,000

Status: Scope Change

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT06-6C52	ADOT		10: 40th St to Baseline Rd	Design CD roads (FY 2006)	1.00			RTP Funds	0	0	5,775,000
DOT07-641A	ADOT		17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Widen freeway from 6 lanes to 8	.00	6	8	RTP Funds	0	0	89,000,000
DOT07-641B	ADOT		17: Loop 101 (Pima Fwy) to SR-74	Widen freeway from 6 lanes to 8	.00	6	8	State	65,000,000	0	65,000,000
DOT07-641	ADOT		17: SR-74 (Carefree Hwy) to Loop 101 (Pima Fwy)	Widen freeway from 6 lanes to 8	.00	6	8	RTP Funds	0	0	154,000,000
DOT07-653	ADOT		303 (Estrella Pkwy): Happy Valley Pkwy to I-17	Construction of new interim freeway	12.00	0	4	RTP Funds	0	0	200,000,000
DOT07-644	ADOT		60 (Grand Ave): 99th Ave to 83rd Ave	Construct roadway and New River	1.70	4	6	RTP Funds	0	0	4,500,000
DOT07-651	ADOT		Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way	6.00			RARF II	0	0	68,000,000
DOT02-880	ADOT	2004	SM202L00 RD -- 202L South Mountain Fwy: South Mountain Corridor	MAG set-aside for design	.00	0	0	RARF/ 15%	0	0	3,426,000
DOT05-237	ADOT	2005	10 at Ray Rd TI (1 of 2)	Widen bridge and approaches	.10	4	6	STP-MAG	73,000	1,200,000	1,273,000
DOT04-112	ADOT	2005	17 at Cactus Rd	Construct dual left turn lanes from Cactus Rd onto I-17 in both directions	.50	6	6	CMAQ	131,100	2,168,900	2,300,000
DOT05-510	ADOT	2005	17 at Grand Canal	Construct bicycle grade separation structure	.20	0	0	CMAQ	199,500	3,300,500	3,500,000
DOT05-168	ADOT	2005	85: I-8 to I-10	Design and purchase right of way	7.05	2	4	State	4,591,000	0	4,591,000
DOT04-188	ADOT	2005	85: MC-85 to I-10	Construct roadway	3.50	2	4	State	19,304,000	0	19,304,000
DOT02-881C	ADOT	2005	SM202L00 RW -- 202L South Mountain	MAG set-aside for right of way	.00	0	0	RARF/ 15%	0	0	16,868,000
DOT05-244	ADOT	2006	10 at Ray Rd TI (2 of 2)	Widen bridge and approaches	.10	4	6	STP-MAG	170,000	2,800,000	2,970,000
DOT06-502	ADOT	2006	101 (Price Fwy) at Balboa Dr	Design and construct multi-use bridge	.50	0	0	Local	2,000,000	0	2,000,000
DOT03-937	ADOT	2006	10: Maricopa Rd to Riggs Rd	Design roadway	6.30	0	0	State	2,900,000	0	2,900,000
DOT06-607	ADOT	2006	17: SR-74 (Carefree Hwy) to Loop 101	Design and right of way for road	.00	0	0	State	10,670,000	0	10,670,000
DOT06-253	ADOT	2006	87: Forest Boundary to Dos S Rd	Construct roadway	1.50	2	4	NHS	171,000	2,829,000	3,000,000
DOT04-087	ADOT	2006	SM202L00 RC -- 202L South Mountain Fwy: South Mountain Corridor	MAG set-aside for construction	.00	0	0	RARF/ 15%	0	0	56,320,000
DOT06-222	ADOT	2006	SW00 06MAS -- MAG regionwide	ADOT staff administrative costs	.00	0	0	RARF/ 15%	0	0	1,200,000
DOT07-503	ADOT	2007	51 (Piestewa Fwy): Shea Blvd to Bell Rd	Design HOV lanes	4.00	0	0	State	2,800,000	0	2,800,000

Status: Scope Change

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
BKY04-401	Buckeye	2004	Verrado Way: I-10, 4 miles north to	Construct new roadway to connect to I-	4.00	0	4	Local	4,000,000	0	4,000,000
CHN03-109	Chandler	2003	McQueen Rd: Ocotillo Rd to Chandler Heights Rd	Reconstruct 2-lane rural section to 4-lane urban arterial section	1.00	2	4	Private	0	3,600,000	3,600,000
CHN99-714	Chandler	2003	Ocotillo Rd: McQueen Rd to Cooper Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	0	3,600,000	3,600,000
CHN04-404	Chandler	2004	Ocotillo Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through	1.00	2	4	Private	0	4,000,000	4,000,000
CHN04-401	Chandler	2004	Queen Creek Rd: Cooper Rd to Gilbert Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	0	4,000,000	4,000,000
GLB09-601	Gilbert		Western-Powerline Trail: Cooper Rd to Gilbert Rd (phase III)	Design and construct pedestrian amenities	1.00	6	6	CMAQ	330,000	770,000	1,100,000
GLB10-602	Gilbert		Western-Powerline Trail: Gilbert Rd to	Design and construct pedestrian	1.00	6	6	CMAQ	330,000	770,000	1,100,000
GLN04-208TR	Glendale	2005	Loop 101 at Maryland Ave	Construct park and ride access	.40	0	4	STP-AZ	5,469,970	2,187,989	7,657,959
MAG05-130	MAG	2005	Regionwide	Purchase PM-10 certified street sweepers (FY 2005)				CMAQ	120,000	1,920,000	2,040,000
MMA120-	MAG/Multi-	2009	Northern Ave (Phase A2): US-60 (Grand	Protect right of way and construct	8.00	2	4	RARF II	7,500,000	0	20,000,000
MMA04-114	Maricopa	2005	Bell Rd: Grand Ave to Loop 101	Real-Time Traffic Coordination and	6.50	0	0	CMAQ	336,000	775,000	1,111,000
MMA06-	Maricopa	2006	Regionwide	Construct regional heavy maintenance				5309	0	24,064,000	30,080,000
MMA06-	Maricopa	2006	Regionwide	Construct regional heavy maintenance				STP-Flex	0	2,692,000	3,365,000
MMA07-	Maricopa	2007	Regionwide	Construct regional heavy maintenance				5307	0	1,972,000	2,465,000
MES00-713	Mesa	2005	Mesa Dr: Broadway Rd to US-60	Widen roadway from 4 lanes to 6	2.00	4	6	Local	16,000,000	0	16,000,000
MES98-584	Mesa	2006	Dobson Rd at Guadalupe Rd	Construct dual left turn lanes at intersections	1.00	4	6	Local	3,600,000	0	3,600,000
MES05-309	Mesa	2006	Gilbert Rd at University Dr	Reconstruct intersection	1.00	4	6	Local	8,200,000	0	8,200,000
MES07-313	Mesa	2007	Main St: Mesa Dr to Mill Ave	Non intrusive detection systems, cameras, dynamic message signs and one mile of fiber optic cable	6.00	6	6	CMAQ	245,000	980,000	1,225,000
MES07-407	Mesa	2007	Main St: Mesa Dr to Mill Ave	Non intrusive detection systems, cameras, dynamic message signs and one mile of fiber optic cable	6.00	0	0	Local	1,225,000	0	1,225,000

Status: Scope Change

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
MES03-123	Mesa	2007	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct new 4 lane roadway	2.00	0	4	Local	1,470,000	0	1,470,000
SCT03-008R	Scottsdale	2006	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.50	4	6	Other	4,743,500	11,068,000	15,811,500
SCT00-603	Scottsdale	2007	Thompson Peak Pkwy: Bell Rd to Union	Construct new four lane roadway	1.10	0	4	Private	6,464,400	0	6,464,400
TMP06-247	Tempe	2006	Baseline Rd: Entire length in Tempe	Enhance bicycle and pedestrian facilities	2.00	6	6	Local	4,500,000	0	4,500,000
TMP06-248	Tempe	2006	Broadway Rd: Entire length in Tempe	Enhance bicycle and pedestrian facilities	2.00	6	6	Local	4,500,000	0	4,500,000
TMP06-254	Tempe	2006	Mill Ave: Entire length in Tempe	Enhance bicycle and pedestrian	2.00	6	6	Local	4,500,000	0	4,500,000
TMP06-258	Tempe	2006	University Dr: Entire length in Tempe	Enhance bicycle and pedestrian facilities	2.00	6	6	Local	2,250,000	0	2,250,000
VMT05-CL2	Valley Metro		Regionwide	Purchase bus: standard - 6 replace				CMAQ-Flex	0	2,036,888	2,160,009
RPT01-906T	Valley Metro	2007	Regionwide	Construct regional heavy maintenance				5309	0	24,064,000	30,080,000
RPT07-319T	Valley Metro	2007	Regionwide	Construct regional heavy maintenance facility				5307	0	1,972,000	2,465,000
RPT07-320T	Valley Metro	2007	Regionwide	Construct regional heavy maintenance facility				5307	0	2,523,750	3,365,000

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT04-112R	ADOT		17 at Cactus Rd	Construct dual left turn lanes from	.50	6	6	CMAQ	839,400	3,360,600	4,200,000
DOT04-446	ADOT	2004	17 at Happy Valley Rd	Add turning lanes on roundabout	.20	4	4	CMAQ	800,000	800,000	1,600,000
DOT07-330	ADOT	2004	202 (Red Mountain Fwy): US-60 system	Program shortage from TI update	.50	0	0	STP-AZ	1,498,929	24,798,071	26,297,000
DOT05-121A	ADOT	2004	60 (Superstition Fwy) at Gilbert Rd TI (MAG and ADOT funds)	Construct dual left turn lanes	.20	0	0	CMAQ	1,700,000	1,700,000	3,400,000
DOT04-259AC	ADOT	2004	60 (Superstition Fwy) at Val Vista Dr TI	Widen structures for dual left turn lanes and two through lanes (1 of 2 - CMAQ portion)	.20	4	6	CMAQ	78,000	1,400,000	1,478,000
DOT07-426R	ADOT	2004	85: MP 122.58 to MP 126.08	Construct roadway	2.40	2	4	NHS	443,118	7,330,882	7,774,000
DOT04-430	ADOT	2004	85: MP 125.4 to MP 151.4	Reprogram right of way	26.00	2	4	State	9,200,000	0	9,200,000

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT04-167	ADOT	2004	85: MP 125.40 to MP 130.45	Construct roadway	5.10	2	4	State	14,723,000	0	14,723,000
DOT06-256RW	ADOT	2004	93: Wickenburg By-pass	Acquire right of way for by-pass	3.00	0	4	NHS	171,000	2,829,000	3,000,000
DOT03-109B	ADOT	2004	GR60 03BSC -- Grand Ave: 67th	Construct structure	.50	6	6	GAN	12,374,000	0	12,374,000
DOT04-433AC1	ADOT	2004	MAG regionwide	Quiet pavement program (phase 2 advance - Phoenix funds, repayment in	8.00	0	0	Local	3,200,000	0	3,200,000
DOT04-433AC2	ADOT	2004	MAG regionwide	Quiet pavement program (phase 2 advance - Scottsdale funds, repayment in 2005)	5.00	0	0	Local	1,600,000	0	1,600,000
DOT04-047R	ADOT	2004	RM202L12BRC -- 202L Red Mountain Fwy: Higley Rd to Power Rd	Advance construct roadway with GAN funds, for repayment with federal funds in a future year	2.00	0	6	GAN	30,299,000	0	30,299,000
DOT03-048	ADOT	2004	RM202L13 RD -- 202L Red Mountain Fwy: Power Rd to University Dr	Design roadway	4.50	0	0	RARF/ 15%	0	0	6,600,000
DOT03-049	ADOT	2004	RM202L13 RW -- 202L Red Mountain	Acquire right of way	4.50	0	0	RARF/ 15%	0	0	10,381,000
DOT04-302	ADOT	2004	RM202L14ARD -- 202L Red Mountain Fwy: University Dr to Southern Ave	Design roadway	2.70	0	0	RARF/ 15%	0	0	3,280,000
DOT04-303	ADOT	2004	RM202L14ARW -- 202L Red Mountain Fwy: University Dr to Southern Ave	Acquire right of way	2.70	0	0	RARF/ 15%	0	0	7,326,000
DOT04-114R	ADOT	2004	SA202L16 RC -- 202L Santan Fwy:	Advance construct roadway with GAN funds, for repayment with federal funds in a future year	3.90	0	6	GAN	60,000,000	0	60,000,000
DOT04-074R	ADOT	2004	SA202L20 RC -- 202L Santan Fwy: Arizona Ave to Gilbert Rd	Advance construct roadway with GAN funds, for repayment with federal funds	3.10	0	6	GAN	63,507,000	0	63,507,000
DOT04-074RL	ADOT	2004	SA202L20 RCL -- 202L Santan Fwy: Arizona Ave to Gilbert Rd	Advance construct roadway (local funds)	3.10	0	6	Local	4,600,000	0	4,600,000
DOT05-132	ADOT	2004	SH153 08 RD -- 153 Sky Harbor Expwy: Superior Ave to University Dr	Design roadway	1.30	0	0	RARF/ 15%	0	0	1,200,000
DOT04-089	ADOT	2004	SP5107 ALC -- 51 Squaw Peak Fwy:	Construct landscape	1.00	0	0	RARF/ 15%	0	0	2,800,000
DOT05-442	ADOT	2005	10: Oglesby Rd to Perryville Rd	Resurface with ARFC	7.80	0	0	IM	147,402	2,438,598	2,586,000
DOT05-441	ADOT	2005	10: Salome to Burnt Well	Resurface with ARFC	10.00	0	0	IM	500,000	8,250,000	8,750,000
DOT05-440	ADOT	2005	17: Buckeye Curve to Thomas Rd	Resurface with ARFC and repair joints	1.10	0	0	IM	90,000	1,440,000	1,530,000
DOT02-201R	ADOT	2005	17: Peoria Ave to Bell Rd	Construct auxiliary lanes & walls	4.00	0	0	IM	1,271,100	21,028,900	22,300,000

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT06-309	ADOT	2005	202 (Red Mountain Fwy): US-60 system	Program shortage from T1 update	.50	0	0	STP-AZ	1,140,000	18,860,000	20,000,000
DOT04-260	ADOT	2005	60 (Superstition Fwy) at Val Vista Dr TI	Widen structures for dual left turn lanes and two through lanes (2 of 2)	.20	4	6	CMAQ	60,500	1,000,000	1,060,500
DOT05-241	ADOT	2005	60 (Superstition Fwy): Val Vista Dr to Power Rd, phase 1	Design HOV/SOV lanes	4.00	6	10	State	6,700,000	0	6,700,000
DOT04-113	ADOT	2005	GR6004ASC -- Grand Ave: 59th	Construct structure	.50	6	6	RARF/ 15%	0	0	22,401,000
DOT05-401	ADOT	2005	GR6004ASCL -- Grand Ave: 59th Ave/Glendale Ave	Construct structure	.20	6	6	Local	3,500,000	0	3,500,000
DOT04-411	ADOT	2005	GR6099RWR -- Grand Ave Corridor	Reprogram right of way	.00	0	0	RARF/ 15%	0	0	11,071,000
DOT05-435AZ	ADOT	2005	MAG regionwide	Quiet pavement program (phase 3 - NHS funds)	8.00	0	0	NHS	2,200,000	3,300,000	5,500,000
DOT05-435AC1	ADOT	2005	MAG regionwide	Quiet pavement program (phase 3 advance - Phoenix funds, repayment in 2006)	11.50	0	0	Local	5,400,000	0	5,400,000
DOT05-435AC2	ADOT	2005	MAG regionwide	Quiet pavement program (phase 3 advance - Scottsdale funds, repayment in 2006)	3.30	0	0	Local	1,100,000	0	1,100,000
DOT05-436R	ADOT	2005	MAG regionwide	Quiet pavement program (phase 4)	13.50	0	0	NHS	250,800	4,149,200	4,400,000
DOT04-045	ADOT	2005	RM202L12ALC -- 202L Red Mountain Fwy: Gilbert Rd to Higley Rd	Construct landscape	4.50	0	0	RARF/ 15%	0	0	3,632,000
DOT05-149	ADOT	2005	RM202L12BLC -- 202L Red Mountain Fwy: Higley Rd to Power Rd	Construct landscape	2.00	0	0	RARF/ 15%	0	0	2,072,000
DOT05-150C	ADOT	2005	RM202L13 RC -- 202L Red Mountain	Construct new 6 lane freeway	4.50	0	6	RARF/ 15%	0	0	126,527,00
DOT05-150U	ADOT	2005	RM202L13 RC -- 202L Red Mountain Fwy: Power Rd to University Dr	Construct utilities	4.50	0	0	RARF/ 15%	0	0	8,733,000
DOT06-316	ADOT	2005	SA202L15 LC -- 202L Santan Fwy: Elliot Rd to Baseline Rd	Construct landscape	1.90	0	0	RARF/ 15%	0	0	1,695,000
DOT05-501	ADOT	2005	SA202L17 RC -- 202L Santan Fwy: Frye	Construct roadway (STP-AZ funds)	4.40	0	0	RARF/15%	71,000,000	0	71,000,000
DOT05-501L	ADOT	2005	SA202L17 RCL -- 202L Santan Fwy: Frye Rd to Power Rd	Construct roadway (Local funds)	4.40	0	0	Local	10,000,000	0	10,000,000
DOT05-129S	ADOT	2005	SA202L19 RC -- 202L Santan Fwy: Gilbert Rd to Frye Rd	Construct new 6 lane freeway	3.80	0	6	RARF/15%	63,000,000	0	63,000,000
DOT05-423	ADOT	2005	SA202L19 RCL -- 202L Santan Fwy:	Construct roadway (Local funds)	3.80	0	6	Local	4,000,000	0	4,000,000

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
DOT05-130	ADOT	2005	SA202L21 LC -- 202L Santan Fwy:	Construct landscape	1.90	0	0	RARF/ 15%	0	0	2,000,000
DOT04-211R	ADOT	2005	SA202L24BLC -- 202L Santan Fwy: I-10/Wild Horse Pass TI	Construct landscape (Maricopa Rd phase)	1.00	0	6	RARF/ 15%	0	0	1,453,000
DOT05-506	ADOT	2005	SA202L24UC -- 202L Santan Fwy: I-10/202L TI	Construct SRP irrigation siphon	.00	0	0	RARF/ 15%	0	0	1,200,000
DOT06-407	ADOT	2005	SA202LRWR -- 202L Santan Fwy:	Reprogram right of way	.00	0	0	RARF/ 15%	0	0	32,701,000
DOT05-133	ADOT	2005	SH153 08 RW -- 153 Sky Harbor Expwy: Superior Ave to University Dr	Acquire right of way	1.30	0	0	RARF/ 15%	0	0	3,733,000
DOT05-416	ADOT	2005	SW00 02PCO -- MAG regionwide	Design change orders	.00	0	0	RARF/ 15%	0	0	1,500,000
DOT05-154	ADOT	2005	SW00 06LAS -- MAG regionwide	ADOT staff administrative costs	.00	0	0	RARF/ 15%	0	0	1,200,000
DOT05-507	ADOT	2005	SW00 10DRW -- MAG regionwide	Right of way plans and titles	.00	0	0	RARF/ 15%	0	0	1,600,000
DOT05-509	ADOT	2005	SW00 RM05 -- MAG regionwide	Risk management indemnification	.00	0	0	RARF/ 15%	0	0	1,630,000
DOT06-315R	ADOT	2006	RM202L14CRC -- 202L Red Mountain Fwy: US-60/202 TI, Phase II	Construct roadway	.50	0	0	RARF/15%	68,028,000	0	68,028,000
AVN04-401T	Avondale	2004	Avondale urbanized area	Operating assistance - Avondale				5307	705,000	705,000	1,410,000
CHN00-722S1	Chandler		Alma School Rd at Warner Rd	Widen for dual left turn lanes in all directions and add north and southbound auxiliary lanes (CMAQ segment)	.60			CMAQ	226,093	3,740,440	3,966,533
CHN05-501T	Chandler		Loop 202 (Santan Fwy) at Gilbert/Price Rds	Design and acquire right of way for park and ride				CMAQ-Flex	964,430	1,920,300	2,884,730
CHN03-110	Chandler	2004	McQueen Rd: Pecos Rd to Queen	Widen from 2-lane rural section to 4-	2.00	2	4	Local	6,000,000	0	6,000,000
CHN05-118R	Chandler	2004	Pecos Rd: Dobson Rd to McQueen Rd	Widen from 2-lane rural section to 6-lane urban arterial section (partially constructed by private developers)	3.00	2	6	Local	8,000,000	0	8,000,000
CHN03-111	Chandler	2004	Riggs Rd: Arizona Ave to Gilbert Rd	Reconstruct 2-lane rural section from Arizona Ave to Gilbert Rd, add 2 lanes to remaining section	3.00	2	6	Local	10,500,000	0	10,500,000
CHN00-722R	Chandler	2005	Alma School Rd at Warner Rd	Widen for dual left turn lanes in all directions and add north and southbound auxiliary lanes	.60	4	6	CMAQ	3,014,000	3,369,000	6,383,000
CHN04-210	Chandler	2005	Chandler Blvd: California St to Colorado	Widen from 4 lanes to 6 plus turning lanes and intersection improvements at Arizona Ave	.75	4	6	Local	4,487,000	0	4,487,000

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
CHN02-202	Chandler	2005	Germann Rd: Cooper Rd to Gilbert Rd	Reconstruct and widen from 2 lanes to	1.20	2	6	Private	15,233,000	0	15,233,000
CHN02-203	Chandler	2005	Gilbert Rd: Pecos Rd to Germann Rd	Reconstruct and widen from 2 lanes to 6	1.00	2	6	Local	5,548,000	0	5,548,000
GLB05-110	Gilbert	2004	Pecos Rd: Lindsay Rd to Val Vista Dr	Reconstruct roadway to add 2 through lane in each direction	1.00	2	4	Local	1,300,000	0	1,300,000
GLB04-401	Gilbert	2004	Pecos Rd: Val Vista Dr to Higley Rd	Reconstruct roadway to add 3 lanes in	1.00	0	6	Local	3,000,000	0	3,000,000
GLB99-707	Gilbert	2004	Ray Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Local	1,300,000	0	1,300,000
GLB05-112	Gilbert	2004	Val Vista Dr: Williams Field Rd to Pecos Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Private	1,500,000	0	1,500,000
GLB05-109	Gilbert	2005	Higley Rd: Williams Field Rd to Pecos	Reconstruct roadway to add 2 through	1.00	2	6	Private	1,500,000	0	1,500,000
GLB01-716	Gilbert	2005	Pecos Rd: Power Rd to Recker Rd	Construct new 6 lane roadway	1.00	0	6	Private	1,500,000	0	1,500,000
GLN04-	Glendale		Loop 101 at Maryland Ave	Construct park and ride access (STP-	.40	0	4	STP-AZ	2,412,011	2,187,989	4,600,000
GLN04-208TRB	Glendale		Loop 101 at Maryland Ave	Construct park and ride access (STP-MAG funds)	.40	0	4	STP-MAG	2,552,000	2,000,000	4,552,000
GLN04-301	Glendale	2004	101 (Agua Fria Fwy) at Bethany Home Rd	Design, acquire right of way and construct south half of new TI	.40	6	6	Local	3,082,000	0	3,082,000
GLN04-303	Glendale	2004	95th Ave: Glendale Ave to Bethany	Construct new 4 lane roadway	1.00	0	4	Private	4,000,000	0	4,000,000
GLN04-401	Glendale	2004	Bell Rd at 59th and Glendale Aves	Purchase new signal controllers	.00	0	0	CMAQ	203,090	812,360	1,015,450
GLN04-304	Glendale	2004	Glendale Ave: 75th Ave to 91st Ave	Widen roadway with curb, gutter, sidewalk and landscaping	2.00	4	6	Private	4,000,000	0	4,000,000
GLN07-312R	Glendale	2004	Glendale Ave: 99th Ave to 107th Ave	Construct new multi-use path, including	1.90	0	0	CMAQ	74,100	1,225,900	1,300,000
GLN05-306	Glendale	2005	91st Ave: Maryland Ave to Camelback Rd	Widen roadway with curb, gutter, sidewalk and landscaping	1.50	4	5	Local	3,085,500	0	3,085,500
GLN01-708	Glendale	2005	Bethany Home Rd: 75th Ave to 83rd Ave	Reconstruct roadway to add 2 through lanes, curb, gutter, sidewalk and improve irrigation	1.00	2	4	Local	2,125,000	0	2,125,000
GLN03-106	Glendale	2005	Bethany Home Rd: 91st Ave to 99th Ave	Construct new 6 lane roadway	2.00	0	6	Local	2,000,000	0	2,000,000
GLN03-207TR	Glendale	2005	Loop 101 at Glendale Ave	Construct park-and-ride				5307	704,809	2,819,236	3,524,045
GLN97-286	Glendale	2007	83rd Ave: Camelback Rd to Glendale Ave	Reconstruct to 4 Lanes, Curb, Gutter and Sidewalk	2.00	4	4	Private	1,500,000	0	1,500,000

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
GDY00-802	Goodyear	2004	Van Buren St: Litchfield Rd to Estrella	Construct 6 lane roadway, bridge, curb,	1.50	2	4	Private	1,200,000	0	1,200,000
GDY05-202T	Goodyear	2005	10 at Litchfield Rd	Acquire land regional park-and-ride (I-10/Litchfield)				STP-AZ	352,419	1,409,678	1,762,097
MAG05-130R	MAG		Regionwide	Purchase PM-10 certified street sweepers (increased FY 2005 funds)				CMAQ	243,877	3,969,389	4,213,266
MAG04-	MAG	2004	Regionwide	Purchase PM-10 certified street				CMAQ	138,741	2,295,305	2,434,046
MAG04-122R	MAG	2004	Regionwide	Transportation planning and air quality studies and support (includes revised funding for FY 2004)				STP-MAG	102,800	1,700,000	1,802,800
MAG05-129R	MAG	2005	Regionwide	Transportation planning and air quality studies and support (includes revised funding for FY 2005)				STP-MAG	90,700	1,500,000	1,590,700
MMA04-114R	Maricopa County		Bell Rd: Grand Ave to Loop 101 (Phase I)	Real-Time Traffic Coordination and Messaging System	6.50	0	0	CMAQ	685,000	926,000	1,611,000
MMA01-775	Maricopa County	2004	Ellsworth Rd: Germann Rd to Baseline Rd	Widen roadway from 2 lanes to 4 (participate with Mesa, County is responsible for 4 of 7 miles)	4.00	2	4	Local	10,470,000	0	10,470,000
MMA04-406	Maricopa County	2004	Loop 303: I-10 to US-60 (Grand Ave)	Design Concept Report and Environmental Assessment (Joint With Adot)	.00	0	0	Local	2,700,000	0	2,700,000
MMA03-913	Maricopa	2004	MC-85: Estrella Pkwy to Litchfield Rd	Widen roadway from 2 lanes to 4	2.00	2	4	Local	2,028,000	0	2,028,000
MMA04-212	Maricopa	2004	PM-10 roads various locations	Pave dirt roads (FY 2004)	4.12	2	2	CMAQ	1,000,000	1,930,000	2,930,000
MMA04-	Maricopa	2004	Regionwide	Implement Job Access and Reverse				JARC	3,234,705	3,234,705	6,469,410
MMA02-838	Maricopa	2005	McQueen Rd: Queen Creek Rd to	Widen roadway from 2 lanes to 4	2.00	2	4	Local	6,482,000	0	6,482,000
MMA04-	Maricopa	2005	PM-10 roads various locations	Pave dirt roads (FY 2004)	3.40	2	2	CMAQ	250,000	1,680,000	1,930,000
MES03-	Mesa	2005	Broadway Rd: Center to Recker Rd	Install smart corridor traffic control	4.50	0	0	CMAQ	230,000	1,270,000	1,500,000
MES05-104T	Mesa	2005	Regionwide	Purchase bus: standard - 4 expand				5307	217,600	1,062,400	1,280,000
MES04-006T	Mesa	2005	Regionwide	Purchase bus: standard - 6 replace				5307	0	1,593,600	1,920,000
MES05-105T	Mesa	2005	Regionwide	Purchase bus: standard - 7 replace				STP-Flex	0	2,112,320	2,240,000
MES05-405	Mesa	2005	South Canal: McKellips Rd to McDowell	Construct multi-use path	1.50	4	4	Local	1,652,200	0	1,652,200

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
PEO04-102	Peoria	2004	83rd Ave at Union Hills Dr	Reconstruct intersection and widen	.50	4	4	CMAQ	100,000	1,400,000	1,500,000
PEO96-678	Peoria	2004	Lake Pleasant Rd: Williams Rd to Jomax Rd	Widen, pave, curb, gutter and median	2.50	2	4	Local	9,500,000	0	9,500,000
PEO04-104	Peoria	2005	Grand Ave at 83rd Ave and Peoria Ave	Design and construct at-grade pedestrian crossing, including pedestrian refuges adjacent to Grand Ave	2.00	0	0	CMAQ	512,833	714,123	1,226,956
PEO98-706	Peoria	2005	Lake Pleasant Rd: Dixileta Dr to Dove	Widen roadway from 2 lanes to 4,	2.00	2	4	Local	6,125,000	0	6,125,000
PEO97-695	Peoria	2005	Lake Pleasant Rd: Jomax Rd to Dixileta Dr	Widen roadway from 2 lanes to 4, paving, curb, gutter and median	2.00	2	4	Local	6,125,000	0	6,125,000
PHX03-333	Phoenix	2004	2nd Ave: Monroe St to Filmore St	Design and construct pedestrian and landscaping enhancements	.33	2	2	STP-TEA	500,000	531,747	1,031,747
PHX04-402	Phoenix	2004	35th Ave: Happy Valley Rd to Jomax Rd	Construct new 2 lane roadway to 50ft	1.00	0	2	Local	1,500,000	0	1,500,000
PHX04-208	Phoenix	2004	40th St at Indian Bend Wash	Construct new bridge over Indian Bend Wash	.10	4	4	Local	2,025,000	0	2,025,000
PHX04-408A	Phoenix	2004	43rd Ave: Lower Buckeye Rd to Rio Salado	PM-10 mitigation project (CMAQ eligible portion)	.80			CMAQ	1,225,900	74,100	1,300,000
PHX04-401	Phoenix	2004	43rd Ave: Salt River to Lower Buckeye	Reconstruct roadway to 50ft section	.70	2	2	Local	1,500,000	0	1,500,000
PHX03-913	Phoenix	2004	Baseline Rd: 16th St to 24th St	Reconstruct to 104' cross section adding 2 new lanes	1.00	4	6	Local	2,800,000	0	2,800,000
PHX03-020	Phoenix	2004	Baseline Rd: 24th St to 32nd St	Reconstruct to 104' cross section adding 2 new lanes	1.00	4	6	Local	2,800,000	0	2,800,000
PHX04-022	Phoenix	2004	Baseline Rd: 32nd St to 40th St	Reconstruct to 104' cross section	1.00	4	6	Local	2,800,000	0	2,800,000
PHX03-303	Phoenix	2004	Chandler Blvd: 27th Ave to 19th Ave	Construct new 4 lane roadway to 74ft section	1.00	0	4	Private	0	2,500,000	2,500,000
PHX04-402T	Phoenix	2004	Citywide	Acquire new fareboxes				5307	766,120	3,064,480	3,830,600
PHX01-014R	Phoenix	2004	Maryland Ave at I-17	Acquire right of way and construct bicycle overpass	.30	5	5	CMAQ	2,546,100	153,900	2,700,000
PHX01-902TR1	Phoenix	2004	Phoenix/Glendale	Construct West Valley operations facility				5309	1,227,825	4,911,299	6,139,124
PHX04-011T	Phoenix	2004	Regionwide	Associated capital maintenance -				5307	821,300	3,285,200	4,106,500
PHX04-012T	Phoenix	2004	Regionwide	Associated capital maintenance - parts and components				5307	385,160	1,540,640	1,925,800

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
PHX04-016T	Phoenix	2004	Regionwide	Purchase bus: 40 foot - lease/purchase				5309	488,750	2,386,250	2,875,000
PHX03-004T	Phoenix	2004	Regionwide	Purchase bus: standard - 4 replace				STP-Flex	72,960	1,207,040	1,280,000
PHX04-115T	Phoenix	2004	Regionwide	Purchase bus: standard - 4 replace				CMAQ-Flex	72,960	1,207,040	1,280,000
PHX04-118T	Phoenix	2004	Various locations	Design and construct upgrades - north and south				5307	240,000	960,000	1,200,000
PHX00-905T	Phoenix	2004	Various locations	Upgrade liquid natural gas fuel station - south				5307	385,000	1,540,000	1,925,000
PHX04-207	Phoenix	2005	19th Ave: Deer Valley Rd to Pinnacle	Reconstruct roadway to 74ft section,	1.00	2	4	Local	3,980,000	0	3,980,000
PHX05-215	Phoenix	2005	19th Ave: Pinnacle Peak Rd to Happy Valley Rd	Reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	3,343,600	0	3,343,600
PHX05-216	Phoenix	2005	35th Ave: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	2,657,000	0	2,657,000
PHX03-912	Phoenix	2005	51st Ave: Lower Buckeye Rd to	Reconstruct roadway to 74ft section,	1.00	2	4	Local	2,600,000	0	2,600,000
PHX05-214	Phoenix	2005	7th St: Pima Fwy to Deer Valley Rd	Reconstruct roadway to 74ft section, adding 4 through lanes	1.00	2	6	Local	3,328,000	0	3,328,000
PHX03-019	Phoenix	2005	83rd Ave: Van Buren St to Papago Fwy	Reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	2,500,000	0	2,500,000
PHX05-403T	Phoenix	2005	Ahwatukee	Purchase bus: 30 foot - 7 replace				5307	0	1,664,740	2,080,925
PHX04-404	Phoenix	2005	North Valley Pkwy: Dixileta Dr to Lone Mountain Rd	Construct new 2 lane roadway	1.00	0	2	Local	1,200,000	0	1,200,000
PHX01-902TR2	Phoenix	2005	Phoenix/Glendale	Construct West Valley operations facility (Phoenix/Glendale)				5309	0	3,500,000	4,375,000
PHX05-114	Phoenix	2005	Pinnacle Peak Rd: I-17 to 19th Ave	Reconstruct roadway to 74ft section,	1.00	2	4	Local	3,300,000	0	3,300,000
PHX05-124T	Phoenix	2005	Regionwide	Associated capital maintenance - operations				5307	836,000	3,344,000	4,180,000
PHX05-125T	Phoenix	2005	Regionwide	Associated capital maintenance - parts and components				5307	385,520	1,542,080	1,927,600
PHX05-128T	Phoenix	2005	Regionwide	Purchase bus: 40 foot - lease/purchase				5309	488,750	2,386,250	2,875,000
PHX05-129T	Phoenix	2005	Regionwide	Purchase bus: < 30 foot - 25 replace				5307	262,086	1,048,344	1,310,430
PHX05-131T	Phoenix	2005	Regionwide	Purchase bus: standard - 6 replace				CMAQ-Flex	0	1,810,560	1,920,000
PHX05-116	Phoenix	2005	Various locations	Contingency for Inflation	.00	0	0	Local	1,485,000	0	1,485,000

Status: Underway

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PHX05-134T	Phoenix	2005	Various locations	Design and construct upgrades - north				5307	710,000	2,840,000	3,550,000
PHX05-218	Phoenix	2005	Various locations	Installation of 50 miles of fiber optic cable for traffic signals, Phase III	50.00	7	7	Local	1,800,000	0	1,800,000
PHX05-119	Phoenix	2005	Various locations	Maintenance	.00	0	0	Local	10,900,000	0	10,900,000
PHX05-120	Phoenix	2005	Various locations	Microseal arterial streets	.00	0	0	Local	1,250,000	0	1,250,000
PHX05-122	Phoenix	2005	Various locations	Modernize traffic signals	.00	0	0	Local	4,467,695	0	4,467,695
PHX05-123	Phoenix	2005	Various locations	Overlay arterial streets	.00	0	0	Local	3,000,000	0	3,000,000
PHX05-124	Phoenix	2005	Various locations	Overlay local streets	.00	0	0	Local	7,434,910	0	7,434,910
PHX05-127	Phoenix	2005	Various locations	Retrofit program, landscaping	.00	0	0	Local	2,000,000	0	2,000,000
PHX05-128	Phoenix	2005	Various locations	Street modernization projects - improving local and collector streets	.00	2	2	Local	10,107,000	0	10,107,000
PHX06-221	Phoenix	2006	35th Ave at the Salt River	Reconstruct bridge over the Salt River	.10	2	4	Local	12,490,974	0	12,490,974
PHX06-222	Phoenix	2006	35th Ave: Broadway Rd to Lower Buckeye Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	2,000,000	0	2,000,000
PHX07-318	Phoenix	2007	Pinnacle Peak Rd: 56th St to Scottsdale	Reconstruct roadway to 104ft section,	1.50	2	6	Local	5,250,000	0	5,250,000
SRP05-304	Salt River I.C.	2004	Indian Bend Rd: Alma School Rd to Stapley Dr	Reconstruct - grade, drain and asphalt surfacing	3.00	2	2	Local	1,200,000	0	1,200,000
BIA05-301	Salt River I.C.	2005	Alma School Rd: McDowell Rd to Indian School Rd	Reconstruct - grade, drain and asphalt surfacing and add center left turn lane	2.00	2	2	FLHP-IRR	0	1,360,000	1,360,000
SRP100-08D	Salt River I.C.	2008	Pima Rd: 0.25 miles north of McKellips	Design roadway widening				RARF II	1,600,000	0	5,300,000
SCT04-202T	Scottsdale	2004	101 (Pima Fwy) in Scottsdale	Acquire land regional park-and-ride				CMAQ-Flex	500,851	2,003,406	2,504,257
SCT04-112	Scottsdale	2004	Hayden Rd at McDonald Dr intersection	Reconstruct intersection	.20	6	6	Local	2,651,200	0	2,651,200
SCT99-604	Scottsdale	2004	Union Hills Dr: 94th St to Thompson Peak Pkwy	Construct new 4 lane roadway	1.25	0	4	Private	0	2,400,000	2,400,000
SCT04-403	Scottsdale	2004	Union Hills Dr: Scottsdale Rd to 74th St	Construct four new through lanes	.20	0	4	Local	3,400,000	0	3,400,000
SCT98-604	Scottsdale	2005	Hayden Rd: Cactus Rd to Redfield Rd	Reconstruct roadway to add 1 through	1.10	4	4	Local	10,112,000	0	10,112,000
SCT04-009	Scottsdale	2005	Pima Rd: Pima Fwy to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane in each direction	2.50	4	6	Local	11,014,700	0	11,014,700
SCT01-903TR	Scottsdale	2005	Scottsdale	Construct transit center - Mustang				5307	3,502,820	747,180	4,250,000

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
SCT97-606A	Scottsdale	2005	Scottsdale Rd: Frank Lloyd Wright Blvd	Reconstruct roadway to add 1 through	2.80	4	6	Local	10,774,500	0	10,774,500
SCT97-606B	Scottsdale	2005	Scottsdale Rd: Frank Lloyd Wright Blvd to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane in each direction	2.80	4	6	Local	8,000,000	0	8,000,000
SUR04-413	Surprise	2004	Reems Rd: Cactus Rd to Peoria Ave	Reconstruct arterial roadway, add curb, sidewalk and landscaping	1.00	2	5	Private	2,000,000	0	2,000,000
TMP04-402T	Tempe	2004	Citywide	Acquire new fareboxes				5307	262,170	1,048,680	1,310,850
TMP04-214	Tempe	2004	Downtown Tempe	Construct parking lot	.25			Local	8,750,000	0	8,750,000
TMP04-	Tempe	2004	Downtown Tempe	Construct transit center				5307	770,876	3,083,505	3,854,381
TMP01-109R	Tempe	2004	Rio Salado Pathway: Indian Bend Wash to Grand Canal	Construct multi-use path	.75			STP-TEA	1,507,850	500,000	2,007,850
TMP04-401TR1	Tempe	2004	Scottsdale/Tempe	Construct East Valley operations facility (phase 1 of 3)				5309	982,260	3,929,039	4,911,299
TMP04-011	Tempe	2004	Various locations	Local and major street reconstruction				Local	1,690,827	0	1,690,827
TMP04-223	Tempe	2004	Western Canal: Baseline Rd to Arizona Mills Mall (phase 3)	Construct multi-use path	1.25	6	6	Local	1,800,000	0	1,800,000
TMP05-204T	Tempe	2005	101 (Price Fwy) in Tempe	Construct regional park-and-ride (Loop				CMAQ-Flex	563,407	2,253,629	2,817,036
TMP02-006	Tempe	2005	Rio Salado Pkwy: Mill Ave to Priest Dr	Construct multi-use path on south bank (Rio Salado)	1.20	4	4	CMAQ	657,000	943,000	1,600,000
TMP04-401TR2	Tempe	2005	Scottsdale/Tempe	Construct East Valley operations facility (phase 2 of 3) (Tempe/Scottsdale)				5309	0	6,950,000	8,687,500
TMP05-235	Tempe	2005	Various locations	Local and major street reconstruction	.00	0	0	Local	1,768,547	0	1,768,547
TMP05-301	Tempe	2005	Various locations	Local and major street reconstruction	.00	0	0	Local	2,258,311	0	2,258,311
TMP05-236	Tempe	2005	Various locations	Local street renovation	.00	0	0	Local	1,094,161	0	1,094,161
TMP05-237	Tempe	2005	Various locations	Renovate major streets	.00	0	0	Local	1,577,230	0	1,577,230
TMP04-224	Tempe	2005	Western Canal: Ken McDonald GC to Baseline Rd (phase 2)	Construct multi-use path	1.25	6	6	CMAQ	400,000	1,600,000	2,000,000
TMP04-104	Tempe	2005	Western Canal: Price Rd to Kiwanis	Design and construct multi-use path	2.50	0	0	CMAQ	300,000	1,250,000	1,550,000
VMR05-CL4	VM Rail		Regionwide	Construct CPEV LRT program	.00			CMAQ-Flex	1,210,000	20,000,000	21,210,000
VMR05-501T	VM Rail		Regionwide	Light Rail system study	.00			STP-MAG	75,000	1,220,000	1,295,000

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
VMR04-	VM Rail	2004	Regionwide: fixed guideway corridor	Design, acquire right of way and				CMAQ-Flex	1,100,000	14,900,000	16,000,000
VMR04-4C2T	VM Rail	2004	Various locations	Construct transfer stations				5307	832,842	3,331,369	4,164,211
VMR04-415T	VM Rail	2004	Various locations	Fixed guideway corridor - Acquisition				5309	24,712,090	13,000,000	37,712,090
VMR04-416T	VM Rail	2004	Various locations	Fixed guideway corridor - Appraisal (advance acquisition expected)				Local	15,144,535	0	15,144,535
VMR04-417T	VM Rail	2004	Various locations	Fixed guideway corridor - Bridge Construction				Local	3,467,096	0	3,467,096
VMR04-418T	VM Rail	2004	Various locations	Fixed guideway corridor - Construction				Local	5,095,022	0	5,095,022
VMR04-419T	VM Rail	2004	Various locations	Fixed guideway corridor - Contingencies (advance construction				Local	34,078,746	0	34,078,746
VMR04-421T	VM Rail	2004	Various locations	Fixed guideway corridor - Final Engineering (advance design expected)				Local	38,431,910	0	38,431,910
VMR04-422T	VM Rail	2004	Various locations	Fixed guideway corridor - Project Administration				Local	2,718,591	0	2,718,591
VMR04-423T	VM Rail	2004	Various locations	Fixed guideway corridor - Project Management (advance construction expected)				Local	18,768,210	0	18,768,210
VMR04-424T	VM Rail	2004	Various locations	Fixed guideway corridor - Public Art				Local	1,255,728	0	1,255,728
VMR04-425T	VM Rail	2004	Various locations	Fixed guideway corridor - Relocation (Actual)				Local	5,394,644	0	5,394,644
VMR04-426T	VM Rail	2004	Various locations	Fixed guideway corridor - Transitway				Local	1,577,793	0	1,577,793
VMR04-427T	VM Rail	2004	Various locations	Fixed guideway corridor - Utility Relocation				Local	6,180,442	0	6,180,442
VMR05-429T	VM Rail	2005	Various locations	Fixed guideway corridor - Acquisition (advance acquisition expected)				Local	43,921,669	0	43,921,669
VMR05-431T	VM Rail	2005	Various locations	Fixed guideway corridor - Bridge				Local	6,881,476	0	6,881,476
VMR05-432T	VM Rail	2005	Various locations	Fixed guideway corridor - Communications System Construction				Local	6,716,147	0	6,716,147
VMR05-433T	VM Rail	2005	Various locations	Fixed guideway corridor - Construction Management (advance construction)				Local	10,861,161	0	10,861,161
VMR05-434T	VM Rail	2005	Various locations	Fixed guideway corridor -				Local	54,195,391	0	54,195,391

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
VMR05-435T	VM Rail	2005	Various locations	Fixed guideway corridor - Demolition				Local	6,738,317	0	6,738,317
VMR05-437T	VM Rail	2005	Various locations	Fixed guideway corridor - Fare Collection Equipment Acquisition				Local	2,129,957	0	2,129,957
VMR05-438T	VM Rail	2005	Various locations	Fixed guideway corridor - Final Engineering (advance design expected)				Local	11,896,832	0	11,896,832
VMR05-440T	VM Rail	2005	Various locations	Fixed guideway corridor - Power				Local	8,288,714	0	8,288,714
VMR05-441T	VM Rail	2005	Various locations	Fixed guideway corridor - Project Administration				Local	1,474,446	0	1,474,446
VMR05-442T	VM Rail	2005	Various locations	Fixed guideway corridor - Project Management (advance construction expected)				Local	13,973,761	0	13,973,761
VMR05-443T	VM Rail	2005	Various locations	Fixed guideway corridor - Public Art				Local	1,543,557	0	1,543,557
VMR05-444T	VM Rail	2005	Various locations	Fixed guideway corridor - Rail Cars - LRT (advance purchase expected)				Local	21,060,200	0	21,060,200
VMR05-445T	VM Rail	2005	Various locations	Fixed guideway corridor - Relocation (Actual)				Local	8,141,357	0	8,141,357
VMR05-446T	VM Rail	2005	Various locations	Fixed guideway corridor - Spare Parts/Associated Capital Maintenance				Local	1,267,560	0	1,267,560
VMR05-447T	VM Rail	2005	Various locations	Fixed guideway corridor - Traction Power Construction (advance				Local	10,764,811	0	10,764,811
VMR05-448T	VM Rail	2005	Various locations	Fixed guideway corridor - Train Control/Signal System Construction				Local	2,809,634	0	2,809,634
VMR05-449T	VM Rail	2005	Various locations	Fixed guideway corridor - Transitway Acquisition (advance acquisition)				Local	14,038,862	0	14,038,862
VMR05-450T	VM Rail	2005	Various locations	Fixed guideway corridor - Transitway				Local	25,284,795	0	25,284,795
VMR05-451T	VM Rail	2005	Various locations	Fixed guideway corridor - Utility Relocation (advance relocation expected)				Local	21,690,376	0	21,690,376
VMR05-452T	VM Rail	2005	Various locations	Fixed guideway corridor - Yard & Shops Construction (advance construction)				Local	23,632,006	0	23,632,006
VMR06-456T	VM Rail	2006	Various locations	Fixed guideway corridor - Construction Management				Local	10,833,691	0	10,833,691
VMR06-457T	VM Rail	2006	Various locations	Fixed guideway corridor -				Local	41,949,924	0	41,949,924

Status: Underway

ID#	Agency	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Total Cost
VMR06-460T	VM Rail	2006	Various locations	Fixed guideway corridor - Final				Local	4,927,717	0	4,927,717
VMT05-501TA	Valley Metro		Regionwide	Purchase bus: standard - 4 replace				CMAQ-Flex	0	1,360,000	1,440,000
RPT01-101TR	Valley Metro	2004	Regionwide	Design regional maintenance facility				5309	245,565	982,260	1,227,825
RPT03-	Valley Metro	2004	Regionwide	Purchase bus: < 30 foot - 33 replace				5307	462,000	1,848,000	2,310,000
RPT04-049T	Valley Metro	2004	Regionwide	Purchase vanpools: 40 replace				STP-Flex	0	1,134,000	1,134,000
RPT05-128T	Valley Metro	2005	Regionwide	Purchase vanpools: 40 replace				STP-Flex	0	1,190,680	1,190,680

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HIGHWAY PROJECT LISTINGS

The following pages contain a listing of all of the Highway projects submitted by member agencies for inclusion in the FY 2006-2010 MAG TIP. The projects listed are first of all grouped by agency and then by year, and are then sorted alphabetically by location, except for ADOT projects which are generally sorted by route number.

The TIP is not a static document, in that the projects contained are continually evolving and many changes to the scopes, schedules and budgets often occur during development of the program. As a result, many changes have already occurred since the publication of the first, draft Listing of Projects in February, 2005, and notifications have been made to member agencies and members of the public through mailings, Committee meetings and have been published in the form of Errata Sheets, which are displayed on the MAG website.

Any changes to projects that have air quality impacts will not be made to this copy of the TIP, but will be addressed as required for by regulations covering Air Quality Conformity processes in the form of a Regional Emissions Analysis and consequent TIP amendment(s), as appropriate.

**REPORT: 06-10
Highway TIP**

**MARICOPA ASSOCIATION OF GOVERNMENTS
FY 2006-2010 TRANSPORTATION IMPROVEMENT PROGRAM
HIGHWAY PROJECTS**

TABLE : 06-10 TIP

AGENCY: ADOT

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-6C49	10 at 43rd Ave TI	Design TI improvements	.20	4	4	State	80,000	0	0	80,000
DOT06-6C50	10 at 51st Ave	Design TI improvements	.20	4	4	State	120,000	0	0	120,000
DOT06-6C51	10 at Bullard Ave TI	Acquire right of way for interchange improvement	.20			State	1,000,000	0	0	1,000,000
DOT02-003R	10 at Bullard Ave TI	Construct ramps, crossroads & traffic signals	.20	6	6	State	10,000,000	0	0	10,000,000
DOT05-237A	10 at Ray Rd TI (1 of 2)	Widen bridge and approaches	.10	4	6	STP-MAG	243,000	4,000,000	0	4,243,000
DOT05-237B	10 at Ray Rd TI (2 of 2)	Widen bridge and approaches	.10	4	6	BR	71,250	1,178,750	0	1,250,000
DOT06-601	10: 40th St to Baseline Rd	Design CD roads (FY 2006)	1.00			State	5,775,000	0	0	5,775,000
DOT06-602R	10: 40th St to Baseline Rd	Purchase right of way for CD roads	4.00			State	5,000,000	0	0	5,000,000
DOT06-213	10: 99th Ave to 83rd Ave	Design and install fibre-optic cable for FMS (phase 1 of 3)	2.00	0	0	CMAQ	10,000	160,000	0	170,000
DOT05-238A	17 at Deer Valley Rd TI	Add 2nd westbound left turn lane; widen approaches to increase storage in both directions (CMAQ portion)	.50	4	4	CMAQ	60,500	1,000,000	0	1,060,500
DOT05-238B	17 at Deer Valley Rd TI	Add 2nd westbound left turn lane; widen approaches to increase storage in both directions (STP-MAG portion)	.50	4	4	STP-MAG	50,000	800,000	0	850,000
DOT06-604	17 at Dixileta Rd	Advance construct new traffic interchange (Phoenix funds) for repayment in 2012	.40			Local	8,200,000	0	0	8,200,000
DOT06-214R	17 at Greenway Rd and Thunderbird Rd	Construct drainage improvements	.00	0	0	IM	228,000	3,772,000	0	4,000,000

AGENCY: ADOT**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-6C53	17 at Jomax Rd	Acquire right of way for new traffic interchange	.40			State	8,000,000	0	0	8,000,000
DOT06-606R	17 at Jomax Rd	Construct new traffic interchange	.40			State	14,800,000	0	0	14,800,000
DOT05-511	17 at SR-74 TI (Carefree Hwy)	Design TI	.30	4	4	State	1,500,000	0	0	1,500,000
DOT06-6C48	17: 16th St to Buckeye Rd	Construct screen walls	1.00	6	6	Local	3,035,000	0	0	3,035,000
DOT06-245R	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Design road widening and acquire right of way for road widening	9.00	4	6	State	8,570,000	0	0	8,570,000
DOT06-608	51 (Piestewa Fwy): Shea Blvd to Loop 101 (Pima Fwy)	Design HOV lanes	5.00			State	3,500,000	0	0	3,500,000
DOT06-443	60 (Grand Ave): 101L to 83rd Ave	Design road widening and New River Bridge	1.70	0	0	State	500,000	0	0	500,000
DOT06-609	60 (Grand Ave): 71st Ave to Grand Canal bridge	Improve roadway surface	6.30			NHS	184,452	3,051,548	0	3,236,000
DOT06-6C54	GR6099RWR -- Grand Ave Corridor	Reprogram right of way	.00			RARF/ 15%	0	0	2,787,000	2,787,000
DOT06-215	60 (Superstition Fwy) at Higley Rd TI	Construct dual left turn lanes	.20	4	4	STP-AZ	74,100	1,225,900	0	1,300,000
DOT07-333A	60 (Superstition Fwy): Gilbert Rd to Lindsay Rd	Construct general purpose and auxiliary lanes	1.00	8	10	STP-AZ	0	2,400,000	600,000	3,000,000
DOT06-611	60 (Superstition Fwy): Gilbert Rd to Power Rd	Design and construct FMS	6.00			State	4,400,000	0	0	4,400,000
DOT07-333D	60 (Superstition Fwy): Higley Rd to Superstition Springs Blvd	Construct HOV, general purpose and auxiliary lanes	1.50	6	10	RARF II	0	0	25,900,000	25,900,000
DOT07-333B	60 (Superstition Fwy): Lindsay Rd to Val Vista Dr	Construct general purpose and auxiliary lanes	1.00	8	10	RARF II	0	0	5,300,000	5,300,000

AGENCY: ADOT**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT08-671	60 (Superstition Fwy): Power Rd to Crismon Rd	Construct FMS	4.00			State	4,440,000	0	0	4,440,000
DOT07-333E	60 (Superstition Fwy): Superstition Springs Blvd	Construct HOV and general purpose lanes	.50	6	10	STP-AZ	0	9,000,000	600,000	9,600,000
DOT07-333C	60 (Superstition Fwy): Val Vista Dr to Higley Rd	Construct HOV, general purpose and auxiliary lanes	2.00	6	10	STP-AZ	0	34,000,000	3,100,000	37,100,000
DOT06-250	85: I-8 to I-10	Design, purchase right of way & relocate utilities	2.41	2	4	State	347,000	0	0	347,000
DOT06-6C63	85: MC-85 to Southern Ave	Construct roadway	2.10	2	4	NHS	579,000	9,550,000	0	10,129,000
DOT06-425	85: MP 120.54 to MP 122.99	Design, purchase right of way & relocate utilities	2.40	2	4	State	1,200,000	0	0	1,200,000
DOT06-612	85: MP 139.01 to MP 141.71	Construct roadway	2.70	2	4	NHS	1,041,903	17,237,097	0	18,279,000
DOT06-613	85: Southern Ave to I-10	Construct roadway	2.52	2	4	State	8,602,000	0	0	8,602,000
DOT06-614	85: Southern Ave to I-10	Design, purchase right of way and relocate utilities	2.52	2	4	State	3,431,000	0	0	3,431,000
DOT06-255	88: Apache Trail	District force account (FY 2006)	.00	0	0	State	150,000	0	0	150,000
DOT06-254	88: Fish Creek Hill	Construct retaining walls	.00	0	0	STP-AZ	85,500	1,414,500	0	1,500,000
DOT04-234	88: Fish Creek Hill	Design (retaining walls)	.00	0	0	State	150,000	0	0	150,000
DOT06-256C	93: Wickenburg By-pass	Construct by-pass	3.00	0	4	NHS	1,368,000	22,632,000	0	24,000,000
DOT06-615	101 (Agua Fria Fwy) at Bethany Home Rd	Construct north half TI	.20			State	15,165,000	0	0	15,165,000
DOT06-616	101 (Agua Fria Fwy) at Bethany Home Rd	Construct south half TI	.20			State	4,000,000	0	0	4,000,000
DOT06-6C55	101 (Agua Fria Fwy) at Bethany Home Rd	Reimburse south half deign costs	.20			State	535,000	0	0	535,000

AGENCY: ADOT**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-216	101 (Agua Fria Fwy): I-10 to Grand Ave	Design and install fibre-optic cable for FMS (phase 2 of 3)	9.00	0	0	CMAQ	50,000	700,000	0	750,000
DOT04-412	AF101LRWR -- Agua Fria Fwy Corridor	Reprogram right of way	.00	0	0	RARF/15%	0	0	3,813,000	3,813,000
DOT06-6C56	101 (Pima Fwy) at 64th St	Acquire right of way for new interchange	.20			State	4,000,000	0	0	4,000,000
DOT05-514	101 (Pima Fwy) at 64th St	Construct new interchange	.20	0	0	State	18,000,000	0	0	18,000,000
DOT06-617	101 (Pima Fwy): 90th St to Loop 202 (Red	Design FMS				State	990,000	0	0	990,000
DOT95-004	101 (Pima Fwy): Pima Rd; McDowell Rd to Via Linda (JPA)	Widen roadway	7.00	2	4	RARF/15%	0	0	2,000,000	2,000,000
DOT06-619	101 (Pima Fwy): Princess Dr to Loop 202 (Red Mountain Fwy)	Design HOV lanes	14.25			RARF II	0	0	5,000,000	5,000,000
DOT99-123R	PI101L10ELC -- 101L Pima Fwy: SRPMIC	Construct landscape	3.00	0	0	RARF/	0	0	2,600,000	2,600,000
DOT99-907	PI101L10FLC -- 101L Pima Fwy: Arizona Canal to Camelback Rd	Construct landscape	1.90	0	0	RARF/15%	0	0	1,600,000	1,600,000
DOT98-111	PI101L10IRD -- 101L Pima Fwy: Pima Rd Extension (JPA)	Design roadway extension	3.00	0	0	RARF/15%	0	0	297,000	297,000
DOT06-218	101 (Price Fwy): Guadalupe Rd to Chandler	Design and construct FMS	4.00	0	0	CMAQ	420,000	1,680,000	0	2,100,000
DOT06-620	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd	Design HOV lanes	4.00			RARF II	0	0	2,000,000	2,000,000
DOT05-405	PR101LRWR -- Price Fwy Corridor	Reprogram right of way	.00	0	0	RARF/15%	0	0	70,000	70,000

AGENCY: ADOT**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-322	SH153 08 LD -- 153 Sky Harbor Expwy: Superior Ave to University Dr	Design landscape	1.30	0	0	RARF/15%	0	0	60,000	60,000
DOT06-6C57	SH153RWR -- 153 Sky Harbor Expwy: Sky Harbor Corridor	Reprogram right of way	2.00			RARF/15%	0	0	3,441,000	3,441,000
DOT06-311	RM202L13 LD -- 202L Red Mountain Fwy:	Design landscape	4.50	0	0	RARF/	0	0	540,000	540,000
DOT06-312	RM202L14ALD -- 202L Red Mountain Fwy: University Dr to Southern Ave	Design landscape	2.70	0	0	RARF/15%	0	0	174,000	174,000
DOT06-313	RM202L14ARC -- 202L Red Mountain Fwy: University Dr to Southern Ave	Advance construct roadway with GAN or RARF/15% funds, for repayment with federal funds in a future year	2.70	0	6	RARF/15%	0	0	55,900,000	55,900,000
DOT06-313L	RM202L14ARCL -- 202L Red Mountain Fwy: University Dr to Southern Ave	Advance construct roadway (local governments funds)	2.70	0	6	Local	600,000	0	0	600,000
DOT06-314	RM202L14CLD -- 202L Red Mountain Fwy: US-	Design landscape	.50	0	6	RARF/	0	0	563,000	563,000
DOT04-409	RM202LRWR -- 202L Red Mountain Fwy: Red Mountain Corridor	Reprogram right of way	.00	0	0	RARF/15%	0	0	38,338,000	38,338,000
DOT06-317	SA202L16 LC -- 202L Santan Fwy: Power Rd to Elliot Rd	Construct landscape	3.52	0	6	RARF/15%	0	0	3,098,000	3,098,000
DOT06-317L	SA202L16 LCL -- 202L Santan Fwy: Power Rd	Construct landscape (local funds)	3.52	0	0	Local	300,000	0	0	300,000
DOT05-505	SA202L18 LC -- 202L Santan Fwy: Frye Rd to Power Rd	Construct landscape	4.60	0	0	RARF/15%	0	0	4,100,000	4,100,000
DOT06-6C58	SA202L18 LCL -- 202L Santan Fwy: Frye Rd to Power Rd	Construct landscape (local funds)	4.60			Local	500,000	0	0	500,000
DOT07-343R	SA202L19 LC -- 202L Santan Fwy: Gilbert Rd	Construct landscape	3.28	0	0	RARF/	0	0	4,100,000	4,100,000

AGENCY: ADOT**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-6C59	SA202L19 LCL -- 202L Santan Fwy: Gilbert Rd to Frye Rd	Construct landscape (Local funds)	3.28			Local	500,000	0	0	500,000
DOT06-321	SA202L20 LC -- 202L Santan Fwy: Arizona Ave to Gilbert Rd	Construct landscape	3.10	0	6	RARF/15%	0	0	2,341,000	2,341,000
DOT06-321L	SA202L20 LCL -- 202L Santan Fwy: Arizona	Construct landscape	3.10	0	0	Local	300,000	0	0	300,000
DOT06-6C60	SA202LRWR -- 202L Santan Fwy: Santan Corridor	Reprogram right of way	.00			RARF/15%	0	0	33,412,000	33,412,000
DOT06-621	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	EIS/DCR Supplement	6.00			RARF II	0	0	2,000,000	2,000,000
DOT06-622	303 (Estrella Pkwy): Corridorwide	Protect right of way	.00			RARF II	0	0	2,000,000	2,000,000
DOT06-623	303 (Estrella Pkwy): Happy Valley Pkwy to I-17	Design of new interim freeway and purchase right of way (FY 2006)	12.00			RARF II	0	0	10,000,000	10,000,000
DOT06-624	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for	15.00			RARF II	0	0	10,000,000	10,000,000
DOT06-626	MAG regionwide	Advance acquire right of way	.00			RARF II	0	0	5,000,000	5,000,000
DOT06-625	MAG regionwide	Asphalt rubber noise mitigation (FY 2006)	.00			RARF II	0	0	11,500,000	11,500,000
DOT06-627	MAG regionwide	Design change orders	.00			RARF II	0	0	3,000,000	3,000,000
DOT06-219	MAG regionwide	Freeway service patrols	.00	0	0	State	250,000	0	0	250,000
DOT06-628	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	.00			RARF II	0	0	6,000,000	6,000,000
DOT06-629	MAG regionwide	Preliminary engineering (ADOT staff)	.00			RARF II	0	0	1,200,000	1,200,000

AGENCY: ADOT**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-630	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00			RARF II	0	0	18,000,000	18,000,000
DOT03-260RX	MAG regionwide	Quiet pavement program (phase 1 repayment of Scottsdale funds from 2003)	.50	0	0	NHS	-200,000	200,000	0	0
DOT04-	MAG regionwide	Quiet pavement program (phase 2)	8.00	0	0	NHS	-3,200,000	3,200,000	0	0
DOT05-435AC1X	MAG regionwide	Quiet pavement program (phase 3 repayment of Phoenix funds from 2005)	11.50	0	0	NHS	-5,400,000	5,400,000	0	0
DOT05-435AC2X	MAG regionwide	Quiet pavement program (phase 3 repayment of Scottsdale funds from 2005)	3.30	0	0	NHS	-1,100,000	1,100,000	0	0
DOT06-438R	MAG regionwide	Quiet pavement program (phase 5)	3.70	0	0	NHS	108,300	1,791,700	0	1,900,000
DOT06-631	MAG regionwide	Right of way plans and titles	.00			RARF II	0	0	2,500,000	2,500,000
DOT06-632	MAG regionwide	Right of way property management	.00			RARF II	0	0	500,000	500,000
DOT06-633	MAG regionwide	Risk management indemnification	.00			RARF II	0	0	2,000,000	2,000,000
DOT06-GAN4	MAG regionwide	STP-MAG funds available for repayment of	.00	0	0	STP-MAG	0	33,106,796	33,106,796	0
DOT06-634	Various locations	Design ramp meters	.00			State	250,000	0	0	250,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$132,864,005****FEDERAL:
\$158,600,291****REGIONAL:
\$242,327,204****TOTAL:
\$533,791,500****FISCAL YEAR: 2007**

AGENCY: ADOT**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT07-347	10 at 43rd Ave TI	Construct TI improvements	.20	4	4	CMAQ	40,000	160,000	0	200,000
DOT07-348	10 at 51st Ave	Construct TI improvements	.20	4	4	CMAQ	30,000	120,000	0	150,000
DOT07-635R	10: 40th St to Baseline Rd	Construct CD roads (FY 2007)	1.00	8	12	NHS	0	47,150,000	2,850,000	50,000,000
DOT07-636	10: 40th St to Baseline Rd	Design CD roads (FY 2007)	1.00			State	4,125,000	0	0	4,125,000
DOT07-6C61	10: 40th St to Baseline Rd	Purchase right of way for CD roads	4.00			State	20,000,000	0	0	20,000,000
DOT07-637	10: Loop 202 (Santan Fwy) to Riggs Rd	Design freeway widening from 4 lanes to 6,	5.30	4	6	State	2,310,000	0	0	2,310,000
DOT07-328	17 at Buckeye Rd (northbound on-ramp)	Construct on-ramp	.50	0	0	IM	85,500	1,414,500	0	1,500,000
DOT07-329C	17 at Peoria Ave and at Cactus Ave	Construct drainage improvements	.00	0	0	IM	285,000	4,715,000	0	5,000,000
DOT04-035	17 at SR-74 TI (Carefree Hwy)	Reconstruct TI	.30	4	4	IM	438,900	7,261,100	0	7,700,000
DOT07-640	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Acquire right of way for road widening	.00	0	0	State	7,800,000	0	0	7,800,000
DOT07-641R	17: Loop 101 (Pima Fwy) to SR-74 (Carefree	Widen freeway from 6 lanes to 8	.00	6	8	NHS	0	65,000,000	89,000,000	154,000,000
DOT07-642	51 (Piestewa Fwy): Shea Blvd to Loop 101 (Pima Fwy)	Construct HOV lanes and ramps	5.00	6	8	RARF II	0	0	47,400,000	47,400,000
DOT07-332	60 (Grand Ave): 101L to 83rd Ave	Widen roadway (including New River bridge)	1.70	4	6	NHS	256,500	4,243,500	0	4,500,000
DOT07-643	60 (Grand Ave): Loop 303 (Estrella Pkwy) to Loop 101 (Agua Fria Fwy)	Design roadway widening	10.00			RARF II	0	0	1,320,000	1,320,000
DOT07-6C62	60 (Superstition Fwy): Gilbert Rd to Power Rd	Construct landscape	4.50			RARF II	0	0	4,100,000	4,100,000
DOT07-646	74: US-60 (Grand Ave) to Loop 303 (Estrella	Protect right of way		2	2	State	1,000,000	0	0	1,000,000

AGENCY: ADOT**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-252	85: MP 130.71 to MP 137.00	Reconstruct roadway (utilities included)	6.29	2	4	NHS	892,905	14,772,095	0	15,665,000
DOT07-647	87: Forest Boundary to New Four Peaks	Construct shoulder widenings and median	9.00	4	4	NHS	598,500	9,901,500	0	10,500,000
DOT07-349	101 (Agua Fria Fwy): Grand Ave to I-17	Construct partial FMS	13.00	6	6	CMAQ	395,096	1,580,384	0	1,975,480
DOT06-257	101 (Agua Fria Fwy): I-10 to MC-85 (99th Ave)	Design roadway	1.70	0	0	State	500,000	0	0	500,000
DOT07-324	101 (Agua Fria Fwy): Northern Ave to 31st Ave	Landscape median	.00	0	0	State	1,300,000	0	0	1,300,000
DOT07-648	101 (Pima Fwy): 90th St to Loop 202 (Red Mountain Fwy)	Construct FMS				State	8,910,000	0	0	8,910,000
DOT07-649	101 (Pima Fwy): Princess Dr to 90th St	Design and construct FMS	9.30	0		State	8,500,000	0	0	8,500,000
DOT06-618	101 (Pima Fwy): Princess Dr to Loop 202 (Red Mountain Fwy)	Construct HOV lanes	14.25	6	8	RARF II	0	0	76,000,000	76,000,000
DOT99-124	PI101L10IRC -- 101L Pima Fwy: Pima Rd	Construct roadway extension	3.00	0	4	RARF/	0	0	3,634,000	3,634,000
DOT07-344	SH153 08 LC -- 153 Sky Harbor Expwy: Superior Ave to University Dr	Construct landscape	1.30	0	0	RARF/ 15%	0	0	610,000	610,000
DOT06-221	SH153 08 RC -- 153 Sky Harbor Expwy: Superior Ave to University Dr	Construct new 6 lane freeway	1.30	0	6	RARF/ 15%	0	0	16,000,000	16,000,000
DOT07-336	RM202L13 LC -- 202L Red Mountain Fwy:	Construct landscape	4.50	0	0	RARF/	0	0	5,400,000	5,400,000
DOT07-337	RM202L14ALC -- 202L Red Mountain Fwy: University Dr to Southern Ave	Construct landscape	2.70	0	0	RARF/ 15%	0	0	1,744,000	1,744,000
DOT07-338	RM202L14CLC -- 202L Red Mountain Fwy: US-60/202 TI	Construct landscape	.50	0	6	RARF/ 15%	0	0	5,634,000	5,634,000

AGENCY: ADOT**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT07-651A	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way (FY 2007)	6.00			RARF II	0	0	30,000,000	30,000,000
DOT07-652	Loop 202 (Williams Gateway Fwy): Loop 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2007)	5.00			RARF II	0	0	2,000,000	2,000,000
DOT07-331	303 (Estrella Pkwy): Corridorwide	Protect right of way	.00	0	0	RARF II	0	0	2,000,000	2,000,000
DOT07-654	303 (Estrella Pkwy): Happy Valley Pkwy to I-17	Design of new interim freeway and purchase right of way (FY 2007)	12.00			RARF II	0	0	40,000,000	40,000,000
DOT07-655	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for	15.00			RARF II	0	0	10,000,000	10,000,000
DOT07-657	MAG regionwide	Advance acquire right of way	.00			RARF II	0	0	5,000,000	5,000,000
DOT07-656	MAG regionwide	Asphalt rubber noise mitigation (FY 2007)	.00			RARF II	0	0	13,200,000	13,200,000
DOT07-658	MAG regionwide	Design change orders	.00			RARF II	0	0	3,000,000	3,000,000
DOT07-340	MAG regionwide	Freeway service patrols	.00	0	0	State	300,000	0	0	300,000
DOT07-659	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	.00			RARF II	0	0	6,000,000	6,000,000
DOT07-660	MAG regionwide	Preliminary engineering (ADOT staff)	.00			RARF II	0	0	1,200,000	1,200,000
DOT07-661	MAG regionwide	Preliminary engineering (management	.00			RARF II	0	0	18,000,000	18,000,000
DOT07-662	MAG regionwide	Right of way plans and titles	.00			RARF II	0	0	2,500,000	2,500,000
DOT07-663	MAG regionwide	Right of way property management	.00			RARF II	0	0	500,000	500,000
DOT07-664	MAG regionwide	Risk management indemnification	.00			RARF II	0	0	2,000,000	2,000,000

AGENCY: ADOT**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT07-GAN5	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	.00	0	0	STP-MAG	0	32,142,521	32,142,521	0
DOT07-665	Various locations	Install ramp meters	.00			State	2,500,000	0	0	2,500,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$60,267,401****FEDERAL:
\$188,460,600****REGIONAL:
\$356,949,479****TOTAL:
\$605,677,480****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT08-666	10: 40th St to Baseline Rd	Construct CD roads (FY 2008)	1.00	8	12	NHS	55,765,000	74,235,000	0	130,000,000
DOT08-667	10: 40th St to Baseline Rd	Design CD roads (FY 2008)	1.00			State	4,675,000	0	0	4,675,000
DOT06-603	10: Loop 101 (Agua Fria Fwy) to I-17	Design roadway widening	.00	0	0	State	3,740,000	0	0	3,740,000
DOT08-669	10R: Loop 303 (Estrella) to Loop 202 (South Mountain Fwy)	Right of way protection	.00	0	0	RARF II	3,000,000	0	0	3,000,000
DOT08-670	60 (Superstition Fwy): I-10 to Loop 101	Design SOV lanes	4.50			State	440,000	0	0	440,000
DOT08-672	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy)	Protect right of way		2	2	State	1,000,000	0	0	1,000,000
DOT08-673	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy); MP 20-22	Construct eastbound and westbound passing lanes		2	3	State	2,000,000	0	0	2,000,000
DOT07-323	101 (Agua Fria Fwy): I-10 to MC-85 (99th Ave)	Construct new roadway	1.70	0	4	STP-AZ	200,000	3,300,000	0	3,500,000
DOT08-674	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd	Construct HOV lanes	4.00	6	8	CMAQ	12,100,000	7,900,000	0	20,000,000

AGENCY: ADOT**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT08-675	202 (Red Mountain Fwy) at SR-51/I-10 TI	Design widening of traffic interchange	.40			State	3,300,000	0	0	3,300,000
DOT08-676	202 (Red Mountain Fwy): Loop 101 (Pima Fwy)	Design HOV lanes	6.40			State	2,500,000	0	0	2,500,000
DOT08-677	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to SR-87 (Country Club Dr)	Design FMS	3.40			CMAQ	0	565,800	34,200	600,000
DOT07-650	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy)	Design roadway widening	2.00			RARF II	0	0	495,000	495,000
DOT08-6C38	Loop 202 (Santan Fwy): Lindsay Rd to Gilbert	Design and construct multi-use paths	1.00	4	4	CMAQ	158,550	369,950	0	528,500
DOT08-679	Loop 202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway	8.00			State	10,000,000	0	0	10,000,000
DOT08-678	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct roadway (FY 2008)	6.00	0	6	RARF II	24,800,000	0	35,200,000	60,000,000
DOT07-651B	Loop 202 (South Mountain Fwy): I-10 (west) to	Design roadway and purchase right of way	6.00			RARF II	0	0	38,000,000	38,000,000
DOT08-680	Loop 202 (Williams Gateway Fwy): Loop 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2008)	5.00			RARF II	0	0	2,000,000	2,000,000
DOT07-653A	303 (Estrella Pkwy): Happy Valley Pkwy to I-17	Construction of new interim freeway (FY 2008)	12.00	0	4	RARF II	0	0	100,000,000	100,000,000
DOT08-681	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for	15.00			RARF II	0	0	10,000,000	10,000,000
DOT08-688	MAG regionwide	Advance acquire right of way	.00			RARF II	0	0	5,000,000	5,000,000
DOT08-682	MAG regionwide	Asphalt rubber noise mitigation (FY 2008)	.00			RARF II	0	0	5,300,000	5,300,000
DOT08-689	MAG regionwide	Design change orders	.00			RARF II	0	0	3,000,000	3,000,000

AGENCY: ADOT**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT08-683	MAG statewide	Freeway service patrols	.00			State	300,000	0	0	300,000
DOT08-684	MAG statewide	Funding for advance design of FY 2009 and	.00			State	5,483,000	0	0	5,483,000
DOT08-685	MAG statewide	Funding for advance pre-design of future projects	.00			State	1,000,000	0	0	1,000,000
DOT08-686	MAG statewide	Funding for advance scoping of bottleneck projects	.00			State	500,000	0	0	500,000
DOT08-687	MAG statewide	Improve traffic interchanges	.00			State	3,300,000	0	0	3,300,000
DOT08-690	MAG statewide	Maintenance (landscape, litter removal and sweeping)	.00			RARF II	0	0	10,000,000	10,000,000
DOT08-691	MAG statewide	Preliminary engineering (ADOT staff)	.00			RARF II	0	0	1,200,000	1,200,000
DOT08-692	MAG statewide	Preliminary engineering (management consultant, 30% plans design)	.00			RARF II	0	0	18,000,000	18,000,000
DOT08-693	MAG statewide	Right of way plans and titles	.00			RARF II	0	0	2,500,000	2,500,000
DOT08-694	MAG statewide	Right of way property management	.00			RARF II	0	0	500,000	500,000
DOT08-695	MAG statewide	Risk management indemnification	.00			RARF II	0	0	2,000,000	2,000,000
DOT08-GAN6	MAG statewide	STP-MAG funds available for repayment of	.00			STP-MAG	0	31,207,102	31,207,102	0

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$134,261,550****FEDERAL:
\$117,577,852****REGIONAL:
\$202,022,098****TOTAL:
\$453,861,500****FISCAL YEAR: 2009**

AGENCY: ADOT**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT09-696	10: 40th St to Baseline Rd	Construct CD roads (FY 2009)	1.00	8	12	NHS	23,200,000	61,800,000	0	85,000,000
DOT09-697	10: 40th St to Baseline Rd	Design CD roads (FY 2009)	1.00			State	4,675,000	0	0	4,675,000
DOT08-668	10: Loop 101 (Agua Fria Fwy) to I-17	Advance construct roadway widening with GAN or RARF II funds for repayment in a	.00	0	0	RARF II	0	0	68,000,000	68,000,000
DOT09-698	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 to 6 lanes, plus HOV lanes	6.30	4	6	NHS	0	39,606,000	2,394,000	42,000,000
DOT09-699	10R: Loop 303 (Estrella) to Loop 202 (South Mountain Fwy)	Right of way protection	.00	0	0	RARF II	3,000,000	0	0	3,000,000
DOT09-6C01	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to	Design roadway widening	12.50			RARF II	0	0	1,375,000	1,375,000
DOT09-6C00	60 (Grand Ave): Loop 303 (Estrella Pkwy) to Loop 101 (Agua Fria Fwy)	Construct roadway widening for 3 mi. and interchange improvements	10.00	4	6	RARF II	0	0	24,000,000	24,000,000
DOT09-6C02	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy)	Protect right of way		2	2	State	1,000,000	0	0	1,000,000
DOT07-427	85: MP 120.54 to MP 122.99	Construct roadway	2.40	2	4	STP-AZ	518,700	8,581,300	0	9,100,000
DOT09-6C03	85: MP 149.40 to MP 152.01	Construct roadway	.00	2	4	STP-AZ	924,000	15,276,000	0	16,200,000
DOT09-6C64	101 (Pima Fwy): Tatum Blvd to Princess Dr	Design HOV lanes				State	2,000,000	0	0	2,000,000
DOT09-6C04	101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy)	Design HOV lanes	5.50			CMAQ	0	2,357,500	142,500	2,500,000
DOT09-6C05	202 (Red Mountain Fwy) at SR-51/I-10 TI	Widen traffic interchange	.40			RARF II	28,500,000	0	31,500,000	60,000,000
DOT09-6C06	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Construct HOV lanes	6.40	6	8	State	29,000,000	0	0	29,000,000

AGENCY: ADOT

FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT09-6C07	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to SR-87 (Country Club Dr)	Install FMS	3.40			CMAQ	0	5,658,000	342,000	6,000,000
DOT09-6C08	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy)	Widen roadway	2.00	8	10	RARF II	0	0	9,000,000	9,000,000
DOT09-6C10	Loop 202 (South Mountain Fwy): 51st Ave to I-	Design roadway and purchase right of way	8.00			RARF II	0	0	20,000,000	20,000,000
DOT09-6C09	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct roadway (FY 2009)	6.00	0	6	RARF II	0	0	60,000,000	60,000,000
DOT09-6C11	Loop 202 (Williams Gateway Fwy): Loop 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2009)	5.00			RARF II	0	0	2,000,000	2,000,000
DOT07-653B	303 (Estrella Pkwy): Happy Valley Pkwy to I-17	Construction of new interim freeway (FY	12.00	0	4	RARF II	0	0	100,000,000	100,000,000
DOT09-6C12	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for roadway improvements (FY 2009)	15.00			RARF II	0	0	10,000,000	10,000,000
DOT09-6C18	MAG regionwide	Advance acquire right of way	.00			RARF II	0	0	5,000,000	5,000,000
DOT09-6C19	MAG regionwide	Design change orders	.00			RARF II	0	0	3,000,000	3,000,000
DOT09-6C13	MAG regionwide	Freeway service patrols	.00			State	300,000	0	0	300,000
DOT09-6C14	MAG regionwide	Funding for advance design of FY 2011 and 2012 projects	.00			State	4,072,000	0	0	4,072,000
DOT09-6C15	MAG regionwide	Funding for advance pre-design of future projects	.00			State	1,000,000	0	0	1,000,000
DOT09-6C16	MAG regionwide	Improve traffic interchanges	.00			State	3,000,000	0	0	3,000,000
DOT09-6C20	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	.00			RARF II	0	0	11,000,000	11,000,000

AGENCY: ADOT**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT09-6C17	MAG regionwide	Noise mitigation projects (FY 2009)	.00			RARF II	0	0	1,500,000	1,500,000
DOT09-6C21	MAG regionwide	Preliminary engineering (ADOT staff)	.00			RARF II	0	0	1,200,000	1,200,000
DOT09-6C22	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00			RARF II	0	0	18,000,000	18,000,000
DOT09-6C23	MAG regionwide	Right of way plans and titles	.00			RARF II	0	0	2,500,000	2,500,000
DOT09-6C24	MAG regionwide	Right of way property management	.00			RARF II	0	0	500,000	500,000
DOT09-6C25	MAG regionwide	Risk management indemnification	.00			RARF II	0	0	2,000,000	2,000,000
DOT09-GAN7	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	.00			STP-MAG	0	30,297,645	30,297,645	0

TOTALS FOR FISCAL YEAR 2009**LOCAL:
\$101,189,700****FEDERAL:
\$163,576,445****REGIONAL:
\$343,155,855****TOTAL:
\$607,922,000****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT10-6C26	10: 40th St to Baseline Rd	Construct CD roads (FY 2010)	1.00	8	12	NHS	4,845,000	80,155,000	0	85,000,000
DOT10-6C27	10: SR-51 to 40th St	Design and purchase right of way for CD	4.00			State	20,000,000	0	0	20,000,000
DOT10-6C28	10R: Loop 303 (Estrella) to Loop 202 (South Mountain Fwy)	Right of way protection	.00			RARF II	3,000,000	0	0	3,000,000
DOT08-6C39	17: Bethany Home Rd to Northern Ave (Alhambra District)	Design and initial construction of a pedestrian walkway along frontage roads	2.00	4	4	CMAQ	688,500	1,606,500	0	2,295,000

AGENCY: ADOT

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT10-6C29	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd	Construct roadway widening	12.50	6	10	RARF II	0	0	27,165,000	27,165,000
DOT10-6C30	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Construct SOV lanes	4.50	8	10	State	8,000,000	0	0	8,000,000
DOT10-6C31	74: US-60 (Grand Ave) to Loop 303 (Estrella	Protect right of way		2	2	State	1,000,000	0	0	1,000,000
DOT10-6C32	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy); MP 13-15	Construct eastbound passing lanes		2	3	State	2,000,000	0	0	2,000,000
DOT05-168R	85: I-8 to I-10	Construct roadway	7.05	2	4	State	40,000,000	0	0	40,000,000
DOT10-6C33A	101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy)	Construct HOV lanes	5.50			CMAQ	0	3,700,000	8,300,000	12,000,000
DOT10-6C33B	101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy)	Construct HOV lanes	5.50			State	16,000,000	0	0	16,000,000
DOT10-6C34	101 (Price Fwy): Baseline Rd to Loop 202	Design and construct FMS	5.50			CMAQ	0	5,186,500	313,500	5,500,000
DOT10-6C36	Loop 202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway and purchase right of way (FY 2010)	8.00			RARF II	0	0	40,000,000	40,000,000
DOT10-6C35	Loop 202 (South Mountain Fwy): I-10 (west) to 51st Ave	Advance construct with GAN or RARF II funds for repayment in a future year	6.00	0	6	RARF II	0	0	10,000,000	110,000,000
DOT10-6C37	Loop 202 (Williams Gateway Fwy): Loop 202	Protect right of way (FY 2010)	5.00			RARF II	0	0	2,000,000	2,000,000
DOT10-6C38	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for roadway improvements (FY 2010)	15.00			RARF II	0	0	10,000,000	10,000,000
DOT10-6C40	MAG regionwide	Advance acquire right of way	.00			RARF II	0	0	5,000,000	5,000,000
DOT10-6C41	MAG regionwide	Design change orders	.00			RARF II	0	0	3,000,000	3,000,000

AGENCY: ADOT

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-699	MAG statewide	Freeway service patrols	.00			State	300,000	0	0	300,000
DOT10-6C42	MAG statewide	Maintenance (landscape, litter removal and	.00			RARF II	0	0	12,000,000	12,000,000
DOT10-6C39	MAG statewide	Noise mitigation projects (FY 2010)	.00			RARF II	0	0	1,500,000	1,500,000
DOT10-6C43	MAG statewide	Preliminary engineering (ADOT staff)	.00			RARF II	0	0	1,200,000	1,200,000
DOT10-6C44	MAG statewide	Preliminary engineering (management consultant, 30% plans design)	.00			RARF II	0	0	18,000,000	18,000,000
DOT10-6C45	MAG statewide	Right of way plans and titles	.00			RARF II	0	0	2,500,000	2,500,000
DOT10-6C46	MAG statewide	Right of way property management	.00			RARF II	0	0	500,000	500,000
DOT10-6C47	MAG statewide	Risk management indemnification	.00			RARF II	0	0	2,000,000	2,000,000
DOT10-GAN8	MAG statewide	STP-MAG funds available for repayment of	.00			STP-MAG	0	29,414,302	29,414,302	0

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$95,833,500	FEDERAL: \$120,062,302	REGIONAL: \$214,064,198	TOTAL: \$429,960,000
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TOTALS FOR ADOT

LOCAL: \$524,416,156	FEDERAL: \$748,277,490	REGIONAL: \$1,358,518,834	TOTAL: \$2,631,212,480
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AGENCY: Avondale**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN06-601	107th Ave: I-10 to McDowell	Add one northbound through lane	.25	2	3	Private	500,000	0	0	500,000
AVN06-602	107th Ave: Roosevelt St to I-10	Add one southbound through lane	.25	3	4	Private	250,000	0	0	250,000
AVN06-607	Dysart Rd: Van Buren St to I-10	Add one southbound through lane	.75	5	6	Local	1,000,000	0	0	1,000,000
AVN06-608	Lower Buckeye Rd: El Mirage Rd to Avondale	Add one westbound through lane and left	1.00	2	3	Private	2,500,000	0	0	2,500,000
AVN06-611	McDowell Rd: Avondale Blvd to 111th Ave	Add one eastbound through lane and continuous left turn lane	.50	4	5	Local	1,500,000	0	0	1,500,000
AVN06-613	Thomas Rd: 107th Ave to 103rd Ave	Add one westbound through lane	.50	3	4	Local	500,000	0	0	500,000
AVN06-614	Van Buren St at 107th Ave	Install new traffic signals	.00	0	0	Local	260,000	0	0	260,000
AVN06-615	Van Buren St at El Mirage Rd	Install new traffic signals	.00	0	0	Local	300,000	0	0	300,000
AVN06-616	Van Buren St: 119th Ave to Avondale Blvd	Add one eastbound through lane and	.50	2	3	Private	250,000	0	0	250,000
AVN06-617	Van Buren St: Agua Fria Bridge to El Mirage Rd	Add one eastbound through lane and continuous left turn lane	.50	2	3	Local	600,000	0	0	600,000
AVN06-604	Avondale Blvd: I-10 to McDowell Rd	Add one through lane in each direction and continuous left turn lane	.25	2	4	Local	2,400,000	0	0	2,400,000
AVN06-605	Avondale Blvd: Lower Buckeye Rd to Whyman	Add continuous left turn lane	.25	4	4	Private	450,000	0	0	450,000
AVN06-606	Dysart Rd at I-10 interchange	Add two through lanes (joint project with ADOT)	.10	4	6	Local	1,500,000	0	0	1,500,000
AVN06-626	Dysart Rd: Thomas Rd to Osborn Rd	Add two through lanes	.50	4	6	Private	500,000	0	0	500,000
AVN06-609	McDowell Rd: 107th Ave to 103rd Ave	Add one eastbound through lane	.50	3	4	Local	1,000,000	0	0	1,000,000

AGENCY: Avondale**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN06-610	McDowell Rd: 111th Ave to 107th Ave	Add continuous left turn lane	.50	4	4	Local	1,500,000	0	0	1,500,000
AVN06-627	McDowell Rd: 99th Ave to 103rd Ave	Add two through lanes	.50	3	5	Local	500,000	0	0	500,000
AVN06-628	Van Buren St: El Mirage Rd to Agua Fria Bridge	Add one westbound through lane	.50	3	4	Local	200,000	0	0	200,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$15,710,000****FEDERAL:
\$0****REGIONAL:
\$0****TOTAL:
\$15,710,000****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN03-206	107th Ave at Earl Dr (Lakeshore Dr)	Install new traffic signals	.00	4	4	Local	220,000	0	0	220,000
AVN07-618	107th Ave at Pierce St	Install new traffic signals	.00	0	0	Local	260,000	0	0	260,000
AVN03-207	107th Ave at Roosevelt St	Install new traffic signals	.00	4	4	Local	220,000	0	0	220,000
AVN03-302	Agua Fria River: Coldwater Park to Community Park 2 Connector Route	Design and construct connector route	2.00	0	0	STP-TEA	30,214	499,786	0	530,000
AVN07-622	El Mirage Rd: Lower Buckeye Rd to Durango St	Add one northbound through lane and left turn lane	.50	2	3	Private	250,000	0	0	250,000
AVN06-603	107th Ave: Van Buren St to north of Buckeye	Add one southbound through lane and left	1.00	2	3	Private	250,000	0	0	250,000
AVN07-619	Avondale Blvd at Coldwater Springs Rd	Install new traffic signals	.00	0	0	Local	220,000	0	0	220,000
AVN07-620	Avondale Blvd at Whyman St	Install new traffic signals	.00	0	0	Local	260,000	0	0	260,000
AVN97-702	Avondale Blvd: Thomas Rd to McDowell Rd	Add two through lanes and left turn lane	1.00	2	4	Private	2,500,000	0	0	2,500,000

AGENCY: Avondale**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN07-621	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new two lane roadway	.50	0	2	Local	1,000,000	0	0	1,000,000
AVN03-210	El Mirage Rd at Buckeye Rd.	Install new traffic signals	.00	4	4	Local	220,000	0	0	220,000
AVN97-602	Indian School Rd: Dysart Rd to 127th Ave	Add continuous left turn lane	.70	4	4	Private	450,000	0	0	450,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:**
\$5,880,214**FEDERAL:**
\$499,786**REGIONAL:**
\$0**TOTAL:**
\$6,380,000**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN08-623	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi	Add one southbound through lane	.50	4	5	Private	800,000	0	0	800,000
AVN01-102	Avondale Blvd at Thomas Rd	Install new traffic signals	.00	0	0	Local	220,000	0	0	220,000
AVN03-211	Fourth St: Lower Buckeye to Western Ave	Reconstruct street	1.00	2	2	Local	600,000	0	0	600,000
AVN08-624	McDowell Rd: Agua Fria River to 119th Ave (north side)	Construct pedestrian improvements on north side of roadway	.50	4	4	CMAQ	83,220	194,180	0	277,400
AVN97-707	Van Buren St at 4th St	Install new traffic signals	.00	4	4	Local	175,000	0	0	175,000
AVN08-625	Van Buren St: 99th Ave to 107th Ave	Add one westbound through lane and	1.00	2	3	Private	900,000	0	0	900,000
AVN03-213	Roosevelt St: Avondale Blvd to 107th Ave	Construct new two lane roadway, turn lane, curb, gutter and sidewalk	1.00	0	2	Private	1,000,000	0	0	1,000,000

TOTALS FOR FISCAL YEAR 2008**LOCAL:**
\$3,778,220**FEDERAL:**
\$194,180**REGIONAL:**
\$0**TOTAL:**
\$3,972,400

AGENCY: Avondale

FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN01-001	107th Ave at Crystal Gardens Pkwy	Install new traffic signals	.00	4	4	Local	220,000	0	0	220,000
AVN96-608	Thomas Rd: RID Canal to 99th Ave	Add two through lanes and continuous left	.50	2	4	Private	650,000	0	0	650,000

TOTALS FOR FISCAL YEAR 2009

LOCAL: \$870,000	FEDERAL: \$0	REGIONAL: \$0	TOTAL: \$870,000
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TOTALS FOR Avondale

LOCAL: \$26,238,434	FEDERAL: \$693,966	REGIONAL: \$0	TOTAL: \$26,932,400
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AGENCY: Buckeye

FISCAL YEAR: 2008

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
BKY04-401B	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	1.50	0	4	Private	1,500,000	0	0	1,500,000

TOTALS FOR FISCAL YEAR 2008

LOCAL: \$1,500,000	FEDERAL: \$0	REGIONAL: \$0	TOTAL: \$1,500,000
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TOTALS FOR Buckeye

LOCAL: \$1,500,000	FEDERAL: \$0	REGIONAL: \$0	TOTAL: \$1,500,000
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AGENCY: Chandler**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN98-703	56th St: Frye Rd to Fairview Rd	Reconstruct roadway to add 1 through lane in each direction	.30	2	4	Local	890,000	0	0	890,000
CHN03-207	Arizona Ave at Elliot Rd	Widen intersection to provide dual left turn lanes and right turn lanes on all approaches and auxiliary east/west lanes	.60	4	6	Local	4,100,000	0	0	4,100,000
CHN03-208	Arizona Ave at Ray Rd	Improvements to add dual left turn lanes and right turn lanes to all approaches and auxiliary east/west lanes	.60	4	6	Local	4,200,000	0	0	4,200,000
CHN03-108	Arizona Ave: Elliot Rd to Chandler Blvd	Install fibre optic communication system (phase 2)	3.00	0	0	CMAQ	14,250	235,750	0	250,000
CHN98-704	Chandler Heights Rd: Alma School Rd to Arizona Ave	Reconstruct roadway to add 1 through lane in each direction (south side complete, from Alma School Rd to Arizona Ave)	1.00	2	4	Private	4,900,000	0	0	4,900,000
CHN06-601	Chandler Heights Rd: Arizona Ave to McQueen Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Local	7,900,000	0	0	7,900,000
CHN06-602	Chandler Heights Rd: Lindsay Rd to Val Vista	Reconstruct roadway to add 1 through lane	1.00	2	4	Local	4,900,000	0	0	4,900,000
CHN05-409	Chandler Hts Rd: Eastern Canal to Gilbert Rd	Reconstruct roadway to add 1 through lane in each direction	.30	2	4	Private	2,600,000	0	0	2,600,000
CHN05-410	Chandler Hts Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	4,900,000	0	0	4,900,000
CHN06-214	Citywide	Install Chandler Fire/Police Department signal system integration and variable message signs	.00	0	0	CMAQ	23,000	377,000	0	400,000
CHN06-406	Citywide	Integrate signal system	.00	0	0	Local	180,000	0	0	180,000
CHN02-012	Consolidated Canal: Ryan Rd to Riggs Rd	Construct multi-use path along canal bank (phase 3 of 3)	3.50	0	0	CMAQ	42,750	707,250	0	750,000

AGENCY: Chandler**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN05-411	Cooper Rd: Ocotillo Rd to Queen Creek Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	4,000,000	0	0	4,000,000
CHN02-105	Lindsay Rd: Chandler Heights Rd to Hunt Hwy	Reconstruct 2-lane rural section to 4-lane urban arterial section	2.00	2	4	Private	9,800,000	0	0	9,800,000
CHN05-403	Lindsay Rd: Chandler Heights Rd to Ocotillo Rd	Reconstruct roadway to add 1 through lane	1.00	2	4	Private	9,100,000	0	0	9,100,000
CHN05-117	Ocotillo Rd: Basha Rd to east of Arizona Ave	Add 2 through lanes	1.25	2	4	Private	6,800,000	0	0	6,800,000
CHN06-603	Ocotillo Rd: Cooper Rd to Gilbert Rd	Reconstruct roadway to add 1 through lane	1.00	2	4	Local	5,400,000	0	0	5,400,000
CHN06-604	Ocotillo Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Local	8,000,000	0	0	8,000,000
CHN06-605	Ocotillo Rd: McQueen Rd to Adams Ave	Reconstruct roadway to add 1 through lane in each direction	.50	2	4	Local	3,300,000	0	0	3,300,000
CHN97-003	Queen Creek Rd: Arizona Ave to Holgun Way	Reconstruct roadway to add 2 through lanes	.50	2	6	Private	2,800,000	0	0	2,800,000
CHN03-107R	Ryan Rd: Arizona Ave to McQueen Rd	Pave dirt road	1.00	0	0	CMAQ	18,000	162,000	0	180,000
CHN06-216C1	Western Canal: Price Rd to Hamilton St (1 of 2) Price Rd to Alma School Rd	Construct multi-use path (phase 1 of 2)	1.80	0	0	CMAQ	258,400	1,033,600	0	1,292,000
CHN120-	Chandler Blvd at Dobson Rd	Acquire right of way for intersection	.40	5	6	RARF II	468,000	0	1,092,000	1,560,000
CHN130-06D	Ray Rd at Alma School Rd	Design intersection improvement	.40	4	6	RARF II	171,900	0	401,100	573,000
CHN200-06AC	Arizona Ave at Chandler Blvd	Advance construction of intersection	.40			Local	3,250,000	0	0	3,250,000
CHN230-05ARW	Queen Creek Rd: Arizona Ave to McQueen Rd	Advance acquire right of way for roadway widening for repayment in phase 2	1.00			Local	1,290,000	0	0	1,290,000

AGENCY: Chandler**FISCAL YEAR: 2006****TOTALS FOR FISCAL YEAR 2006****LOCAL:
\$89,306,300****FEDERAL:
\$2,515,600****REGIONAL:
\$1,493,100****TOTAL:
\$93,315,000****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN07-301	Citywide	Pilot program to study the use of an automatic vehicle location system to pre-	.00	0	0	CMAQ	80,000	320,000	0	400,000
CHN04-115	Cooper Rd: Ocotillo Rd to Chandler Heights Rd	Reconstruct 2-lane rural section to 4-lane urban arterial section	1.00	2	4	Private	3,600,000	0	0	3,600,000
CHN07-302C	Dobson Rd at Warner Rd (phase 1 of 2)	Construct dual left turns and add auxiliary lanes in all directions	.80	4	6	CMAQ	4,940,000	3,000,000	0	7,940,000
CHN96-217	Germann Rd: Dobson to Alma School Rd	Reconstruct roadway to add 2 through lanes	1.00	2	6	Local	7,970,000	0	0	7,970,000
CHN04-113	Queen Creek Rd: Arizona Ave to McQueen Rd	Widen from 2-lane rural section to 6-lane urban arterial section	1.00	2	6	Local	11,520,000	0	0	11,520,000
CHN05-402	Queen Creek Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Private	7,800,000	0	0	7,800,000
CHN06-216C2	Western Canal: Price Rd to Hamilton St (2 of 2)	Construct multi-use path (phase 2 of 2)	1.50	0	0	CMAQ	402,000	1,000,000	0	1,402,000
CHN100-03ADX	Arizona Ave at Ray Rd	Repay advance design completed in FY 2004	.40	5	5	RARF II	-184,100	0	184,100	0
CHN100-04ARWX	Arizona Ave at Ray Rd	Repay advance acquisition of right of way for intersection improvement acquired in FY 2004	.40	5	5	RARF II	-742,000	0	742,000	0
CHN100-05ACX	Arizona Ave at Ray Rd	Repay advance construction for intersection improvement completed in FY 2005	.40	5	5	RARF II	-2,133,900	0	2,133,900	0

AGENCY: Chandler**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN110-07D	Chandler Blvd at Alma School Rd	Design intersection improvement	.40	5	5	RARF II	156,000	0	364,000	520,000
CHN120-	Chandler Blvd at Dobson Rd	Repay advance design completed in FY	.40	5	6	RARF II	-263,200	0	263,200	0
CHN120-07C	Chandler Blvd at Dobson Rd	Construct intersection improvement	.40	5	6	RARF II	2,964,400	0	1,704,800	4,669,200
CHN130-07RW	Ray Rd at Alma School Rd	Acquire right of way for intersection improvement	.40	4	6	RARF II	735,000	0	1,715,000	2,450,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$36,844,200****FEDERAL:
\$4,320,000****REGIONAL:
\$7,107,000****TOTAL:
\$48,271,200****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN06-213	Chandler Blvd: Colorado St to McQueen Rd	Widen roadway from 4 lanes to 6, plus turn	.75	4	6	Local	10,400,000	0	0	10,400,000
CHN08-606	Consolidated Canal multi-use pathway at Germann and Pecos Rds	Install two pedestrian actuated signals (phase I)	.00	4	4	CMAQ	98,400	229,600	0	328,000
CHN99-710	Cooper Rd: Consolidated Canal to Germann Rd	Reconstruct roadway to add 2 through lanes in each direction	1.20	2	6	Local	12,400,000	0	0	12,400,000
CHN06-215	Dobson Rd at Chandler Blvd	Widen existing intersection to provide dual left turn lanes and right turn lane in all directions	.60	4	6	Local	6,900,000	0	0	6,900,000
CHN08-607	Frye Rd: Consolidated Canal to Cooper Rd	Construct a bridge over the Canal and	.10	0	2	Local	1,610,000	0	0	1,610,000
CHN97-225	Germann Rd: Alma School Rd to Arizona Ave	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Local	7,660,000	0	0	7,660,000

AGENCY: Chandler**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN08-608	Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Local	9,900,000	0	0	9,900,000
CHN95-208	Pecos Rd: McQueen Road to west of Gilbert Rd	Reconstruct roadway to add 2 through lanes in each direction	1.75	2	6	Local	9,980,000	0	0	9,980,000
CHN110-	Chandler Blvd at Alma School Rd	Acquire right of way for intersection	.40	5	5	RARF II	420,000	0	980,000	1,400,000
CHN130-08C	Ray Rd at Alma School Rd	Construct intersection improvement	.40	4	6	RARF II	3,592,100	0	943,900	4,536,000
CHN270-08AD	Ray Rd at McClintock Dr	Advance design of intersection improvement	.40			Local	530,000	0	0	530,000
CHN410-08AD	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance design roadway widening for repayment in phase 4	1.25	2	6	Local	500,000	0	0	500,000

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$63,990,500****FEDERAL:
\$229,600****REGIONAL:
\$1,923,900****TOTAL:
\$66,144,000****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN09-609	Alma School Rd at Ray Rd	Widen for dual left turns in all directions and add auxiliary lanes in all directions	.60	4	6	Local	8,400,000	0	0	8,400,000
CHN03-013	Arizona Ave: Chandler Blvd to Riggs Rd	Install fiber optic communications line	6.00	0	0	Local	838,600	0	0	838,600
CHN08-610	Galveston St at Loop 101 (Price Fwy)	Design and construct a multi-use path and bridge over the Loop 101 (Price Fwy) at	.25	2	2	CMAQ	764,400	1,783,600	0	2,548,000
CHN09-611	Various locations along Arizona Ave, Gilbert, Riggs and Ocotillo Rds	Construct bus bays	.00	0	0	Local	2,213,800	0	0	2,213,800

AGENCY: Chandler**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN110-09C	Chandler Blvd at Alma School Rd	Construct intersection improvement	.40	5	5	CMAQ	2,712,000	1,716,000	0	4,428,000
CHN210-09AD	Arizona Ave: Ocotillo Rd to Hunt Hwy	Advance design roadway widening for	3.00	2	3	Local	820,000	0	0	820,000
CHN240-10AD	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance design roadway widening for repayment in phase 2	3.00			Local	1,294,000	0	0	1,294,000
CHN260-09AD	Ray Rd at Dobson Rd	Advance design of intersection improvement for repayment in phase 2	.40			Local	350,000	0	0	350,000
CHN270-	Ray Rd at McClintock Dr	Advance acquire right of way for intersection	.40			Local	500,000	0	0	500,000
CHN410-09ARW	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance acquire right of way for roadway widening for repayment in phase 4	1.25			Local	1,800,000	0	0	1,800,000
CHN420-09AD	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance design roadway widening for repayment in phase 4	2.00			Local	1,100,000	0	0	1,100,000

TOTALS FOR FISCAL YEAR 2009**LOCAL:
\$20,792,800****FEDERAL:
\$3,499,600****REGIONAL:
\$0****TOTAL:
\$24,292,400****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN10-612	Alma School Rd at Chandler Blvd	Widen for dual left turns in all directions and	.60	4	6	Local	6,700,000	0	0	6,700,000
CHN01-723	Arizona Ave: Ocotillo Rd to Hunt Hwy	Reconstruct roadway to add 1 through lane in each direction from Ocotillo Rd to Riggs Rd	3.00	4	6	Local	19,000,000	0	0	19,000,000
CHN10-613	Buffalo St at Colorado St	Upgrade, retrofit and integrate TMC	.00	0	0	CMAQ	575,000	425,000	0	1,000,000

AGENCY: Chandler**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN96-002	Gilbert Rd: Germann Rd to Queen Creek Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Local	11,150,000	0	0	11,150,000
CHN99-713	McQueen Rd: Queen Creek Rd to Riggs Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Local	20,100,000	0	0	20,100,000
CHN10-614	Ocotillo Rd: 0.25 miles east of Arizona Ave to	Reconstruct roadway to add 1 through lane	.75	2	4	Local	6,000,000	0	0	6,000,000
CHN10-615	Queen Creek Rd: McQueen Rd to Gilbert Rd	Reconstruct roadway to add 2 through lanes in each direction	2.00	2	6	Local	21,400,000	0	0	21,400,000
CHN10-616	Ray Rd at Dobson Rd	Widen for dual left turns in all directions and add north and southbound auxiliary lanes	.60	4	6	Local	7,790,000	0	0	7,790,000
CHN10-617	Ray Rd at McClintock Dr	Widen for dual left turns in all directions and	.60	4	6	Local	7,000,000	0	0	7,000,000
CHN04-114	Riggs Rd: Gilbert Rd to Val Vista Rd	Add 4 through lanes	2.00	2	6	Local	13,100,000	0	0	13,100,000
CHN10-618	Various locations	Upgrade outdated TS1 signal equipment	.00	6	6	CMAQ	422,700	422,700	0	845,400
CHN210-99ARW	Arizona Ave: Ocotillo Rd to Hunt Hwy	Advance acquire right of way for roadway widening for repayment in phase 2	3.00	2	3	Local	4,650,000	0	0	4,650,000
CHN240-10ARW	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance acquire right of way for roadway widening for repayment in phase 2	3.00			Local	7,330,000	0	0	7,330,000
CHN250-10AD	Ray Rd at Rural Rd	Advance design of intersection improvement	.40			Local	280,000	0	0	280,000
CHN260-10ARW	Ray Rd at Dobson Rd	Advance acquire right of way for intersection improvement for repayment in phase 2	.40			Local	1,040,000	0	0	1,040,000
CHN270-10AC	Ray Rd at McClintock Dr	Advance construct intersection improvement for repayment in phase 2	.40			Local	3,260,000	0	0	3,260,000

AGENCY: Chandler

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN410-10AC	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance construct roadway widening for repayment in phase 4	1.25	2	6	Local	6,880,000	0	0	6,880,000
CHN420-10ARW	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance acquire right of way for roadway widening for repayment in phase 4	2.00			Local	4,740,000	0	0	4,740,000

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$141,417,700	FEDERAL: \$847,700	REGIONAL: \$0	TOTAL: \$142,265,400
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TOTALS FOR Chandler

LOCAL: \$352,351,500	FEDERAL: \$11,412,500	REGIONAL: \$10,524,000	TOTAL: \$374,288,000
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AGENCY: El Mirage

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
ELM03-208	Dysart Rd at Thunderbird Rd	Improve intersection, including traffic signal	.10	2	4	Local	1,500,000	0	0	1,500,000
ELM06-601	El Mirage Rd: Olive Ave to Northern Ave	Pavng (Olive & El Mirage Roadway	1.00	2	2	Local	1,300,000	0	0	1,300,000
ELM06-602	Olive Ave: El Mirage Rd to Dysart Rd	Pave (Olive & El Mirage Roadway Improvements, Phase I)	1.00	2	2	Local	916,000	0	0	916,000

TOTALS FOR FISCAL YEAR 2006

LOCAL: \$3,716,000	FEDERAL: \$0	REGIONAL: \$0	TOTAL: \$3,716,000
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TOTALS FOR El Mirage

LOCAL: \$3,716,000	FEDERAL: \$0	REGIONAL: \$0	TOTAL: \$3,716,000
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AGENCY: Fountain Hills**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
FTH07-301	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	1.00	4	5	STP-MAG	269,000	1,076,000	0	1,345,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:**
\$269,000**FEDERAL:**
\$1,076,000**REGIONAL:**
\$0**TOTAL:**
\$1,345,000**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
FTH08-601	Saguaro Blvd: Colony Dr to Desert Vista	Pave existing dirt alleys (east side)	1.10	2	2	CMAQ	57,090	133,210	0	190,300
FTH400-08D	Shea Blvd: Palisades Blvd to Saguaro Blvd	Design roadway widening	3.00			RARF II	300,000	0	700,000	1,000,000

TOTALS FOR FISCAL YEAR 2008**LOCAL:**
\$357,090**FEDERAL:**
\$133,210**REGIONAL:**
\$700,000**TOTAL:**
\$1,190,300**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
FTH09-602	Fountain Hills Blvd: Fayette Dr to Fountain Hills Middle School	Design and construct 8 foot wide detached sidewalks	.80	4	4	CMAQ	151,800	354,200	0	506,000
FTH400-09RW	Shea Blvd: Palisades Blvd to Saguaro Blvd	Acquire right of way for roadway widening	3.00			RARF II	550,000	0	1,250,000	1,800,000

TOTALS FOR FISCAL YEAR 2009**LOCAL:**
\$701,800**FEDERAL:**
\$354,200**REGIONAL:**
\$1,250,000**TOTAL:**
\$2,306,000**FISCAL YEAR: 2010**

AGENCY: Fountain Hills

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
FTH400-10C	Shea Blvd: Palisades Blvd to Saguaro Blvd	Construct roadway widening	3.00	4	6	RARF II	1,350,000	0	3,050,000	4,400,000

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$1,350,000	FEDERAL: \$0	REGIONAL: \$3,050,000	TOTAL: \$4,400,000
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TOTALS FOR Fountain Hills

LOCAL: \$2,677,890	FEDERAL: \$1,563,410	REGIONAL: \$5,000,000	TOTAL: \$9,241,300
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AGENCY: Gila Bend

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GBD05-202	Martin Ave: Old Main St to Stout St	Pedestrian improvements	1.25	2	2	STP-MAG	11,400	188,600	0	200,000

TOTALS FOR FISCAL YEAR 2006

LOCAL: \$11,400	FEDERAL: \$188,600	REGIONAL: \$0	TOTAL: \$200,000
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TOTALS FOR Gila Bend

LOCAL: \$11,400	FEDERAL: \$188,600	REGIONAL: \$0	TOTAL: \$200,000
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AGENCY: Gilbert**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB03-903	Baseline Rd: Higley Rd to Power Rd	Reconstruct roadway to add 1 through lane in each direction	2.00	4	6	Private	3,500,000	0	0	3,500,000
GLB02-204B	Consolidated Canal (Heritage Trail): Freestone Park to Baseline Rd (Mesa Segment)	Construct multi-use path (CMAQ component)	1.50	4	4	CMAQ	11,430	188,900	0	200,330
GLB02-204A	Consolidated Canal (Heritage Trail): Freestone	Construct multi-use path (STP-TEA	1.50	4	4	STP-TEA	50,000	500,000	0	550,000
GLB01-114RB	Consolidated Canal (Heritage Trail): Galveston St to Warner Rd (Chandler Segment)	Construct multi-use path (CMAQ component)	1.50	4	4	CMAQ	11,430	188,900	0	200,330
GLB01-114RA	Consolidated Canal (Heritage Trail): Galveston St to Warner Rd (Chandler Segment)	Construct multi-use path (STP-TEA component)	1.50	4	4	STP-TEA	50,000	500,000	0	550,000
GLB05-107R	Eastern Canal: Baseline Rd to Guadalupe Rd	Design and construct multi-use path	1.00	4	4	CMAQ	33,231	549,769	0	583,000
GLB06-201R	Eastern Canal: Guadalupe Rd to Elliot Rd (Santan Vista Trail phase II)	Design and construct multi-use path	1.00	4	4	CMAQ	159,000	636,000	0	795,000
GLB03-904	Elliot Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lane in each direction	1.00	2	4	Private	1,000,000	0	0	1,000,000
GLB04-205	Gilbert Rd: US-60 to Guadalupe Rd; and US-	Install fiber & conduit along Gilbert Rd, fiber only along US-60 (joint with Mesa to link ATMS)	7.00	6	6	CMAQ	59,840	400,660	0	460,500
GLB04-103	Gilbert Rd: Williams Field Rd to Pecos Rd	Reconstruct roadway to add 2 through lanes	1.00	2	6	Local	4,500,000	0	0	4,500,000
GLB06-203B	Gilbert Town Center	Design traffic management center (phase B) and purchase further equipment	.00			CMAQ	126,599	368,401	0	495,000
GLB03-906	Guadalupe Rd: Roadrunner Rd to Power Rd	Reconstruct roadway to add 1 through lane in each direction	.50	2	4	Private	500,000	0	0	500,000
GLB97-720	Higley Rd: US-60 to Baseline Rd	Reconstruct roadway to widen to 3 through	.65	2	6	Private	850,000	0	0	850,000

AGENCY: Gilbert**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB05-108	Higley Rd: Warner Rd to Ray Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Private	2,500,000	0	0	2,500,000
GLB02-806	Ocotillo Rd: Recker Rd to Power Rd	Construct new four lane roadway	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB03-301	Powerline Trail	Design and construct multi-use path along utility easement	.00	0	0	STP-TEA	92,000	500,000	0	592,000
GLB03-908	Ray Rd: Greenfield Rd to Higley Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	1,000,000	0	0	1,000,000
GLB05-111	Ray Rd: Recker Rd to Power Rd	Reconstruct roadway to add 1 through lane	1.00	2	4	Private	1,300,000	0	0	1,300,000
GLB04-303	Various locations along the Consolidated and Eastern Canals	Design and install four pedestrian bridges	.40	0	0	STP-TEA	39,000	180,000	0	219,000
GLB05-113	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	.40	2	6	Private	800,000	0	0	800,000
GLB140-06D	Warner Rd at Cooper Rd	Design intersection improvement	.40			RARF II	200,000	0	460,000	660,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$18,282,530****FEDERAL:
\$4,012,630****REGIONAL:
\$460,000****TOTAL:
\$22,755,160****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB07-302	Eastern Canal: Elliot Rd to Warner Rd (Santan Vista Trail phase III)	Design and construct multi-use path	1.00	4	4	CMAQ	92,000	500,000	0	592,000
GLB02-808	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000

AGENCY: Gilbert**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB03-910	Warner Rd: Recker Rd to Power Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	1,000,000	0	0	1,000,000
GLB130-07D	Guadalupe Rd at Gilbert Rd	Design intersection improvement	.40			RARF II	200,000	0	460,000	660,000
GLB140-07RW	Warner Rd at Cooper Rd	Acquire right of way for intersection improvement	.40			RARF II	300,000	0	700,000	1,000,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$3,092,000****FEDERAL:
\$500,000****REGIONAL:
\$1,160,000****TOTAL:
\$4,752,000****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB04-105	Pecos Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	1,300,000	0	0	1,300,000
GLB00-712	Recker Rd: Baseline Rd to Houston Ave	Reconstruct roadway to add 2 through lane	.50	2	4	Local	650,000	0	0	650,000
GLB01-719	Recker Rd: Queen Creek Rd to Ocotillo Rd	Construct new 4 lane roadway	1.00	0	4	Private	1,300,000	0	0	1,300,000
GLB110-08D	Germann Rd: Gilbert Rd to Power Rd	Design roadway widening	6.00			RARF II	1,170,000	0	2,730,000	3,900,000
GLB120-08D	Guadalupe Rd at Cooper Rd	Design intersection improvement	.40			RARF II	200,000	0	460,000	660,000
GLB130-08RW	Guadalupe Rd at Gilbert Rd	Acquire right of way for intersection improvement	.40			RARF II	300,000	0	700,000	1,000,000
GLB140-08C	Warner Rd at Cooper Rd	Construct intersection improvement	.40			CMAQ	900,000	1,440,000	460,000	2,800,000

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$5,820,000****FEDERAL:
\$1,440,000****REGIONAL:
\$4,350,000****TOTAL:
\$11,610,000**

AGENCY: Gilbert**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB09-601C	Western-Powerline Trail: Cooper Rd to Gilbert Rd (phase III)	Construct multi-use path and pedestrian amenities	1.00	6	6	CMAQ	320,595	614,405	0	935,000
GLB100-09RW	Elliot Rd at Cooper Dr	Acquire right of way for intersection improvement				RARF II	300,000	0	700,000	1,000,000
GLB110-	Germann Rd: Gilbert Rd to Power Rd	Acquire right of way for roadway widening	6.00			RARF II	1,950,000	0	4,550,000	6,500,000
GLB120-09RW	Guadalupe Rd at Cooper Rd	Acquire right of way for intersection improvement	.40			RARF II	300,000	0	700,000	1,000,000
GLB130-09C	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	.40			CMAQ	900,000	1,900,000	0	2,800,000

TOTALS FOR FISCAL YEAR 2009**LOCAL:
\$3,770,595****FEDERAL:
\$2,514,405****REGIONAL:
\$5,950,000****TOTAL:
\$12,235,000****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB99-257	Neely St: SPRR to SRP Western Canal	Construct new grade railroad crossing	.50	0	2	Local	1,000,000	0	0	1,000,000
GLB10-602C	Western-Powerline Trail: Gilbert Rd to Lindsay Rd (phase II)	Construct multi-use path and pedestrian amenities	1.00	6	6	CMAQ	320,595	614,405	0	935,000
GLB100-10C	Elliot Rd at Cooper Dr	Construct intersection improvement				CMAQ	900,000	1,900,000	0	2,800,000
GLB110-10C	Germann Rd: Gilbert Rd to Power Rd	Construct roadway widening	6.00	2	6	RARF II	4,680,000	0	10,920,000	15,600,000
GLB120-10C	Guadalupe Rd at Cooper Rd	Construct intersection improvement	.40			CMAQ	900,000	1,900,000	0	2,800,000

TOTALS FOR FISCAL YEAR 2010**LOCAL:
\$7,800,595****FEDERAL:
\$4,414,405****REGIONAL:
\$10,920,000****TOTAL:
\$23,135,000**

AGENCY: Gilbert

TOTALS FOR Gilbert

LOCAL: \$38,765,720	FEDERAL: \$12,881,440	REGIONAL: \$22,840,000	TOTAL: \$74,487,160
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AGENCY: Glendale**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN04-316	43rd Ave at Peoria Ave	Design and construct gateway facility	.20	0	0	STP-TEA	283,500	336,826	0	620,326
GLN01-706	59th Ave: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct to 4 Lanes and Bike Path	1.00	2	2	Local	2,600,000	0	0	2,600,000
GLN00-703	59th Ave: Olive St to Brown St	Widen roadway for turn lane, curb, gutter, sidewalk and reconstruct major irrigation	.75	4	5	CMAQ	1,082,500	917,500	0	2,000,000
GLN06-201	Bell Rd at Skunk Creek (between 67th Ave and 75th Ave)	Widen existing bridge to provide pedestrian and bicycle access across bridge	.10	6	6	CMAQ	440,000	424,350	0	864,350
GLN01-001C	Bell Rd: 51st Ave to 83rd Ave	Install computerized signal system (Phase 2)	4.50	6	6	CMAQ	45,000	665,000	0	710,000
GLN01-110	Historic Catlin Court Alleyway	Improve 4 alleyways for multi-modal use, including enhancing pedestrian and bicycle facilities and limit vehicle parking	.00	0	0	STP-TEA	520,090	498,000	0	1,018,090
GLN06-202	Various locations	Install fiber-optic cable & conduit to support	4.25	4	4	CMAQ	223,500	894,000	0	1,117,500

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$5,194,590****FEDERAL:
\$3,735,676****REGIONAL:
\$0****TOTAL:
\$8,930,266****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN07-310	63rd Ave: Olive Ave to Grand Ave	Design and construct bicycle lane, including new paving in southern segment	1.50	2	2	CMAQ	316,300	316,300	0	632,600
GLN06-307	91st Ave: Glendale Ave to Northern Ave	Widen roadway with curb, gutter, sidewalk and landscaping	1.00	4	6	Local	1,028,500	0	0	1,028,500
GLN07-311	Alley 250 ft north of Glendale Ave: 58th Ave to	Design and construct alley improvements	.05	0	0	CMAQ	75,000	75,000	0	150,000

AGENCY: Glendale**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN05-401	Bethany Home Rd: 59th Ave to 67th Ave	Install median island and infill street lights	1.00	4	4	STP-HES	32,000	528,000	0	560,000
GLN07-601	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway	2.00	0	4	Local	2,000,000	0	0	2,000,000
GLN07-314	US-60 (Grand Ave): I-17 to Agua Fria Fwy	Major Investment Study, Phase II	13.00	6	6	STP-MAG	0	480,000	0	480,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:**
\$3,451,800**FEDERAL:**
\$1,399,300**REGIONAL:**
\$0**TOTAL:**
\$4,851,100**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN08-602	59th Ave: Bell Rd to Union Hills Dr	Widen roadway to provide additional lanes	1.00	4	5	Local	1,000,000	0	0	1,000,000
GLN08-603	59th Ave: Olive Ave to Brown St	Widen roadway to add medians and stripe for 5 lanes	.50	4	5	Local	1,000,000	0	0	1,000,000
GLN08-604	63rd Ave at Loop 101 (Agua Fria Fwy)	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy)	.03	6	6	CMAQ	1,657,383	1,657,383	0	3,314,766
GLN03-105	67th Ave: Peoria to ACDC	Improve street and construct storm drain	2.50	4	4	Private	2,430,000	0	0	2,430,000
GLN08-605	Glendale Ave: Loop 101 to Luke AFB	Pave access points				CMAQ	27,000	63,000	0	90,000
GLN08-611	Old Roma Alley	Design and construct pedestrian	.05	0	0	STP-TEA	256,982	500,000	0	756,982

TOTALS FOR FISCAL YEAR 2008**LOCAL:**
\$6,371,365**FEDERAL:**
\$2,220,383**REGIONAL:**
\$0**TOTAL:**
\$8,591,748**FISCAL YEAR: 2009**

AGENCY: Glendale

FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN08-606	Glendale Sports Facilities	Installation of fiber optic cable and video detection cameras	4.00	6	6	CMAQ	439,140	439,200	0	878,340
GLN09-609	Skunk Creek at Union Hills Drive	Design and construct multi-use underpass under Union Hills Dr	.10	4	4	CMAQ	147,228	147,228	0	294,456

TOTALS FOR FISCAL YEAR 2009

**LOCAL:
\$586,368**

**FEDERAL:
\$586,428**

**REGIONAL:
\$0**

**TOTAL:
\$1,172,796**

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN04-107	Camelback Rd: 67th Ave to 83rd Ave	Widen roadway with curb, gutter and	4.00	4	4	Local	2,000,000	0	0	2,000,000
GLN98-297	Camelback Rd: 83rd Ave to 99th Ave	Construct road widening with curb, gutter, sidewalk and landscaping (See Also GLN04-	2.00	4	4	Local	600,000	0	0	600,000
GLN09-610	Downtown alley north of Glendale Ave between 57th Ave and 57th Dr	Transform existing service alleyway into a safe environment for pedestrian circulation and limited vehicular traffic	.04	4	4	CMAQ	103,166	240,721	0	343,887
GLN07-313	Glendale Ave: Agua Fria Fwy to 115th Ave	Widen roadway with curb, gutter, sidewalk	2.25	4	6	Local	4,000,000	0	0	4,000,000

TOTALS FOR FISCAL YEAR 2010

**LOCAL:
\$6,703,166**

**FEDERAL:
\$240,721**

**REGIONAL:
\$0**

**TOTAL:
\$6,943,887**

TOTALS FOR Glendale

**LOCAL:
\$22,307,289**

**FEDERAL:
\$8,182,508**

**REGIONAL:
\$0**

**TOTAL:
\$30,489,797**

AGENCY: Goodyear**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY99-901	137th Ave: Van Buren to Test Dr	Construct new 2 lane roadway, curb, gutter, sidewalk and landscape	.43	0	2	Private	475,000	0	0	475,000
GDY06-201	Bullard Ave: MC-85 to 1 mile south	Construct bicycle lane	1.00	4	4	CMAQ	16,030	144,270	0	160,300
GDY04-204C	Litchfield Rd: Wigwam Blvd to MC 85	Install conduit and fiber cabling (smart corridor)	5.50	0	0	CMAQ	125,000	500,000	0	625,000
GDY06-601	McDowell Rd: Pebble Creek Pkwy to Loop 303	Widen roadway from 2 lanes to 6 (local funds)	2.00	2	6	Local	1,000,000	0	0	1,000,000
GDY06-602	McDowell Rd: Pebble Creek Pkwy to Loop 303	Widen roadway from 2 lanes to 6 (private)	2.00	2	6	Local	3,000,000	0	0	3,000,000
GDY01-101C	Rainbow Valley Rd: Riggs Rd to Hunt Hwy	Pave dirt road (Phase I)	1.00	0	0	CMAQ	10,000	80,000	0	90,000
GDY06-203	Rainbow Valley Rd: Riggs Rd to Hunt Hwy	Pave dirt road (Phase II)	1.00	2	2	CMAQ	20,000	180,000	0	200,000
GDY06-603	Yuma Rd: Sarival Ave to Cotton Ln	Widen roadway from 2 lanes to 4	1.00	2	4	Private	1,500,000	0	0	1,500,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$6,146,030****FEDERAL:
\$904,270****REGIONAL:
\$0****TOTAL:
\$7,050,300****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY99-001	Broadway Rd: Estrella Pkwy to Bullard Ave	Pave dirt road, add 2 lanes and bridge	1.00	2	4	Local	1,150,000	0	0	1,150,000
GDY07-301	Bullard Ave: Yuma Rd to Van Buren St	Pave dirt road	1.00	2	2	CMAQ	292,000	438,000	0	730,000
GDY07-302	Chandler Heights Rd: Rainbow Valley Rd to one mile west	Pave dirt road	1.00	2	2	CMAQ	170,400	255,600	0	426,000

AGENCY: Goodyear

FISCAL YEAR: 2007

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY97-002	Elwood St: 159th Ave to Cotton Lane	Construct new 2 lane roadway, curb, gutter, sidewalk and landscape	1.50	0	2	Local	400,000	0	0	400,000
GDY07-303	Goodyear TOC	Purchase and install equipment for Traffic Operations Center	.00	0	0	CMAQ	160,000	640,000	0	800,000
GDY04-408	Western Ave: RR crossing west to 3rd Ave	Reconstruct 4 lane roadway	.75	4	4	Local	300,000	0	0	300,000
GDY07-304C	Yuma Rd at Bullard Wash	Construct bridge and approaches	.10	2	2	STP-MAG	214,000	746,000	0	960,000

TOTALS FOR FISCAL YEAR 2007

**LOCAL:
\$2,686,400**

**FEDERAL:
\$2,079,600**

**REGIONAL:
\$0**

**TOTAL:
\$4,766,000**

FISCAL YEAR: 2008

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY04-406	Bullard Rd: Riggs Rd to Hunt Rd	Pave dirt road	1.50	2	2	Local	450,000	0	0	450,000
GDY97-008	Lower Buckeye Rd: Estrella Pkwy to 159th Ave	Reconstruct 2 lanes, curb, gutter, sidewalk & landscape	.50	2	4	Private	500,000	0	0	500,000
GDY04-403	McDowell Rd and Estrella Pkwy	Install new traffic signals	.10	4	4	Local	340,000	0	0	340,000

TOTALS FOR FISCAL YEAR 2008

**LOCAL:
\$1,290,000**

**FEDERAL:
\$0**

**REGIONAL:
\$0**

**TOTAL:
\$1,290,000**

TOTALS FOR Goodyear

**LOCAL:
\$10,122,430**

**FEDERAL:
\$2,983,870**

**REGIONAL:
\$0**

**TOTAL:
\$13,106,300**

AGENCY: Guadalupe

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDL04-201	8413 S Avenida Del Yaqui	Install emergency signal device at fire station	.10	2	2	STP-MAG	3,000	47,000	0	50,000
GDL04-301	Calle Guadalupe: I-10 to Tempe City Limits	Design and construct roadway enhancements to complete the Sun Circle Trail	.50	4	4	STP-TEA	60,000	500,000	0	560,000
GDL05-202	Guadalupe Rd: Highline Canal to Calle Bella Vista	Add left and right turn lanes, curb, gutter, sidewalks, frontage road, bus stops and cross walks	.60	2	2	CMAQ	340,000	500,000	0	840,000

TOTALS FOR FISCAL YEAR 2006

LOCAL: \$403,000	FEDERAL: \$1,047,000	REGIONAL: \$0	TOTAL: \$1,450,000
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TOTALS FOR Guadalupe

LOCAL: \$403,000	FEDERAL: \$1,047,000	REGIONAL: \$0	TOTAL: \$1,450,000
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AGENCY: Litchfield Park

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
LPK05-101C	Litchfield Rd Bypass at Wigwam Boulevard	Construct bicycle underpass	.20	4	4	CMAQ	53,850	886,420	0	940,270

TOTALS FOR FISCAL YEAR 2006

LOCAL: \$53,850	FEDERAL: \$886,420	REGIONAL: \$0	TOTAL: \$940,270
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TOTALS FOR Litchfield Park

LOCAL: \$53,850	FEDERAL: \$886,420	REGIONAL: \$0	TOTAL: \$940,270
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AGENCY: MAG**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG06-205	Regionwide	Capitol rideshare program				CMAQ	0	135,000	0	135,000
MAG06-206	Regionwide	Coordinate regional smart corridors				CMAQ	16,000	250,000	0	266,000
MAG06-207	Regionwide	Implementation of CMAQ eligible phases of the regional community WAN study (CMAQ				CMAQ	400,000	1,600,000	0	2,000,000
MAG06-211	Regionwide	MAG/RPTA telework outreach program (FY 2006)				CMAQ	0	300,000	0	300,000
MAG06-208	Regionwide	Purchase PM-10 certified street sweepers (FY 2006)				CMAQ	60,000	960,000	0	1,020,000
MAG06-210	Regionwide	Regional rideshare program (FY 2006)				CMAQ	0	660,000	0	660,000
MAG06-204R	Regionwide	Transportation planning and air quality studies and support (includes revised				STP-MAG	90,700	1,500,000	0	1,590,700
MAG06-209	Regionwide	Travel reduction program (FY 2006)				CMAQ	0	910,000	0	910,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$566,700****FEDERAL:
\$6,315,000****REGIONAL:
\$0****TOTAL:
\$6,881,700****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG07-302	Regionwide	Capitol rideshare program				CMAQ	0	135,000	0	135,000
MAG07-303	Regionwide	Education and promotion to reduce ozone pollution				CMAQ	0	300,000	0	300,000
MAG07-304	Regionwide	MAG elderly mobility pilot program				STP-MAG	200,000	400,000	0	600,000

AGENCY: MAG**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG07-305	Regionwide	Pave dirt roads program (FY 2007)				CMAQ	1,350,000	1,350,000	0	2,700,000
MAG07-307	Regionwide	Purchase PM-10 certified street sweepers				CMAQ	87,040	1,440,000	0	1,527,040
MAG07-308	Regionwide	Regional bicycle map				CMAQ	1,710	30,000	0	31,710
MAG07-309	Regionwide	Regional rideshare program (FY 2007)				CMAQ	0	660,000	0	660,000
MAG07-310	Regionwide	Transportation planning and air quality studies and support (FY 2007)				STP-MAG	190,000	3,000,000	0	3,190,000
MAG07-311	Regionwide	Travel reduction program (FY 2007)				CMAQ	0	910,000	0	910,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$1,828,750****FEDERAL:
\$8,225,000****REGIONAL:
\$0****TOTAL:
\$10,053,750****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG08-601	Regionwide	Capitol rideshare program (FY 2008)				CMAQ	0	135,000	0	135,000
MAG08-602	Regionwide	MAG/Valley Metro bicycle safety education program (FY 2008)				CMAQ	57,143	100,000	0	157,143
MAG08-603	Regionwide	MAG/Valley Metro bicycle safety education				CMAQ	58,556	74,000	0	132,556
MAG08-604	Regionwide	MAG/Valley Metro telework outreach and ozone education program (FY 2008)				CMAQ	20,000	300,000	0	320,000
MAG08-605	Regionwide	Pave dirt roads program (FY 2008)				CMAQ	857,000	2,000,000	0	2,857,000

AGENCY: MAG**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG08-606	Regionwide	Purchase PM-10 certified street sweepers (FY 2008)				CMAQ	67,000	1,110,000	0	1,177,000
MAG08-607	Regionwide	Regional rideshare program (FY 2008)				CMAQ	0	660,000	0	660,000
MAG08-608	Regionwide	Transportation planning and air quality studies and support (FY 2008)				STP-MAG	200,000	3,300,000	0	3,500,000
MAG08-609	Regionwide	Travel reduction program (FY 2008)				CMAQ	0	910,000	0	910,000
MAG100-08E	Various locations	ITS Program	.00			CMAQ	1,100,000	2,500,000	0	3,600,000

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$2,359,699****FEDERAL:
\$11,089,000****REGIONAL:
\$0****TOTAL:
\$13,448,699****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG08-610	Regionwide	Capitol rideshare program (FY 2009)				CMAQ	0	135,000	0	135,000
MAG09-611B	Regionwide	MAG/Valley Metro bicycle safety education				CMAQ	64,571	24,000	0	88,571
MAG09-612	Regionwide	MAG/Valley Metro telework outreach and ozone education program (FY 2009)				CMAQ	20,000	300,000	0	320,000
MAG09-613	Regionwide	Pave dirt roads program (FY 2009)				CMAQ	1,500,000	3,500,000	0	5,000,000
MAG09-614	Regionwide	Purchase PM-10 certified street sweepers (FY 2009)				CMAQ	73,139	1,210,000	0	1,283,139
MAG09-615	Regionwide	Regional rideshare program (FY 2009)				CMAQ	0	660,000	0	660,000

AGENCY: MAG**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG09-616	Regionwide	Transportation planning and air quality studies and support (FY 2009)				STP-MAG	220,000	3,600,000	0	3,820,000
MAG09-617	Regionwide	Travel reduction program (FY 2009)				CMAQ	0	910,000	0	910,000
MAG100-09E	Various locations	ITS Program	.00			CMAQ	1,100,000	2,500,000	0	3,600,000

TOTALS FOR FISCAL YEAR 2009**LOCAL:
\$2,977,710****FEDERAL:
\$12,839,000****REGIONAL:
\$0****TOTAL:
\$15,816,710****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG10-618	Regionwide	Capitol rideshare program (FY 2010)				CMAQ	0	135,000	0	135,000
MAG10-619	Regionwide	MAG/Valley Metro telework outreach and ozone education program (FY 2010)				CMAQ	20,000	300,000	0	320,000
MAG10-620	Regionwide	Pave dirt roads program (FY 2010)				CMAQ	1,500,000	3,500,000	0	5,000,000
MAG10-621	Regionwide	Purchase PM-10 certified street sweepers				CMAQ	79,183	1,310,000	0	1,389,183
MAG10-622	Regionwide	Regional rideshare program (FY 2010)				CMAQ	0	660,000	0	660,000
MAG10-623	Regionwide	Transportation planning and air quality				STP-MAG	250,000	3,900,000	0	4,150,000
MAG10-624	Regionwide	Travel reduction program (FY 2010)				CMAQ	0	910,000	0	910,000
MAG100-10E	Various locations	ITS Program	.00			CMAQ	1,100,000	2,500,000	0	3,600,000

AGENCY: MAG

FISCAL YEAR: 2010

TOTALS FOR FISCAL YEAR 2010

TOTALS FOR MAG

LOCAL: \$2,949,183	FEDERAL: \$13,215,000	REGIONAL: \$0	TOTAL: \$16,164,183
LOCAL: \$10,682,042	FEDERAL: \$51,683,000	REGIONAL: \$0	TOTAL: \$62,365,042

AGENCY: MAG/Multi-Agency**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA120-06D	Northern Ave (Phase A1A): Dysart Rd to Loop 303	Pre-design and design of roadway widening	4.50	2	4	RARF II	1,900,000	0	3,100,000	5,000,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:**
\$1,900,000**FEDERAL:**
\$0**REGIONAL:**
\$3,100,000**TOTAL:**
\$5,000,000**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA100-07D	Dobson Rd: Bridge over Salt River	Design bridge construction and roadway widening	1.20	0	4	Local	4,070,000	0	0	4,070,000
MMA120-	Northern Ave (Phase A2): US-60 (Grand Ave)	Protect right of way and construct interim	8.00	2	4	RARF II	2,500,000	0	4,166,666	6,666,666

TOTALS FOR FISCAL YEAR 2007**LOCAL:**
\$6,570,000**FEDERAL:**
\$0**REGIONAL:**
\$4,166,666**TOTAL:**
\$10,736,666**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA100-08RW	Dobson Rd: Bridge over Salt River	Acquire right of way for bridge construction and roadway widening	1.20	0	4	STP-MAG	2,885,000	2,115,000	0	5,000,000
MMA120-08RW	Northern Ave (Phase A1B): Dysart Rd to Loop 303	Acquire right of way for road widening	4.50	2	4	STP-MAG	7,600,000	8,000,000	4,400,000	20,000,000
MMA120-	Northern Ave (Phase A2): US-60 (Grand Ave)	Protect right of way and construct interim	8.00	2	4	RARF II	2,500,000	0	4,166,666	6,666,666

AGENCY: MAG/Multi-Agency

FISCAL YEAR: 2008

TOTALS FOR FISCAL YEAR 2008

**LOCAL:
\$12,985,000**

**FEDERAL:
\$10,115,000**

**REGIONAL:
\$8,566,666**

**TOTAL:
\$31,666,666**

FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA100-09C	Dobson Rd: Bridge over Salt River	Construct bridge and widen roadway	1.20	0	4	STP-MAG	15,640,000	6,460,000	5,000,000	27,100,000
MMA110-09D	El Mirage Rd: Paradise Ln to Thunderbird Rd	Design bridge construction and roadway	1.00			RARF II	700,000	0	1,600,000	2,300,000
MMA120-09C	Northern Ave (Phase A1C): Dysart Rd to Loop 303	Construct interim roadway	4.50	2	4	STP-MAG	13,000,000	9,440,000	12,560,000	35,000,000
MMA120-09RW3	Northern Ave (Phase A2): US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	8.00	2	4	RARF II	2,500,000	0	4,166,666	6,666,666

TOTALS FOR FISCAL YEAR 2009

**LOCAL:
\$31,840,000**

**FEDERAL:
\$15,900,000**

**REGIONAL:
\$23,326,666**

**TOTAL:
\$71,066,666**

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA110-	El Mirage Rd: Paradise Ln to Thunderbird Rd	Acquire right of way for bridge construction	1.00			RARF II	1,400,000	0	3,000,000	4,400,000

TOTALS FOR FISCAL YEAR 2010

**LOCAL:
\$1,400,000**

**FEDERAL:
\$0**

**REGIONAL:
\$3,000,000**

**TOTAL:
\$4,400,000**

TOTALS FOR MAG/Multi-Agency

**LOCAL:
\$54,695,000**

**FEDERAL:
\$26,015,000**

**REGIONAL:
\$42,159,998**

**TOTAL:
\$122,869,998**

AGENCY: Maricopa County**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA06-601	75th Ave: MC-85 to Van Buren St	Widen roadway from 2 lanes to 4, plus continuous left turn median	1.00	2	4	Local	3,475,000	0	0	3,475,000
MMA01-770	Alma School Rd: McLellan Rd to McKellips Rd	Widen roadway from 4 lanes to 6	.75	4	6	Local	2,831,000	0	0	2,831,000
MMA06-602	Brown Rd: 94th St to Crismon Rd	Widen roadway from 2 lanes to 4	1.00	2	4	Local	1,400,000	0	0	1,400,000
MMA06-603	Ellsworth Rd: Germann Rd to Elliot Rd	Widen roadway from 2 lanes to 6	5.50	2	6	Local	27,642,000	0	0	27,642,000
MMA06-604	MC-85: Turner Rd to SR-85	Construct new 2 lane roadway (interim)	1.00	0	2	Local	1,972,000	0	0	1,972,000
MMA06-205	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0	Local	300,000	0	0	300,000
MMA06-206	McDowell Mountain Rd: Fountain Hills city	Design and construct bicycle lane	8.25	2	2	CMAQ	533,314	494,870	0	1,028,184
MMA05-214	PM-10 roads various locations	Pave dirt roads (FY 2005)	4.44	2	2	CMAQ	1,000,000	1,000,000	0	2,000,000
MMA06-208R	PM-10 roads various locations	Pave dirt roads (FY 2006)	13.31	2	2	CMAQ	1,000,000	1,000,000	0	2,000,000
MMA07-403	Power Rd: Guadalupe Rd to Baseline Rd	Widen roadway from 4 lanes to 6	1.00	4	6	Local	8,553,000	0	0	8,553,000
MMA01-793	Ray Rd: Lindsay Rd to Greenfield Rd	Widen roadway from 2 lanes to 4 (participate	2.00	2	4	Local	550,000	0	0	550,000
MMA06-207	Regionwide	Construct Aztech smart corridors, Phase 3 (design-build)	43.10	5	5	CMAQ	600,000	1,350,000	0	1,950,000
MMA00-754	Ellsworth Rd: University Dr to McLellan Rd	Widen roadway from 2 lanes to 4	1.50	2	4	Local	4,222,000	0	0	4,222,000
MMA03-915	Queen Creek Rd Bridge at Eastern Canal	Construct new bridge	.22	2	4	Local	264,000	0	0	264,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$54,342,314****FEDERAL:
\$3,844,870****REGIONAL:
\$0****TOTAL:
\$58,187,184**

AGENCY: Maricopa County**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA06-404	83rd Ave: Northern Ave to Olive Ave	Widen roadway from 2 lanes to 4	1.00	2	4	Local	3,871,000	0	0	3,871,000
MMA03-908	87th Ave Channel: Deer Valley Dr to Williams	Relocate channel and pave dirt road	.50	2	2	Local	850,000	0	0	850,000
MMA07-301D2	Bell Rd: SR 303L to Grand Ave (Phase II)	Design ITS improvements (design 2 of 2)	10.50			CMAQ	64,400	114,600	0	179,000
MMA07-303	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0	Local	300,000	0	0	300,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$5,085,400****FEDERAL:
\$114,600****REGIONAL:
\$0****TOTAL:
\$5,200,000****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA08-605	MC-85: 91st Ave to 75th Ave	Widen roadway from 2 lanes to 4, plus a	2.00	2	4	Local	14,592,000	0	0	14,592,000
MMA03-912	MC-85: Cotton Ln to Estrella Pkwy	Widen roadway from 2 lanes to 4	2.00	2	4	Local	3,360,000	0	0	3,360,000
MMA08-606	Maricopa County CDBG projects: City and town	Projects to be selected each year	.00	0	0	Local	300,000	0	0	300,000
MMA06-215	Queen Creek Rd: Arizona Ave to McQueen Rd	Widen roadway from 2 lanes to 4	1.00	2	4	Local	5,622,000	0	0	5,622,000

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$23,874,000****FEDERAL:
\$0****REGIONAL:
\$0****TOTAL:
\$23,874,000****FISCAL YEAR: 2009**

AGENCY: Maricopa County**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA09-607	Bell Rd: Loop 303 to Loop 101 (Agua Fria Fwy)	Construct ITS Improvements	10.50	4	4	CMAQ	500,000	1,000,000	0	1,500,000
MMA09-608	MC-85: 107th Ave to 91st Ave	Widen roadway from 2 lanes to 4, plus a	2.00	2	4	Local	14,519,000	0	0	14,519,000
MMA09-609	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0	Local	300,000	0	0	300,000
MMA09-610	Rio Verde Dr: Forest Rd to 136th St alignment	Pave shoulders to include a bicycle lane	5.80	2	2	CMAQ	217,500	507,500	0	725,000

TOTALS FOR FISCAL YEAR 2009**LOCAL:
\$15,536,500****FEDERAL:
\$1,507,500****REGIONAL:
\$0****TOTAL:
\$17,044,000****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA10-611	MCDOT Traffic Management Center	Design and construct TMC upgrade	5.00			CMAQ	315,000	735,000	0	1,050,000
MMA10-612	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0	Local	300,000	0	0	300,000

TOTALS FOR FISCAL YEAR 2010**LOCAL:
\$615,000****FEDERAL:
\$735,000****REGIONAL:
\$0****TOTAL:
\$1,350,000****TOTALS FOR Maricopa County****LOCAL:
\$99,453,214****FEDERAL:
\$6,201,970****REGIONAL:
\$0****TOTAL:
\$105,655,184**

AGENCY: Mesa**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES04-125C	Country Club Dr: 8th Ave to Baseline Rd (including US-60 TI)	Install real-time adaptive signal system	1.50	0	0	CMAQ	581,190	788,810	0	1,370,000
MES05-310	Gilbert Rd: McDowell Rd to Thomas Rd	Widen roadway from 4 lanes to 6 (with Maricopa County)	1.00	4	6	Local	500,000	0	0	500,000
MES08-602AD	Lewis St: First St to Main Library	Advance design pedestrian improvement	.09	4	4	Local	10,000	0	0	10,000
MES07-313AD	Main St: Mesa Dr to Mill Ave	Advance design of non intrusive detection systems project for repayment in FY 2007	6.00			Local	180,000	0	0	180,000
MES06-203	Pepper Pl: Lewis St to Robson St	Design and construct multi-use path	.50	2	2	CMAQ	23,054	381,401	0	404,455
MES02-116	Power Rd: Baseline Rd to Williams Field Rd	Widen roadway from 4 lanes to 6 (with Maricopa County)	5.50	4	6	Local	3,000,000	0	0	3,000,000
MES05-127C	South Canal: McKellips Rd to McDowell Rd - Phase 1 (construction phase)	Construct multi-use path	1.50	4	4	CMAQ	94,200	1,558,000	0	1,652,200
MES100-06P	Broadway Rd: Dobson Rd to Country Club Dr	Pre-design roadway widening	2.00			RARF II	149,879	0	187,010	336,889
MES110-06P	Dobson Rd at Guadalupe Rd	Pre-design intersection improvement	.40	4	6	RARF II	29,918	0	69,807	99,725
MES120-06D	Greenfield Rd: Baseline Rd to Southern Ave	Design roadway widening	1.00			RARF II	301,475	0	234,280	535,755
MES130-06D	McKellips Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2.00			RARF II	525,407	0	444,786	970,193
MES180-06P	Southern Ave: Country Club Dr to Stapley Dr	Pre-design roadway widening	2.00			RARF II	250,277	0	361,544	611,821
MES240-06AD	Power Rd: Guadalupe Rd to Loop 202 (Santan Fwy)	Advance design roadway widening for repayment in phase 2	2.50			RARF II	843,681	0	0	843,681
MES300-07AP	Country Club Dr at University Dr	Advance pre-design intersection improvement for repayment in phase 3	.40			Local	87,524	0	0	87,524

AGENCY: Mesa**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES450-06ARW	Gilbert Rd at University Dr	Advance acquire right of way for intersection improvement for repayment in phase 4	.40			Local	2,205,081	0	0	2,205,081
MES485-06ARW	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance acquire right of way for roadway widening for repayment in phase 4	2.00			Local	6,745,839	0	0	6,745,839

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$15,527,525****FEDERAL:
\$2,728,211****REGIONAL:
\$1,297,427****TOTAL:
\$19,553,163****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES07-311	Citywide	Clean fuel and diesel engine emissions	.00	0	0	CMAQ	19,951	330,049	0	350,000
MES07-312	Gilbert Rd: University Dr to McKellips Rd	Improve roadway	2.00	4	6	Local	600,000	0	0	600,000
MES07-313C	Main St: Mesa Dr to Mill Ave	Construct non intrusive detection systems, cameras, dynamic message signs and one mile of fiber optic cable	6.00	6	6	CMAQ	209,000	836,000	0	1,045,000
MES07-313ADX	Main St: Mesa Dr to Mill Ave	Repayment of advance design of non intrusive detection systems project completed in FY 2006	6.00			CMAQ	-144,000	144,000	0	0
MES07-601	Mesa Dr at University Dr	Improve intersection	1.00	4	6	Local	2,700,000	0	0	2,700,000
MES03-122	Sossaman Rd: Guadalupe Rd to Baseline Rd	Widen road from 2 lanes to 4	1.00	2	4	Local	1,000,000	0	0	1,000,000
MES07-314	South Canal: Val Vista Dr to Greenfield Rd	Construct multi-use path	1.25	2	2	CMAQ	232,200	541,800	0	774,000
MES07-401	South Canal: Val Vista Dr to Greenfield Rd	Construct multi-use path	1.25	2	2	Local	774,000	0	0	774,000
MES07-315	Southern Ave at Country Club Dr	Add two right turn lanes and three bus pullouts	.45	6	6	CMAQ	3,437,000	910,000	0	4,347,000

AGENCY: Mesa**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES100-06D	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.00			RARF II	148,596	0	198,399	346,995
MES110-07D	Dobson Rd at Guadalupe Rd	Design intersection improvement	.40	4	6	RARF II	30,815	0	71,901	102,716
MES120-07RW	Greenfield Rd: Baseline Rd to Southern Ave	Acquire right of way for roadway widening	1.00			RARF II	825,450	0	676,481	1,501,931
MES125-07P	Greenfield Rd: Southern Ave to University Dr	Pre-design roadway widening	2.00			RARF II	258,477	0	246,418	504,895
MES130-07RW	McKellips Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway widening	2.00			RARF II	1,941,396	0	1,736,916	3,678,312
MES130-07P	McKellips Rd: Val Vista Dr to Higley Rd	Pre-design roadway widening	2.00			RARF II	233,027	0	264,328	497,355
MES150-07P	Mesa Dr: Broadway Rd to US-60 (Superstition	Pre-design roadway widening	1.50			RARF II	84,325	0	179,022	263,347
MES180-07D	Southern Ave: Country Club Dr to Stapley Dr	Design roadway widening	2.00			RARF II	246,614	0	383,562	630,176
MES190-07D	Thomas Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2.00			RARF II	161,241	0	345,675	506,916
MES240-07ARW	Power Rd: Guadalupe Rd to Loop 202 (Santan Fwy)	Advance acquire right of way for roadway widening for repayment in phase 2	2.50			RARF II	2,214,061	0	0	2,214,061
MES300-07AD	Country Club Dr at University Dr	Advance design intersection improvement for repayment in phase 3	.40			Local	90,150	0	0	90,150
MES450-07AC	Gilbert Rd at University Dr	Advance construct intersection improvement	.40			Local	4,573,062	0	0	4,573,062
MES465-07AP	Hawes Rd: Elliot Rd to Ray Rd	Advance pre-design roadway widening for repayment in phase 4	2.00			Local	341,696	0	0	341,696
MES485-07AC	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance construct roadway widening for repayment in phase 4	2.00	0	6	Local	8,409,627	0	0	8,409,627

AGENCY: Mesa**FISCAL YEAR: 2007****TOTALS FOR FISCAL YEAR 2007****LOCAL:
\$28,386,688****FEDERAL:
\$2,761,849****REGIONAL:
\$4,102,702****TOTAL:
\$35,251,239****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES08-602C	Lewis St: First St to Main Library	Construct pedestrian improvements	.09			CMAQ	105,717	246,673	0	352,390
MES08-	Lewis St: First St to Main Library	Repayment of advance design of pedestrian	.09	4	4	CMAQ	-7,000	7,000	0	0
MES08-603	Longmore: Broadway Rd to Main St (EVIT)	Design and construct bicycle path to connect Broadway Rd with Main St and the Light Rail Station	.50	4	4	CMAQ	583,013	1,082,739	0	1,665,752
MES08-604	Loop 202 (Red Mtn Fwy)	Design and install fiber optic cable and end evises and complete connections at network hubs	15.00	6	6	CMAQ	359,400	838,700	0	1,198,100
MES100-	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right of way for roadway widening	2.00			RARF II	1,693,189	0	2,425,644	4,118,833
MES110-08RW	Dobson Rd at Guadalupe Rd	Acquire right of way for intersection improvement	.40	4	6	RARF II	217,448	0	507,380	724,828
MES120-08C	Greenfield Rd: Baseline Rd to Southern Ave	Construct roadway widening	1.00	4	6	RARF II	3,046,984	0	2,636,835	5,683,819
MES125-08D	Greenfield Rd: Southern Ave to University Dr	Design roadway widening	2.00			RARF II	258,616	0	261,425	520,041
MES130-08C	McKellips Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2.00	4	6	RARF II	5,286,672	0	5,006,106	10,292,778
MES130-08D	McKellips Rd: Val Vista Dr to Higley Rd	Design roadway widening	2.00			RARF II	231,850	0	280,425	512,275
MES150-08D	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Design roadway widening	1.50			RARF II	81,374	0	189,874	271,248
MES180-	Southern Ave: Country Club Dr to Stapley Dr	Acquire right of way for roadway widening	2.00			RARF II	1,284,253	0	2,158,031	3,442,284

AGENCY: Mesa**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES190-08RW	Thomas Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway widening	2.00			RARF II	580,594	0	1,354,718	1,935,312
MES240-09AC	Power Rd: Guadalupe Rd to Loop 202 (Santan Fwy)	Advance construct roadway widening for repayment in phase 2	2.50	4	6	RARF II	8,950,609	0	0	8,950,609
MES300-	Country Club Dr at University Dr	Advance acquire right of way for intersection	.40			Local	1,456,774	0	0	1,456,774
MES465-08AD	Hawes Rd: Elliot Rd to Ray Rd	Advance design roadway widening for repayment in phase 4	2.00			Local	351,947	0	0	351,947

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$24,481,440****FEDERAL:
\$2,175,112****REGIONAL:
\$14,820,438****TOTAL:
\$41,476,990****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES09-605	Grand St: Broadway Rd to 6th Ave (Nuestro neighborhood phase 1)	Pedestrian improvements	.25	2	2	CMAQ	189,018	441,041	0	630,059
MES09-607	Various locations	Upgrade TMC equipment and purchase	.00	4	4	CMAQ	169,950	396,600	0	566,550
MES100-08C	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.00	4	6	RARF II	2,896,553	0	4,465,997	7,362,550
MES110-09C	Dobson Rd at Guadalupe Rd	Construct intersection improvement	.40	4	6	CMAQ	653,830	0	1,525,605	2,179,435
MES125-09RW	Greenfield Rd: Southern Ave to University Dr	Acquire right of way for roadway widening	2.00			RARF II	942,714	0	1,012,239	1,954,953
MES130-09RW	McKellips Rd: Val Vista Dr to Higley Rd	Acquire right of way for roadway widening	2.00			RARF II	438,641	0	567,033	1,005,674

AGENCY: Mesa**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES150-09RW	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Acquire right of way for roadway widening	1.50			RARF II	2,052,341	0	4,788,796	6,841,137
MES180-09C	Southern Ave: Country Club Dr to Stapley Dr	Construct roadway widening	2.00	4	6	RARF II	2,608,360	0	4,754,190	7,362,550
MES185-09P	Southern Ave: Stapley Dr to Lindsay Rd	Pre-design roadway widening	2.00			RARF II	188,829	0	400,546	589,375
MES190-09D	Southern Ave: Lindsay Rd to Greenfield Rd	Design roadway widening	2.00			RARF II	307,349	0	717,146	1,024,495
MES190-09C	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2.00	0	4	RARF II	1,613,362	0	3,764,510	5,377,872
MES300-09AC	Country Club Dr at University Dr	Advance construct intersection improvement for repayment in phase 3	.40			Local	1,912,802	0	0	1,912,802
MES465-	Hawes Rd: Elliot Rd to Ray Rd	Advance acquire right of way for roadway	2.00			Local	4,350,443	0	0	4,350,443

TOTALS FOR FISCAL YEAR 2009**LOCAL:
\$18,324,192****FEDERAL:
\$837,641****REGIONAL:
\$21,996,062****TOTAL:
\$41,157,895****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES10-608	South Canal: McDowell Rd to Val Vista Dr	Construct new multi-use path on the north bank	1.50	4	4	CMAQ	568,337	852,505	0	1,420,842
MES125-10C	Greenfield Rd: Southern Ave to University Dr	Construct roadway widening	2.00	4	6	RARF II	5,149,513	0	5,884,724	11,034,237
MES130-10C	McKellips Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.00	4	6	RARF II	4,557,033	0	6,312,425	10,869,458
MES130-10D	McKellips Rd: Higley Rd to Power Rd	Design roadway widening	2.00			RARF II	400,000	0	900,000	1,300,000

AGENCY: Mesa

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES150-10C	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Construct roadway widening	1.50	4	6	RARF II	1,726,600	0	4,028,732	5,755,332
MES185-10D	Southern Ave: Stapley Dr to Lindsay Rd	Design roadway widening	2.00			RARF II	182,117	0	424,939	607,056
MES190-10RW	Southern Ave: Lindsay Rd to Greenfield Rd	Acquire right of way for roadway widening	2.00			RARF II	949,707	0	2,215,981	3,165,688
MES195-10D	Southern Ave: Greenfield Rd to Recker Rd	Design roadway widening	2.00			RARF II	307,349	0	717,146	1,024,495
MES465-10AC	Hawes Rd: Elliot Rd to Ray Rd	Advance construct roadway widening for	2.00	0	6	Local	7,467,603	0	0	7,467,603

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$21,308,259	FEDERAL: \$852,505	REGIONAL: \$20,483,947	TOTAL: \$42,644,711
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TOTALS FOR Mesa

LOCAL: \$108,028,104	FEDERAL: \$9,355,318	REGIONAL: \$62,700,576	TOTAL: \$180,083,998
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AGENCY: Paradise Valley

FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PVY09-601	Various locations (12 intersections)	Install video detection systems	5.00	4	4	CMAQ	38,400	89,600	0	128,000

TOTALS FOR FISCAL YEAR 2009

LOCAL: \$38,400	FEDERAL: \$89,600	REGIONAL: \$0	TOTAL: \$128,000
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TOTALS FOR Paradise Valley

LOCAL: \$38,400	FEDERAL: \$89,600	REGIONAL: \$0	TOTAL: \$128,000
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AGENCY: Peoria**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO99-714	107th Ave: Union Hills Dr to Palm Tree Dr	Widen roadway from 2 lanes to 4, paving, curb and gutter	.50	2	4	Local	160,000	0	0	160,000
PEO98-699	71st Ave: Grand Ave to Olive Ave	Pave, curb, gutter and sidewalk	.50	0	2	Private	250,000	0	0	250,000
PEO06-202C	91st Ave at Olive Ave	Construct intersection project	.20	2	2	CMAQ	200,000	800,000	0	1,000,000
PEO97-689	91st Ave: Villa Lindo to Happy Valley Rd	Widen roadway from 2 lanes to 4, overlay and shoulder	.25	2	4	Local	400,000	0	0	400,000
PEO99-735	Butler Dr: 89th Ave to 91st Ave	Widen roadway from 2 lanes to 4, paving,	.30	2	4	Private	150,000	0	0	150,000
PEO03-101	Carefree Hwy: Lake Pleasant to Beardsley Canal	Pave dirt road	.83	2	2	CMAQ	70,000	845,000	0	915,000
PEO99-739	Deer Valley Rd: 95th Ave to Lake Pleasant Rd	Pave, curb and gutter	1.00	0	2	Local	740,000	0	0	740,000
PEO05-305	Dynamite Rd: El Mirage Rd to Agua Fria Blvd	Pave, curb, gutter, sidewalk, bike lane, median and landscaping.	1.00	0	4	Private	2,400,000	0	0	2,400,000
PEO05-306	El Mirage Rd: Agua Fria Blvd to Dynamite Rd	Pave, curb, gutter, sidewalk, bike lane, median and landscaping.	1.00	0	4	Private	2,030,000	0	0	2,030,000
PEO06-601	Happy Valley Rd: 75th Ave to 91st Ave (Peoria	Paving and Shoulder	2.00	0	2	Local	10,606,916	0	0	10,606,916
PEO00-601	Happy Valley Rd: 75th Ave to 91st Ave (Private Share)	Paving and Shoulder	2.00	0	2	Private	2,393,084	0	0	2,393,084
PEO04-304	Lake Pleasant Pkwy: 99th Ave to Jomax Rd	Widen roadway from 2 lanes to 4, paving, curb, gutter, median and landscape	3.50	2	4	Local	8,800,000	0	0	8,800,000
PEO98-707	Mountain View Rd: 73rd Ave to 75th Ave	Widen roadway from 2 lanes to 4, paving,	.30	2	4	Local	135,000	0	0	135,000
PEO99-742	Mountain View Rd: 75th Ave to 79th Ave	Widen roadway from 2 lanes to 4, paving, curb and gutter	.50	2	4	Private	290,000	0	0	290,000

AGENCY: Peoria**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO02-811	Pinnacle Peak Rd: 75th Ave to 79th Ave	Pave, curb and gutter	.50	0	2	Private	275,000	0	0	275,000
PEO07-313	Westwing Pkwy: Pinnacle Vista Rd to Lake	Extend Pkwy to Lake Pleasant Pkwy, including paving, curb, gutter, sidewalk, medians and landscape.	1.00	0	4	Local	3,300,000	0	0	3,300,000
PEO97-006	Williams Rd: 91st Ave to Lake Pleasant Rd	Pave, curb, gutter, sidewalk and landscape	1.50	0	2	Private	1,500,000	0	0	1,500,000
PEO100-06ARW	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to Loop 101 Frontage	Advance acquire right of way for roadway widening for repayment in phase 1	3.00			Local	7,000,000	0	0	7,000,000
PEO200-06AC	Happy Valley Rd: Lake Pleasant Pkwy to	Advance construct roadway widening from 2	3.10	2	4	Local	7,800,000	0	0	7,800,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$48,500,000****FEDERAL:
\$1,645,000****REGIONAL:
\$0****TOTAL:
\$50,145,000****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO07-309	83rd Ave at Union Hills Dr	Intersection Improvements and Bridge Widening	.50	4	4	CMAQ	200,000	800,000	0	1,000,000
PEO99-724	83rd Ave: Northern Ave to Olive Ave	Widen roadway from 2 lanes to 4, paving, curb and gutter	1.00	2	4	Local	495,000	0	0	495,000
PEO96-016	Acoma Dr: 75th Ave to 73rd Ave	Widen, pave, curb and gutter	.25	0	2	Local	154,000	0	0	154,000
PEO03-201	Beardsley Rd: Agua Fria Fwy to 83rd Ave	Design and construct freeway ramp connection for Lake Pleasant Pkwy to Loop 101	1.00	0	2	Local	6,200,000	0	0	6,200,000
PEO97-715	Dynamite Blvd: Lake Pleasant Rd to 99th Ave	Pave, curb and gutter	.70	0	2	Private	600,000	0	0	600,000

AGENCY: Peoria**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO07-310	El Mirage Rd: Loop 303 to Agua Fria Blvd	Pave, curb, gutter, sidewalk, bike lane, median and landscaping.	2.80	0	2	Private	15,000,000	0	0	15,000,000
PEO99-738	Lake Pleasant Blvd: SR-74 to Twin Buttes Pkwy	Pave, curb, gutter, sidewalk, landscape and bike lane	2.00	0	4	Private	2,000,000	0	0	2,000,000
PEO06-308	Lake Pleasant Pkwy: Jomax Rd to Carefree	Widen roadway from 2 lanes to 4, paving,	5.50	2	4	Local	12,000,000	0	0	12,000,000
PEO05-307	Lone Mountain Rd: El Mirage Rd to Agua Fria Blvd	Pave, curb, gutter, sidewalk, bike lane, median and landscaping.	1.30	0	4	Local	4,800,000	0	0	4,800,000
PEO97-004	Peak Pkwy: SR-74 to Stagecoach Pkwy	Pave, curb, gutter, sidewalk, landscape and bike lane	2.00	0	4	Private	2,200,000	0	0	2,200,000
PEO96-024	Peak Pkwy: Stagecoach Pkwy to Lake Pleasant	Pave, curb, gutter, sidewalk, landscape and	2.00	0	4	Private	2,000,000	0	0	2,000,000
PEO07-312	Skunk Creek Corridor: 75th Ave to New River confluence (generally following Greenway Ave)	Develop multi-use path	1.50	5	5	CMAQ	450,000	900,000	0	1,350,000
PEO100-07AC	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to 101L Frontage Rd	Advance construct new frontage road and bridges for repayment in phases 1 and 2	3.00			Local	18,500,000	0	0	18,500,000
PEO100-05ADX	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to Loop 101 Frontage Rd	Repay advance design of roadway widening completed in FY 2005	3.00			RARF II	-1,400,000	0	1,400,000	0
PEO100-06ARWX	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to	Repay advance acquisition of right of way for roadway widening completed in FY 2006	3.00			RARF II	-4,900,000	0	4,900,000	0

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$58,299,000****FEDERAL:
\$1,700,000****REGIONAL:
\$6,300,000****TOTAL:
\$66,299,000****FISCAL YEAR: 2008**

AGENCY: Peoria**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO08-602	84th Ave: Peoria Ave to Monroe St	Design and construct at-grade pedestrian improvements	.28	2	2	CMAQ	566,552	1,164,057	0	1,730,609
PEO99-741	Lake Pleasant Rd: Dove Valley Dr to Carefree Hwy	Widen roadway from 2 lanes to 4, paving, curb, gutter and median	1.00	2	4	Local	3,500,000	0	0	3,500,000
PEO07-311	Lone Mountain Rd: El Mirage Rd to Lake	Pave, curb, gutter, sidewalk, bike lane,	3.00	0	2	Private	18,900,000	0	0	18,900,000
PEO08-603	Traffic Management Center	Construct Traffic Management Center	.00	0	0	CMAQ	424,350	990,200	0	1,414,550
PEO100-	Loop 101 (Agua Fria Fwy) Frontage Rd and Texas U-Turn: Beardsley Rd and 83rd Ave to Loop 101 Frontag	Repay construction of new frontage road and	3.00			RARF II	-6,700,000	0	6,700,000	0

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$16,690,902****FEDERAL:
\$2,154,257****REGIONAL:
\$6,700,000****TOTAL:
\$25,545,159****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO99-716	71st Ave: Thunderbird Rd to Banff Ln	Widen roadway from 2 lanes to 4, paving, curb, gutter, sidewalk and overlay	.60	2	4	Local	420,000	0	0	420,000
PEO97-721	85th Ave at Monroe St	Install new traffic signals	.10	0	0	Local	120,000	0	0	120,000
PEO96-674	Carefree Hwy: Agua Fria River to Twin Buttes Pkwy	Pave, curb, gutter, sidewalk, landscape and bridge	3.00	0	4	Private	5,000,000	0	0	5,000,000
PEO97-697	Stagecoach Pkwy: SR-74 to Lake Pleasant	Pave, curb, gutter, sidewalk, landscape and	3.00	0	4	Private	6,000,000	0	0	6,000,000
PEO95-658	Twin Buttes Pkwy: Happy Valley Rd to SR-74	Pave, curb, gutter, sidewalk, landscape and bridge	7.00	0	4	Private	7,000,000	0	0	7,000,000

AGENCY: Peoria

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO97-005	Vintage Rd: Stagecoach Pkwy to Peak Pkwy	Pave, curb, gutter, sidewalk, landscape and bike lane	1.75	0	4	Private	1,750,000	0	0	1,750,000
PEO98-004	Western Rd: Peak Pkwy to 163rd Ave	Pave, curb, gutter, sidewalk, landscape and bike lane	1.00	0	4	Private	1,100,000	0	0	1,100,000

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$21,390,000	FEDERAL: \$0	REGIONAL: \$0	TOTAL: \$21,390,000
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TOTALS FOR Peoria

LOCAL: \$144,879,902	FEDERAL: \$5,499,257	REGIONAL: \$13,000,000	TOTAL: \$163,379,159
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AGENCY: Phoenix**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX06-220	25th St at Camelback Rd	Construct pedestrian overpass	.08	4	4	STP-MAG	1,650,000	1,650,000	0	3,300,000
PHX05-402	2nd Ave: Fillmore St to Roosevelt St	Improve pedestrian facilities and upgrade	.25	2	2	STP-TEA	537,415	500,000	0	1,037,415
PHX06-223	51st Ave at the ACDC (joint project with Glendale)	Construct multi-use underpass	.04	4	4	CMAQ	560,000	2,240,000	0	2,800,000
PHX04-109	51st Ave: Broadway Rd to Lower Buckeye Rd	Reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	2,600,000	0	0	2,600,000
PHX04-406	51st Ave: Southern Ave (Laveen Area	Reconstruct roadway to 74ft section, adding	.90	2	4	Local	2,250,000	0	0	2,250,000
PHX05-135	67th Ave: Buckeye Rd to Van Buren St	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	2,500,000	0	0	2,500,000
PHX04-210	75th Ave: Buckeye Rd to Van Buren St	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	1,789,216	0	0	1,789,216
PHX06-601	Black Mountain Pkwy: Deer Valley to Pinnacle	Construct new 6 lane roadway to 104ft	1.00	0	6	Local	3,326,068	0	0	3,326,068
PHX06-225C	Citywide	Install wireless communications link to fiber optics backbone to replace ITS and ATMS telephone connections	.00	7	7	CMAQ	211,400	845,600	0	1,057,000
PHX05-217	Deer Valley Rd: 7th St to Cave Creek Rd	Reconstruct roadway, adding 2 through	2.20	2	4	Local	6,841,120	0	0	6,841,120
PHX04-024	McDowell Rd: 83rd Ave to 75th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	2,800,000	0	0	2,800,000
PHX06-602	Pinnacle Peak Rd: 40th St to Tatum Blvd	Reconstruct roadway to 104ft section, adding 4 through lanes	.80	2	6	Local	4,500,000	0	0	4,500,000
PHX06-227	Various locations	Contingency for Inflation	.00	0	0	Local	385,800	0	0	385,800

AGENCY: Phoenix**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX06-228	Various locations	Improve railroad crossings	.00	0	0	Local	50,000	0	0	50,000
PHX06-603	Various locations	Improve railroad crossings	.00	0	0	Local	50,000	0	0	50,000
PHX06-229	Various locations	Install new traffic signals	.00	0	0	Local	823,050	0	0	823,050
PHX06-232	Various locations	Install/upgrade mid-block street lighting	.00	0	0	Local	500,000	0	0	500,000
PHX06-240	Various locations	Install/upgrade street lighting	.00	0	0	Local	800,000	0	0	800,000
PHX06-230	Various locations	Maintenance	.00	0	0	Local	10,900,000	0	0	10,900,000
PHX06-231	Various locations	Microseal arterial streets	.00	0	0	Local	1,250,000	0	0	1,250,000
PHX06-233	Various locations	Modernize traffic signals	.00	0	0	Local	4,563,403	0	0	4,563,403
PHX06-234	Various locations	Overlay arterial streets	.00	0	0	Local	3,000,000	0	0	3,000,000
PHX06-235	Various locations	Overlay local streets	.00	0	0	Local	7,434,910	0	0	7,434,910
PHX06-236	Various locations	Remove bottleneck	.00	0	0	Local	850,000	0	0	850,000
PHX06-237	Various locations	Repair bridge	.00	0	0	Local	150,000	0	0	150,000
PHX06-238	Various locations	Retrofit program, landscaping	.00	0	0	Local	2,000,000	0	0	2,000,000
PHX06-239	Various locations	Street modernization projects - improving	.00	2	2	Local	11,365,000	0	0	11,365,000
PHX04-347	Camelback Rd at 20th St and 24th St	Design and reconstruct intersection to improve pedestrian and bicycle enhancements	.20	6	6	STP-TEA	392,491	62,500	0	454,991
PHX100-06D	Black Mountain Pkwy: SR-51 and Loop 101	Design roadway ramps	1.00	0	6	RARF II	900,000	0	2,100,000	3,000,000

AGENCY: Phoenix**FISCAL YEAR: 2006****TOTALS FOR FISCAL YEAR 2006****LOCAL:
\$74,979,873****FEDERAL:
\$5,298,100****REGIONAL:
\$2,100,000****TOTAL:
\$82,377,973****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX07-308	16th St at Glendale Ave	Widen intersection	.25	5	5	CMAQ	200,000	800,000	0	1,000,000
PHX07-309	19th Ave at Thunderbird Rd	Widen intersection	.25	5	5	CMAQ	164,000	656,000	0	820,000
PHX07-310C	24th St: Rio Salado to Roeser Rd	Construct pedestrian facilities	1.00	4	4	CMAQ	1,871,577	200,000	0	2,071,577
PHX07-310	24th St: Rio Salado to Roeser Rd	Improve pedestrian facilities	1.00	4	4	CMAQ	1,889,577	500,000	0	2,389,577
PHX07-310DX	24th St: Rio Salado to Roeser Rd	Repayment of design project advanced to FY 2004	1.00	4	4	CMAQ	-300,000	300,000	0	0
PHX07-604	35th Ave at Baseline Rd	Construct roadway offset realignment	.00	0	2	Local	750,000	0	0	750,000
PHX07-605	35th Ave: Pinnacle Peak Rd to Happy Valley Rd	Construct new 4 lane roadway to 74ft section	1.00	0	4	Local	2,400,000	0	0	2,400,000
PHX07-311	35th Ave: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	2,700,000	0	0	2,700,000
PHX07-314	44th St at Indian School Rd	Widen intersection	.25	5	5	CMAQ	356,000	1,424,000	0	1,780,000
PHX04-407	51st Ave: North of Dobbins Rd to Southern Ave (Laveen Area Conveyance Channel)	Reconstruct roadway to 74ft section, adding 2 through lanes	1.80	2	4	Local	5,100,000	0	0	5,100,000
PHX07-315	7th Ave at the ACDC Canal	Design and construct multi-use underpass	.10	4	4	CMAQ	821,507	1,750,000	0	2,571,507
PHX07-316	7th St at McDowell Rd	Widen intersection	.25	5	5	CMAQ	314,000	1,256,000	0	1,570,000
PHX07-606	Camelback Rd: 107th Ave to 99th Ave	Reconstruct roadway to 74ft section	1.00	4	4	Local	2,400,000	0	0	2,400,000

AGENCY: Phoenix**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX07-317	Downtown Phoenix	Design parking management system (phase 3)	.00	0	0	CMAQ	100,000	400,000	0	500,000
PHX07-607	Pinnacle Peak Rd: 43rd Ave to 35th Ave	Reconstruct roadway to 74ft section	1.00	4	4	Local	2,310,000	0	0	2,310,000
PHX05-115	Van Buren St: 67th Ave to 59th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	3,500,000	0	0	3,500,000
PHX07-319	Various locations	Contingency for Inflation	.00	0	0	Local	3,030,000	0	0	3,030,000
PHX07-320	Various locations	Improve railroad crossings	.00	0	0	Local	50,000	0	0	50,000
PHX07-608	Various locations	Improve railroad crossings	.00	0	0	Local	50,000	0	0	50,000
PHX07-321	Various locations	Install new traffic signals	.00	0	0	Local	825,000	0	0	825,000
PHX07-324	Various locations	Install/upgrade mid-block street lighting	.00	0	0	Local	500,000	0	0	500,000
PHX07-332	Various locations	Install/upgrade street lighting	.00	0	0	Local	800,000	0	0	800,000
PHX07-322	Various locations	Maintenance	.00	0	0	Local	10,900,000	0	0	10,900,000
PHX07-323	Various locations	Microseal arterial streets	.00	0	0	Local	1,250,000	0	0	1,250,000
PHX07-325	Various locations	Modernize traffic signals	.00	0	0	Local	4,661,060	0	0	4,661,060
PHX07-326	Various locations	Overlay arterial streets	.00	0	0	Local	3,000,000	0	0	3,000,000
PHX07-327	Various locations	Overlay local streets	.00	0	0	Local	7,434,910	0	0	7,434,910
PHX05-401	Various locations	Pedestrian school safety zone project -	.00	4	4	STP-TEA	252,900	500,000	0	752,900
PHX07-609	Various locations	Rehabilitate bridge	.00	0	0	Local	350,000	0	0	350,000
PHX07-328	Various locations	Remove bottleneck	.00	0	0	Local	850,000	0	0	850,000

AGENCY: Phoenix**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX07-329	Various locations	Repair bridge	.00	0	0	Local	150,000	0	0	150,000
PHX07-610	Various locations	Retrofit landscape program	.00	0	0	Local	2,000,000	0	0	2,000,000
PHX07-330	Various locations	Retrofit program, landscaping	.00	0	0	Local	2,000,000	0	0	2,000,000
PHX07-611	Various locations	Street lighting program	.00	0	0	Local	800,000	0	0	800,000
PHX07-331	Various locations	Street modernization projects - improving local and collector streets	.00	2	2	Local	11,850,000	0	0	11,850,000
PHX100-07RW	Black Mountain Pkwy: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Acquire right of way for roadway ramps	1.00	0	6	RARF II	1,500,000	0	3,500,000	5,000,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$76,830,531****FEDERAL:
\$7,786,000****REGIONAL:
\$3,500,000****TOTAL:
\$88,116,531****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX07-612	19th Ave at Greenway Rd	Design and acquire right-of-way for a multi-	.04	5	5	CMAQ	333,000	333,000	0	666,000
PHX08-613	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section	1.00	4	4	Local	3,500,000	0	0	3,500,000
PHX08-614	Cave Creek Rd: Bell Rd to Union Hills Dr.	Reconstruct roadway to 94ft section, adding	1.00	4	6	Local	2,800,000	0	0	2,800,000
PHX08-641	Papago Trail - Arcadia Portal	Design and construct multi-use trail enhancements	.15	0	0	STP-TEA	320,282	500,000	0	820,282
PHX08-642	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights		0	0	STP-TEA	19,837	328,133	0	347,970

AGENCY: Phoenix**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX08-615	Van Buren St: 75th Ave to 67th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	3,500,000	0	0	3,500,000
PHX08-616	Various locations	Improve railroad crossings	.00	0	0	Local	50,000	0	0	50,000
PHX08-617	Various locations	Pave dirt alleys	60.00	0	0	CMAQ	548,100	1,278,900	0	1,827,000
PHX08-618	Various locations	Street lighting program	.00	0	0	Local	800,000	0	0	800,000
PHX100-08C	Black Mountain Pkwy: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct new roadway ramps	1.00	0	6	RARF II	5,530,000	0	12,900,000	18,430,000

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$17,401,219****FEDERAL:
\$2,440,033****REGIONAL:
\$12,900,000****TOTAL:
\$32,741,252****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX09-619	19th Ave at Greenway Rd	Construct multi-use path and bridge (phase 2)	.04	5	5	CMAQ	1,010,000	1,010,000	0	2,020,000
PHX09-620	91st Ave: Indian School Rd to Camelback Rd	Reconstruct roadway to 74ft section, adding	1.00	2	4	Local	2,600,000	0	0	2,600,000
PHX09-621	Cave Creek Rd: Union Hills Dr. to Pima Frwy (Loop 101)	Reconstruct roadway to 94ft section, adding 2 through lanes	1.00	4	6	Local	3,200,000	0	0	3,200,000
PHX09-622	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	2,500,000	0	0	2,500,000
PHX09-623	Southern Ave: 27th Ave to 19th Ave	Reconstruct roadway to 64ft to 74ft section, adding 2 through lanes (variable cross-section)	1.00	2	4	Local	3,500,000	0	0	3,500,000

AGENCY: Phoenix**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX09-624	Various locations	Construct regional ITS fiber optic backbone, phase B-1	30.00	0	0	CMAQ	1,835,000	665,000	0	2,500,000
PHX09-625	Various locations	Improve railroad crossings	.00	0	0	Local	50,000	0	0	50,000
PHX09-626	Various locations	Rehabilitate bridge	.00	0	0	Local	350,000	0	0	350,000
PHX09-627	Various locations	Retrofit landscape program	.00	0	0	Local	2,000,000	0	0	2,000,000
PHX09-628	Various locations	Street lighting program	.00	0	0	Local	800,000	0	0	800,000
PHX04-212	Tatum Blvd: Pinnacle Peak Rd to Happy Valley Rd	Reconstruct roadway to 104ft section, adding 4 through lanes	1.00	2	6	Local	4,116,000	0	0	4,116,000

TOTALS FOR FISCAL YEAR 2009**LOCAL:
\$21,961,000****FEDERAL:
\$1,675,000****REGIONAL:
\$0****TOTAL:
\$23,636,000****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX10-629	32nd St: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding	1.00	2	4	Local	3,790,000	0	0	3,790,000
PHX10-630	Pinnacle Peak Rd: Black Mountain Pkwy to 40th St	Reconstruct roadway to 104ft section, adding 4 through lanes	1.25	2	6	Local	5,500,000	0	0	5,500,000
PHX10-631	Pinnacle Peak Rd: Tatum Blvd to 56th St	Reconstruct roadway to 104ft section, adding 4 through lanes	1.00	2	6	Local	2,750,000	0	0	2,750,000
PHX10-632	Salt River: 24th St to Priest Dr (Peace Path -	Design and acquire right-of-way for multi-use	4.00	4	4	CMAQ	686,445	1,601,706	0	2,288,151
PHX10-633	Various locations	Construct regional ITS fiber optic backbone, phase B-2	30.00	0	0	CMAQ	1,835,000	665,000	0	2,500,000

AGENCY: Phoenix

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX10-634	Various locations	Improve railroad crossings	.00	0	0	Local	50,000	0	0	50,000
PHX10-635	Various locations	Rehabilitate bridge	.00	0	0	Local	350,000	0	0	350,000
PHX10-636	Various locations	Retrofit landscape program	.00	0	0	Local	2,000,000	0	0	2,000,000
PHX10-637	Various locations	Street lighting program	.00	0	0	Local	800,000	0	0	800,000

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$17,761,445	FEDERAL: \$2,266,706	REGIONAL: \$0	TOTAL: \$20,028,151
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TOTALS FOR Phoenix

LOCAL: \$208,934,068	FEDERAL: \$19,465,839	REGIONAL: \$18,500,000	TOTAL: \$246,899,907
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AGENCY: Queen Creek

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC06-201	Ellsworth Rd at Ocotillo Rd	Reconstruct intersection to add left turn lanes, curb, gutter, sidewalk and traffic	.10	4	4	CMAQ	100,000	300,000	0	400,000

TOTALS FOR FISCAL YEAR 2006

**LOCAL:
\$100,000**

**FEDERAL:
\$300,000**

**REGIONAL:
\$0**

**TOTAL:
\$400,000**

FISCAL YEAR: 2008

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC08-601	Ellsworth Rd By-pass: 0.5 miles north of Ocotillo Rd to Chandler Heights Rd	Design and construct by-pass around town center	1.50	0	6	Local	40,000,000	0	0	40,000,000
QNC08-602	Ellsworth Rd at 0.5 miles north of Ocotillo Rd (at railroad tracks)	Design and construct grade separation (phase 1)	.50	2	6	Local	3,750,000	0	0	3,750,000
QNC08-603	Power Rd: Chandler Heights Rd to Riggs Rd	Widen roadway from 2 lanes to 4	1.50	2	4	Local	3,500,000	0	0	3,500,000
QNC08-604	Riggs Rd: Ellsworth Rd to Crismon Rd	Construct new 2 lane roadway	1.00	0	2	Local	500,000	0	0	500,000

TOTALS FOR FISCAL YEAR 2008

**LOCAL:
\$47,750,000**

**FEDERAL:
\$0**

**REGIONAL:
\$0**

**TOTAL:
\$47,750,000**

FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC09-605	Ellsworth Rd at 0.5 miles north of Ocotillo Rd	Design and construct grade separation	.50	2	6	Local	25,000,000	0	0	25,000,000
QNC09-606	Germann Rd at Sossaman Rd	Improve and improve railroad crossing/intersection	.30	2	2	Local	200,000	0	0	200,000

AGENCY: Queen Creek

FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC09-607	Riggs Rd: Ellsworth Rd to Crismon Rd	Widen roadway from 2 lanes to 4	1.00	2	4	Local	500,000	0	0	500,000
QNC09-608	Rittenhouse Rd at Sossaman Rd	Improve and improve railroad	.30	2	2	Local	150,000	0	0	150,000

TOTALS FOR FISCAL YEAR 2009

LOCAL: \$25,850,000	FEDERAL: \$0	REGIONAL: \$0	TOTAL: \$25,850,000
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FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC10-609	Riggs Rd: Crismon Rd to Meridian Rd	Construct new 4 lane roadway	2.00	0	4	Local	2,000,000	0	0	2,000,000

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$2,000,000	FEDERAL: \$0	REGIONAL: \$0	TOTAL: \$2,000,000
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TOTALS FOR Queen Creek

LOCAL: \$75,700,000	FEDERAL: \$300,000	REGIONAL: \$0	TOTAL: \$76,000,000
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AGENCY: Salt River I.C.

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
BIA06-302	Oak St: Horne to Gilbert Rd	Reconstruct - grade, drain and asphalt surfacing	1.50	2	2	FLHP-IRR	0	1,040,000	0	1,040,000
SRP06-305	Oak St: SR-87 to Horne	Construct new two lane roadway and low water crossing	.75	0	2	Local	1,300,000	0	0	1,300,000

TOTALS FOR FISCAL YEAR 2006

LOCAL: \$1,300,000	FEDERAL: \$1,040,000	REGIONAL: \$0	TOTAL: \$2,340,000
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FISCAL YEAR: 2007

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
BIA07-303	Virginia Dr: 92nd St to Extension Rd	Reconstruct - grade, drain and asphalt	2.00	2	2	FLHP-IRR	0	900,000	0	900,000

TOTALS FOR FISCAL YEAR 2007

LOCAL: \$0	FEDERAL: \$900,000	REGIONAL: \$0	TOTAL: \$900,000
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FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SRP100-09RW	Pima Rd: 0.25 miles north of McKellips Rd to Via Linda	Acquire right of way for roadway widening				RARF II	2,600,000	0	6,000,000	8,600,000

TOTALS FOR FISCAL YEAR 2009

LOCAL: \$2,600,000	FEDERAL: \$0	REGIONAL: \$6,000,000	TOTAL: \$8,600,000
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FISCAL YEAR: 2010

AGENCY: Salt River I.C.

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SRP100-10C	Pima Rd: 0.25 miles north of McKellips Rd to Via Linda	Construct roadway widening	7.75	2	4	STP-MAG	7,000,000	10,900,000	4,600,000	22,500,000

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$7,000,000	FEDERAL: \$10,900,000	REGIONAL: \$4,600,000	TOTAL: \$22,500,000
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TOTALS FOR Salt River I.C.

LOCAL: \$10,900,000	FEDERAL: \$12,840,000	REGIONAL: \$10,600,000	TOTAL: \$34,340,000
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AGENCY: Scottsdale**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT06-404A	Bell Rd: 94th St to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	3,000,000	0	0	3,000,000
SCT06-404B	Bell Rd: 94th St to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Local	3,000,000	0	0	3,000,000
SCT02-912	Cactus Rd: Pima Fwy to 96th St	Reconstruct roadway to add 1 through lane	1.00	2	4	Local	4,500,000	0	0	4,500,000
SCT05-402	Center Dr: 74th St to Hayden Rd	Construct four new through lanes	1.00	0	4	Local	8,800,000	0	0	8,800,000
SCT03-103	Hayden Rd at Shea Blvd	Reconstruct intersection	.20	6	6	Local	1,400,000	0	0	1,400,000
SCT04-113R	Hayden Rd at Via de Ventura	Add north and southbound left turn lanes for dual lefts	.20	6	6	CMAQ	200,000	1,600,000	0	1,800,000
SCT04-114	Indian Bend Rd: Scottsdale Rd to Hayden Rd	Widen roadway from 2 lanes to 4	1.00	2	4	Local	11,205,000	0	0	11,205,000
SCT03-105	Indian School Rd: Drinkwater Blvd to Pima Rd	Reconstruct roadway with new turn lanes and access management	1.75	4	4	Local	4,038,000	0	0	4,038,000
SCT04-115	McDonald Dr: Scottsdale Rd to Hayden Rd	Reconstruct roadway and improve intersections	1.00	4	4	Local	1,963,500	0	0	1,963,500
SCT04-116R	Pima Rd: Via Linda to Inner Circle	Design and construct multi-use path and	1.50	4	4	CMAQ	83,860	1,372,290	0	1,456,150
SCT06-601	Scottsdale Rd Corridor	High Capacity Corridor Study	.00	0	0	Local	1,000,000	0	0	1,000,000
SCT04-119C	Scottsdale Rd: Pima Fwy to Indian School Rd	Construct smart corridor traffic control system	11.00	0	0	CMAQ	1,957,200	1,822,800	0	3,780,000
SCT00-603A	Thompson Peak Pkwy: Bell Rd to Union Hills	Construct new four lane roadway	1.10	0	4	Private	6,464,400	0	0	6,464,400
SCT00-603B	Thompson Peak Pkwy: Bell Rd to Union Hills Dr	Construct new four lane roadway	1.10	0	4	Local	7,574,400	0	0	7,574,400

AGENCY: Scottsdale**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT04-118	Thunderbird Rd/Redfield Rd alignment: Scottsdale Rd to Hayden Rd	Widen roadway from 2 lanes to 4	1.20	2	4	Local	5,561,200	0	0	5,561,200
SCT100-06C	Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd	Construct new frontage road	1.00	0	4	RARF II	1,350,000	0	3,150,000	4,500,000
SCT110-06D	Loop 101 (Pima Fwy) Westbound Frontage Rd:	Design of new frontage road	1.00			RARF II	220,000	0	500,000	720,000
SCT410-06AP	Shea Blvd: Loop 101 (Pima Fwy) to Via Linda	Advance pre-design roadway widening for repayment in phase 4	2.25			Local	200,000	0	0	200,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$62,517,560****FEDERAL:
\$4,795,090****REGIONAL:
\$3,650,000****TOTAL:
\$70,962,650****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT07-602	Crosscut Canal: McDowell Rd to Thomas Rd	Reconstruct and improve multi-use path (phase 1)	1.00	0	0	Local	1,525,000	0	0	1,525,000
SCT07-603	McDowell Rd: Scottsdale Rd to Granite Reef	Construct bike lanes and pedestrian	1.50	6	6	Local	4,004,400	0	0	4,004,400
SCT07-604A	Pima Rd: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.50	4	6	Local	8,575,000	0	0	8,575,000
SCT07-604B	Pima Rd: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.50	4	6	Local	3,675,000	0	0	3,675,000
SCT07-605B	Scottsdale Rd: McKellips Rd to Osborn Rd	Construct bicycle lanes and pedestrian	2.50	6	6	Local	2,458,400	0	0	2,458,400
SCT07-605A	Scottsdale Rd: McKellips Rd to Osborn St	Construct bicycle lanes and pedestrian improvements (streetscape phase I)	2.50	6	6	Local	2,703,800	0	0	2,703,800

AGENCY: Scottsdale**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT100-04ADX	Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd	Repay advance design new frontage road completed in FY 2004	1.00			RARF II	-500,000	0	500,000	0
SCT100-05ARWX	Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd	Repay advance acquisition of right of way for new frontage road acquired in FY 2005	1.00			RARF II	-210,000	0	210,000	0
SCT110-	Loop 101 (Pima Fwy) Westbound Frontage Rd:	Acquire right of way for new frontage road	1.00			RARF II	300,000	0	700,000	1,000,000
SCT120-07P	Loop 101 (Pima Fwy) Eastbound Frontage Rds: Hayden Rd to Pima Rd and Princess Dr	Pre-design new frontage road	1.00			RARF II	60,000	0	140,000	200,000
SCT410-07AD	Shea Blvd: Loop 101 (Pima Fwy) to Via Linda	Advance design roadway widening for repayment in phase 4	2.25			Local	1,300,000	0	0	1,300,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$23,891,600****FEDERAL:
\$0****REGIONAL:
\$1,550,000****TOTAL:
\$25,441,600****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT08-606	Crosscut Canal: Thomas Rd to Indian School	Reconstruct and improve multi-use path	.75	0	0	Local	1,731,000	0	0	1,731,000
SCT08-607A	Indian Bend Wash: Chaparral Rd to Jackrabbit Rd	Construct multi-use path with underpass (gap closure)	.50	0	0	Local	598,300	0	0	598,300
SCT08-607B	Indian Bend Wash: Chaparral Rd to Jackrabbit Rd	Construct multi-use path with underpass (gap closure)	.50	0	0	Local	520,500	0	0	520,500
SCT08-608	Indian Bend Wash: Jackrabbit Rd to Chaparral	Add multi-use path and grade separated	.50	6	6	CMAQ	546,169	494,891	0	1,041,060
SCT03-007	Pinnacle Peak Rd: Scottsdale Rd to Pima Rd	Reconstruct roadway to add 1 through lane in each direction	2.00	2	4	Local	10,754,100	0	0	10,754,100

AGENCY: Scottsdale**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT110-08C	Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd and Princess Dr to Hayden Rd	Construct new frontage road	1.00	0	4	RARF II	1,500,000	0	3,500,000	5,000,000
SCT120-08D	Loop 101 (Pima Fwy) Eastbound Frontage Rds: Hayden Rd to Pima Rd and Princess Dr	Design new frontage road	1.00			RARF II	220,000	0	500,000	720,000
SCT410-	Shea Blvd: Loop 101 (Pima Fwy) to Via Linda	Advance acquire right of way for roadway	2.25			Local	1,000,000	0	0	1,000,000

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$16,870,069****FEDERAL:
\$494,891****REGIONAL:
\$4,000,000****TOTAL:
\$21,364,960****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT09-609A	Hayden Rd: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	1,600,000	0	0	1,600,000
SCT09-609B	Hayden Rd: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Local	1,469,400	0	0	1,469,400
SCT09-610	Scottsdale Rd: Frank Lloyd Wright Blvd to	Construct smart corridor traffic control	2.20	4	4	CMAQ	181,180	180,800	0	361,980
SCT09-611	Scottsdale Rd: McKellips Rd to Osborn Rd	Upgrade sidewalks and add bicycle lanes	2.50	6	6	CMAQ	2,577,443	2,458,415	0	5,035,858
SCT09-612A	Scottsdale Rd: Osborn Rd to Chaparral Rd	Construct bicycle lanes and pedestrian	1.50	4	4	Local	2,314,000	0	0	2,314,000
SCT09-612B	Scottsdale Rd: Osborn Rd to Chaparral Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase II)	1.50	4	4	Local	658,000	0	0	658,000
SCT09-613	Thomas Rd: 64th St to Granite Reef Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase I)	2.50	5	5	Local	4,613,900	0	0	4,613,900

AGENCY: Scottsdale

FISCAL YEAR: 2009

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT120-09RW	Loop 101 (Pima Fwy) Eastbound Frontage Rds: Hayden Rd to Pima Rd and Princess Dr	Acquire right of way for new frontage road	1.00			RARF II	2,100,000	0	4,900,000	7,000,000
SCT410-09AC	Shea Blvd: Loop 101 (Pima Fwy) to Via Linda	Advance construct roadway widening for repayment in phase 4	2.25	6	8	Local	9,000,000	0	0	9,000,000

TOTALS FOR FISCAL YEAR 2009

**LOCAL:
\$24,513,923**

**FEDERAL:
\$2,639,215**

**REGIONAL:
\$4,900,000**

**TOTAL:
\$32,053,138**

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT10-614	Indian Bend Rd: Hayden Rd to Pima Rd	Design new multi-use path segment	1.00	0	0	Local	166,300	0	0	166,300
SCT10-615	Indian Bend Wash: McDowell Rd to Camelback Rd	Reconstruct and improve multi-use path and underpasses	.00	0	0	Local	3,577,700	0	0	3,577,700
SCT10-616	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control	2.00	6	6	CMAQ	350,000	350,000	0	700,000
SCT10-617	Scottsdale Rd: Osborn Rd to Chaparral Rd	Upgrade sidewalks and add bicycle lanes	3.00	4	4	CMAQ	2,540,741	510,696	0	3,051,437
SCT120-10C	Loop 101 (Pima Fwy) Eastbound Frontage Rds: Hayden Rd to Pima Rd and Princess Dr	Construct new frontage road	1.00	6	8	RARF II	1,500,000	0	3,500,000	5,000,000

TOTALS FOR FISCAL YEAR 2010

**LOCAL:
\$8,134,741**

**FEDERAL:
\$860,696**

**REGIONAL:
\$3,500,000**

**TOTAL:
\$12,495,437**

TOTALS FOR Scottsdale

**LOCAL:
\$135,927,893**

**FEDERAL:
\$8,789,892**

**REGIONAL:
\$17,600,000**

**TOTAL:
\$162,317,785**

AGENCY: Surprise

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR06-601	163rd Ave: Happy Valley Rd to Jomax Rd	Widen Roadway	1.00	2	5	Private	2,700,000	0	0	2,700,000
SUR06-602	163rd Ave: Pinnacle Peak Rd to Happy Valley	Widen Roadway	1.00	2	5	Private	2,700,000	0	0	2,700,000
SUR06-603	163rd Ave: Waddell Rd to Cactus Rd	Widen roadway from 2 lanes to 5	1.00	2	5	Local	2,700,000	0	0	2,700,000
SUR06-604	Bullard Ave: Greenway Rd to Waddell Rd	Widen Roadway	1.00	2	5	Local	2,500,000	0	0	2,500,000
SUR06-605	Citrus Rd: Waddell to Cactus Rd	Widen roadway from 2 lanes to 5	1.00	2	5	Local	2,000,000	0	0	2,000,000
SUR06-606	Greenway Rd: Cotton Ln to Citrus Rd	Widen Roadway	1.00	2	5	Private	2,000,000	0	0	2,000,000
SUR06-607	Litchfield Rd: Waddell Rd to Cactus Rd	Widen Roadway	1.00	2	5	Private	2,800,000	0	0	2,800,000
SUR03-317	Reems Rd: Hearn Rd to Waddell Rd	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.25	2	3	Private	175,000	0	0	175,000
SUR06-608	Sarival Ave: Bell Rd to Greeway Rd	Widen Roadway	1.00	2	5	Private	2,000,000	0	0	2,000,000
SUR06-609	Sarival Ave: Cactus Rd to Peoria Rd	Widen Roadway	1.00	2	5	Private	2,500,000	0	0	2,500,000
SUR06-610	Waddell Rd: Bullard Rd to Litchfield Rd	Widen Roadway	1.00	2	5	Private	2,000,000	0	0	2,000,000
SUR06-611	Waddell Rd: Reems Rd to Bullard Ave	Widen Roadway	1.00	2	5	Private	2,500,000	0	0	2,500,000

TOTALS FOR FISCAL YEAR 2006

LOCAL:
\$26,575,000

FEDERAL:
\$0

REGIONAL:
\$0

TOTAL:
\$26,575,000

FISCAL YEAR: 2007

AGENCY: Surprise

FISCAL YEAR: 2007

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR04-415	Peoria Ave: Reems Rd to 159th Ave	Reconstruct arterial roadway, add curb, sidewalk and landscaping	.50	2	3	Private	250,000	0	0	250,000
SUR07-325	Various locations	Pave dirt roads	5.50	2	2	CMAQ	203,680	305,520	0	509,200

TOTALS FOR FISCAL YEAR 2007

LOCAL: \$453,680	FEDERAL: \$305,520	REGIONAL: \$0	TOTAL: \$759,200
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FISCAL YEAR: 2008

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR04-411	Reems Rd: Waddell Rd to Cactus Rd	Reconstruct arterial roadway, add curb, sidewalk and landscaping	1.00	2	3	Private	525,000	0	0	525,000
SUR08-612	Surprise Center Pkwy at Statler Blvd	Supply and install TMC equipment (phase 1)	9.00	6	6	CMAQ	400,000	600,000	0	1,000,000

TOTALS FOR FISCAL YEAR 2008

LOCAL: \$925,000	FEDERAL: \$600,000	REGIONAL: \$0	TOTAL: \$1,525,000
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FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR10-613	Bell Rd: Grand Ave to Surprise TMC	Construct fiber optic interconnection of traffic	6.00	4	4	CMAQ	300,000	150,000	0	450,000
SUR10-614	Greenway Rd: Grand Ave to Cotton Ln	Construct fiber optic interconnection of traffic signals, cameras and VMS	9.00	6	6	CMAQ	500,000	500,000	0	1,000,000

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$800,000	FEDERAL: \$650,000	REGIONAL: \$0	TOTAL: \$1,450,000
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AGENCY: Surprise

TOTALS FOR Surprise

LOCAL: \$28,753,680	FEDERAL: \$1,555,520	REGIONAL: \$0	TOTAL: \$30,309,200
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AGENCY: Tempe**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP04-213	Apache Blvd: Entire length in Tempe	Streetscape enhancement	.25			Local	8,750,000	0	0	8,750,000
TMP06-251	Crosscut Canal: (phase 2) Marigold Rd to Moer	Construct multi-use path	.75	4	4	Local	1,600,000	0	0	1,600,000
TMP04-102	Curry Rd: Scottsdale Rd to McClintock Dr	Design and construct pedestrian facilities	1.00	0	0	CMAQ	105,600	438,200	0	543,800
TMP06-253RX2	Mill Ave: Broadway Rd to Southern Ave and Southern Ave: Mill Ave to Rural Rd	Repayment 2 of 2 of sidewalks and ramps advance constructed in 2004	2.00	0	0	CMAQ	-282,900	282,900	0	0
TMP06-253	Mill Ave: Broadway Rd to Southern Ave and	Widen sidewalks and ramps	2.00	6	6	CMAQ	17,100	282,900	0	300,000
TMP06-255	Rural Rd: Guadalupe Rd to Ray Rd	Design and construct three pedestrian crossing refuges (phase 1)	.00	0	0	STP-MAG	30,250	500,000	0	530,250
TMP01-108	Tempe Canal: University Dr to UPRR	Construct multi-use path	.75	4	4	STP-TEA	485,000	500,000	0	985,000
TMP05-105	University Dr: Perry Lane to Price Rd	Design and construct pedestrian facilities	.50	0	0	CMAQ	100,000	400,000	0	500,000
TMP06-259	Various locations	Construct pedestrian crossing refuges/medians	2.00	6	6	Local	282,900	0	0	282,900
TMP06-260	Various locations	Install new/upgrade modular traffic signals	.00	0	0	Local	400,000	0	0	400,000
TMP06-269	Various locations	Landscape streets	.00	0	0	Local	75,000	0	0	75,000
TMP06-261	Various locations	Local and major street reconstruction	.00	0	0	Local	2,051,316	0	0	2,051,316
TMP06-262	Various locations	Local street renovation	.00	0	0	Local	1,255,063	0	0	1,255,063
TMP06-264	Various locations	Minor concrete improvements	.00	0	0	Local	200,000	0	0	200,000
TMP06-266	Various locations	Neighborhood transportation management	.00	0	0	Local	400,000	0	0	400,000
TMP06-267	Various locations	Pave alley entrances	.00	0	0	Local	30,000	0	0	30,000

AGENCY: Tempe**FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP06-263	Various locations	Renovate major streets	.00	0	0	Local	1,541,954	0	0	1,541,954
TMP06-268	Various locations	Sidewalk widening, extension and ramps	.00	0	0	Local	100,000	0	0	100,000
TMP06-265	Various locations	Upgrade minor streets	.00	0	0	Local	100,000	0	0	100,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$17,241,283****FEDERAL:
\$2,404,000****REGIONAL:
\$0****TOTAL:
\$19,645,283****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP06-245	Apache Blvd: Mill Ave east to City Limits	Enhance bicycle and pedestrian facilities	2.00	6	4	Local	575,000	0	0	575,000
TMP07-302	Citywide	Upgrade traffic signal controllers	5.00	6	6	CMAQ	135,000	540,000	0	675,000
TMP07-303	College Ave: Alameda Dr to Superstition Fwy	Improve pedestrian facilities (phase 1 of 2)	1.00	2	2	CMAQ	201,000	800,000	0	1,001,000
TMP03-208	Northwest Tempe	Construct pedestrian/bike link across Rio Salado	.25	0	2	Local	150,000	0	0	150,000
TMP06-257	Tempe Canal: UPRR to US-60	Design multi-use path	.75	4	4	Local	50,000	0	0	50,000
TMP07-311	Various locations	Install new/upgrade modular traffic signals	.00	0	0	Local	400,000	0	0	400,000
TMP07-310	Various locations	Landscape streets	.00	0	0	Local	75,000	0	0	75,000
TMP07-304	Various locations	Local and major street reconstruction	.00	0	0	Local	2,258,311	0	0	2,258,311
TMP07-305	Various locations	Local street renovation	.00	0	0	Local	1,107,896	0	0	1,107,896
TMP07-601	Various locations	Minor concrete improvements	.00			Local	200,000	0	0	200,000

AGENCY: Tempe**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP07-308	Various locations	Neighborhood transportation management	.00	0	0	Local	200,000	0	0	200,000
TMP07-306	Various locations	Renovate major streets	.00	0	0	Local	1,384,614	0	0	1,384,614
TMP07-307	Various locations	Sidewalk widening, extension and ramps	.00	0	0	Local	75,000	0	0	75,000
TMP07-312	West Dam: South Bank to North Bank	Construct bicycle/pedestrian bridge	.25	2	2	CMAQ	1,250,000	1,750,000	0	3,000,000

TOTALS FOR FISCAL YEAR 2007**LOCAL:
\$8,061,821****FEDERAL:
\$3,090,000****REGIONAL:
\$0****TOTAL:
\$11,151,821****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP08-602	College Ave	Construct pedestrian improvements	2.00	2	2	CMAQ	750,000	1,750,000	0	2,500,000
TMP06-250	Creamery Railroad: Rural Rd to McClintock Dr	Construct multi-use path	.75	4	4	Local	1,200,000	0	0	1,200,000
TMP08-603	Downtown Tempe	Construct Transportation Management Center	.00	0	0	CMAQ	437,500	510,000	0	947,500
TMP08-629	Downtown Tempe Transit Center	Design and construct a Bicycle Station		0	0	STP-TEA	82,837	500,000	0	582,837
TMP08-604	Various locations	Improve minor streets and alleys	.00	0	0	Local	40,000	0	0	40,000
TMP08-605	Various locations	Install new/upgrade modular traffic signals	.00	0	0	Local	325,000	0	0	325,000
TMP08-606	Various locations	Landscape streets	.00	0	0	Local	75,000	0	0	75,000
TMP08-607	Various locations	Local and major street reconstruction	.00	0	0	Local	2,118,831	0	0	2,118,831
TMP08-608	Various locations	Local street renovation	.00	0	0	Local	12,100,910	0	0	12,100,910

AGENCY: Tempe**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP08-609	Various locations	Minor concrete improvements	.00	0	0	Local	200,000	0	0	200,000
TMP08-610	Various locations	Neighborhood transportation management	.00	0	0	Local	200,000	0	0	200,000
TMP08-611	Various locations	Renovate major streets	.00	0	0	Local	648,530	0	0	648,530

TOTALS FOR FISCAL YEAR 2008**LOCAL:
\$18,178,608****FEDERAL:
\$2,760,000****REGIONAL:
\$0****TOTAL:
\$20,938,608****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP06-246	Balboa Dr at Price Fwy	Construct multi-use path bridge over the	.25	4	4	Local	2,000,000	0	0	2,000,000
TMP05-230	El Paso Gas Easement: Rural Rd to Kiwanis Park	Design multi-use path	.75	4	4	Local	60,000	0	0	60,000
TMP09-612	Various locations	Improve minor streets and alleys	.00	0	0	Local	40,000	0	0	40,000
TMP09-613	Various locations	Install new/upgrade modular traffic signals	.00	0	0	Local	325,000	0	0	325,000
TMP09-614	Various locations	Landscape streets	.00	0	0	Local	75,000	0	0	75,000
TMP09-615	Various locations	Local and major street reconstruction	.00	0	0	Local	1,792,936	0	0	1,792,936
TMP09-616	Various locations	Local street renovation	.00	0	0	Local	797,637	0	0	797,637
TMP09-617	Various locations	Minor concrete improvements	.00	0	0	Local	200,000	0	0	200,000
TMP09-618	Various locations	Neighborhood transportation management	.00	0	0	Local	200,000	0	0	200,000
TMP09-619	Various locations	Renovate major streets	.00	0	0	Local	384,559	0	0	384,559

AGENCY: Tempe

FISCAL YEAR: 2009

TOTALS FOR FISCAL YEAR 2009

**LOCAL:
\$5,875,132**

**FEDERAL:
\$0**

**REGIONAL:
\$0**

**TOTAL:
\$5,875,132**

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP05-226	Baseline Rd: Entire length in Tempe	Enhance bicycle and pedestrian facilities	2.00	6	6	Local	500,000	0	0	500,000
TMP05-227	Bonarden Lane Railroad Crossing	Construct multi-use path railroad crossing	.25	4	4	Local	500,000	0	0	500,000
TMP05-228	Broadway Rd: Entire length in Tempe	Enhance bicycle and pedestrian facilities	2.00	6	6	Local	500,000	0	0	500,000
TMP10-620	Broadway Rd: Rural Rd to Mill Ave	Construct pedestrian and bicycle facilities	1.00	5	5	CMAQ	2,571,780	2,571,780	0	5,143,560
TMP06-249	Country Club Way at Railroad Crossing	Construct multi-use path railroad crossing	.25	4	4	Local	500,000	0	0	500,000
TMP05-232	Southern Ave: Entire length in Tempe	Enhance bicycle and pedestrian facilities	2.00	6	6	Local	500,000	0	0	500,000
TMP05-233	University Dr: Entire length in Tempe	Enhance bicycle and pedestrian facilities	2.00	6	6	Local	250,000	0	0	250,000
TMP10-621	Various locations	Improve minor streets and alleys	.00	0	0	Local	40,000	0	0	40,000
TMP10-622	Various locations	Install new/upgrade modular traffic signals	.00	0	0	Local	325,000	0	0	325,000
TMP10-623	Various locations	Landscape streets	.00	0	0	Local	75,000	0	0	75,000
TMP10-624	Various locations	Local and major street reconstruction	.00	0	0	Local	1,946,708	0	0	1,946,708
TMP10-625	Various locations	Local street renovation	.00	0	0	Local	1,125,000	0	0	1,125,000
TMP10-626	Various locations	Minor concrete improvements	.00	0	0	Local	200,000	0	0	200,000
TMP10-627	Various locations	Neighborhood transportation management	.00	0	0	Local	200,000	0	0	200,000

AGENCY: Tempe

FISCAL YEAR: 2010

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP10-628	Various locations	Renovate major streets	.00	0	0	Local	2,000,000	0	0	2,000,000

TOTALS FOR FISCAL YEAR 2010

LOCAL: \$11,233,488	FEDERAL: \$2,571,780	REGIONAL: \$0	TOTAL: \$13,805,268
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TOTALS FOR Tempe

LOCAL: \$60,590,332	FEDERAL: \$10,825,780	REGIONAL: \$0	TOTAL: \$71,416,112
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TRANSIT PROJECT LISTINGS

The following pages contain a listing of all of the Transit projects submitted by member agencies for inclusion in the FY 2006-2010 MAG TIP. They are grouped by Agency and are then sorted by fiscal year and then alphabetically. This section contains the expected investment in Light Rail projects and a new "Agency", Valley Metro Rail (VM Rail) has been recognized, specifically for the Light Rail projects.

Similar to the Highway listing, many changes to the scopes, schedules and budgets often occur during development of the program. As a result, if and/or when changes to this program happen, the requisite notification will occur and will be published in the form of Errata Sheets, which will be displayed on the MAG website.

Any changes to projects that have air quality impacts will not be made to this copy of the TIP, but will be addressed as required for by Arizona Statutes in the form of a Regional Emissions Analysis and consequent TIP amendment(s), as appropriate.

**REPORT: 06-10
Transit TIP**

**MARICOPA ASSOCIATION OF GOVERNMENTS
FY 2006-2010 TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT PROJECTS**

TABLE : 06-10 TIP

AGENCY: ADOT

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-401T	2006	Regionwide	Elderly and handicapped vehicles	5310	137,500	550,000	0	687,500
DOT06-402T	2006	Regionwide	Support rural transit	5311	27,500	110,000	0	137,500
DOT07-403T	2007	Regionwide	Elderly and handicapped vehicles	5310	141,250	565,000	0	706,250
DOT07-404T	2007	Regionwide	Support rural transit	5311	28,750	115,000	0	143,750
DOT08-601T	2008	Regionwide	Elderly and handicapped vehicles	5310	145,000	580,000	0	725,000
DOT08-604T	2008	Regionwide	Support rural transit	5311	30,000	120,000	0	150,000
DOT09-602T	2009	Regionwide	Elderly and handicapped vehicles	5310	150,000	600,000	0	750,000
DOT09-605T	2009	Regionwide	Support rural transit	5311	31,250	125,000	0	156,250
DOT10-603T	2010	Regionwide	Elderly and handicapped vehicles	5310	155,000	620,000	0	775,000
DOT10-606T	2010	Regionwide	Support rural transit	5311	32,500	130,000	0	162,500

TOTALS FOR ADOT

LOCAL: \$878,750	FEDERAL: \$3,515,000	REGIONAL: \$0	TOTAL: \$4,393,750
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AGENCY: Glendale

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN02-002T	2006	Citywide	Construct park-and-ride (Downtown Glendale)	Local	2,000,000	0	0	2,000,000
GLN06-202T	2006	Regionwide	Associated capital maintenance - operations	5307	27,740	110,960	0	138,700
GLN06-204T	2006	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	5307	0	280,000	70,000	350,000
GLN06-601T	2006	Regionwide	Purchase bus: <30' - 2 replace (GUS)	5307	0	104,000	26,000	130,000
GLN06-203T	2006	Regionwide	Purchase support vehicles - 2 replace	5307	6,800	27,200	0	34,000

AGENCY: Glendale

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN06-205T	2006	Regionwide	Upgrade computer dispatch system	5307	18,000	72,000	0	90,000
GLN07-301T	2007	Regionwide	Associated capital maintenance	5307	27,800	111,200	0	139,000
GLN07-302T	2007	Regionwide	Purchase bus: < 30 foot - 2 expand (dial-a-ride)	5307	28,000	112,000	0	140,000
GLN08-602T	2008	Regionwide	Acquire computer system hardware (20 workstations)	5307	10,000	40,000	0	50,000
GLN08-603T	2008	Regionwide	Acquire computer system hardware (upgrade dispatch/routing)	5307	13,000	52,000	0	65,000
GLN08-604T	2008	Regionwide	Associated capital maintenance	5307	27,900	111,600	0	139,500
GLN08-605T	2008	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	5307	0	112,269	28,067	140,336
GLN09-606T	2009	Regionwide	Associated capital maintenance	5307	28,397	113,586	0	141,983
GLN09-607T	2009	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	5307	0	351,357	87,839	439,196
GLN10-608T	2010	Regionwide	Associated capital maintenance	5307	28,902	115,608	0	144,510

TOTALS FOR Glendale**LOCAL:**
\$2,216,539**FEDERAL:**
\$1,713,780**REGIONAL:**
\$211,906**TOTAL:**
\$4,142,225**AGENCY: Goodyear**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY06-204T	2007	I-10 at Litchfield Rd	Construct regional park-and-ride (I-10/Litchfield)	STP-Flex	508,666	2,034,665	0	2,543,331

TOTALS FOR Goodyear**LOCAL:**
\$508,666**FEDERAL:**
\$2,034,665**REGIONAL:**
\$0**TOTAL:**
\$2,543,331**AGENCY: Maricopa County**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA06-201T	2006	Regionwide	Associated capital maintenance - operations	5307	12,360	49,440	0	61,800
MMA06-202T	2006	Regionwide	Purchase bus: < 30 foot - 10 replace	5307	0	584,000	146,000	730,000

AGENCY: Maricopa County

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA07-301T	2007	Regionwide	Associated capital maintenance	5307	11,400	45,600	0	57,000
MMA07-302T	2007	Regionwide	Purchase bus: < 30 foot - 10 replace	5307	130,000	520,000	0	650,000
MMA08-605T	2008	Regionwide	Associated capital maintenance	5307	37,600	150,400	0	188,000
MMA08-606T	2008	Regionwide	Purchase bus: < 30 foot - 10 replace (dial-a-ride)	5307	120,000	480,000	0	600,000
MMA09-607T	2009	Regionwide	Associated capital maintenance	5307	37,600	150,400	0	188,000
MMA09-608T	2009	Regionwide	Purchase bus: < 30 foot - 10 replace (dial-a-ride)	5307	120,000	480,000	0	600,000
MMA10-609T	2010	Regionwide	Associated capital maintenance	5307	37,600	150,400	0	188,000
MMA10-610T	2010	Regionwide	Purchase bus: < 30 foot - 10 replace (dial-a-ride)	5307	120,000	480,000	0	600,000

TOTALS FOR Maricopa County

LOCAL: \$626,560	FEDERAL: \$3,090,240	REGIONAL: \$146,000	TOTAL: \$3,862,800
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AGENCY: Mesa

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES06-207T	2006	202 (Red Mtn Fwy) at Power Rd	Construct regional park-and-ride (Loop 202/Power Rd)	STP-Flex	580,309	2,321,238	0	2,901,547

TOTALS FOR Mesa

LOCAL: \$580,309	FEDERAL: \$2,321,238	REGIONAL: \$0	TOTAL: \$2,901,547
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AGENCY: Peoria

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO06-201T	2006	Regionwide	Associated capital maintenance - operations	5307	9,360	37,440	0	46,800
PEO07-301T	2007	Regionwide	Associated capital maintenance	5307	9,400	37,600	0	47,000
PEO07-302T	2007	Regionwide	Purchase bus: < 30 foot - 2 replace	5307	0	112,000	28,000	140,000
PEO08-601T	2008	Regionwide	Associated capital maintenance	5307	9,400	37,600	0	47,000

AGENCY: Peoria

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO09-602T	2009	Regionwide	Associated capital maintenance	5307	9,400	37,600	0	47,000
PEO10-603T	2010	Regionwide	Associated capital maintenance	5307	9,400	37,600	0	47,000

TOTALS FOR Peoria

LOCAL: \$46,960	FEDERAL: \$299,840	REGIONAL: \$28,000	TOTAL: \$374,800
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AGENCY: Phoenix

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX01-902TR3	2006	Phoenix/Glendale	Construct West Valley operations facility	5309	0	18,772,800	4,693,200	23,466,000
PHX06-219T	2006	Regionwide	Associated capital maintenance - operations	5307	851,200	3,404,800	0	4,256,000
PHX06-220T	2006	Regionwide	Associated capital maintenance - parts and components	5307	385,880	1,543,520	0	1,929,400
PHX06-221T	2006	Regionwide	Capital cost of contracting	5307	166,600	666,400	0	833,000
PHX06-638T	2006	Regionwide	Construct regional heavy maintenance facility	STP-Flex	0	2,692,000	673,000	3,365,000
PHX06-639T	2006	Regionwide	Construct regional heavy maintenance facility	5309	0	24,064,000	6,016,000	30,080,000
PHX06-222T	2006	Regionwide	Expend project support services	5307	10,000	40,000	0	50,000
PHX06-223T	2006	Regionwide	Purchase bus: 40 foot - lease/purchase payment	5309	488,750	2,386,250	0	2,875,000
PHX06-224T	2006	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	5307	0	1,095,519	273,880	1,369,399
PHX06-601T	2006	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	5307	56,000	224,000	0	280,000
PHX05-132T	2006	Regionwide	Purchase bus: articulated - 5 expand	5307	0	2,211,950	453,050	2,665,000
PHX06-227T	2006	Regionwide	Purchase bus: standard - 18 replace	5307	0	6,038,748	1,236,852	7,275,600
PHX06-228T	2006	Regionwide	Purchase bus: standard - 4 replace	STP-Flex	0	1,508,800	91,200	1,600,000
PHX06-602T	2006	Regionwide	Purchase bus: standard - 5 expand	5307	0	1,489,850	305,150	1,795,000
PHX06-603T	2006	Regionwide	Purchase new fareboxes - 10 expand	5307	0	84,210	21,053	105,263
PHX06-604T	2006	Regionwide	Purchase new radios - 10 expand	5307	0	101,992	25,498	127,490

AGENCY: Phoenix

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX06-231T	2006	Various locations	Design and construct upgrades - north and south	5307	126,600	506,400	0	633,000
PHX06-232T	2006	Various locations	Install bus stop passenger improvements - 40 sites	5307	390,000	310,000	0	700,000
PHX04-213TRX	2007	17 at Peoria Ave	Design regional park-and-ride	CMAQ-Flex	-245,811	245,811	0	0
PHX07-304T	2007	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	0	6,186,000
PHX07-640T	2007	Regionwide	Construct regional heavy maintenance facility	5307	0	1,972,000	493,000	2,465,000
PHX07-306T	2007	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	5307	0	1,373,782	343,445	1,717,227
PHX07-308T	2007	Regionwide	Purchase bus: standard - 31 replace	5307	0	10,652,220	2,181,780	12,834,000
PHX07-309T	2007	Various locations	Design and construct upgrades - north and south	5307	100,000	400,000	0	500,000
PHX08-605T	2008	Regionwide	Acquire land regional park-and-ride (Peoria/I-17)	5307	400,000	1,600,000	0	2,000,000
PHX08-606T	2008	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	0	6,186,000
PHX08-607T	2008	Regionwide	Design and construct upgrades - north and south	5307	876,000	3,504,000	0	4,380,000
PHX08-608T	2008	Regionwide	Purchase bus: 5 articulated, 5 standard - 10 expand	5307	0	4,116,800	843,200	4,960,000
PHX08-609T	2008	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	5307	0	1,196,334	299,084	1,495,418
PHX08-610T	2008	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	5307	59,817	239,267	0	299,084
PHX09-611T	2009	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	0	6,186,000
PHX09-612T	2009	Regionwide	Construct regional park-and-ride (Peoria/I-17)	5307	800,000	3,200,000	0	4,000,000
PHX09-613T	2009	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	5307	0	1,500,204	375,051	1,875,255
PHX09-614T	2009	Regionwide	Purchase bus: standard 40 foot - 50 replace	5307	0	17,015,000	3,485,000	20,500,000
PHX07-310T	2009	Various locations	Upgrade LNG fuel station - North Division	5307	300,000	1,200,000	0	1,500,000
PHX10-615T	2010	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	0	6,186,000
PHX10-616T	2010	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	5307	0	1,306,427	326,607	1,633,034
PHX10-617T	2010	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	5307	65,321	261,286	0	326,607
PHX10-618T	2010	Regionwide	Purchase bus: standard - 5 expand	Local	0	0	2,140,000	2,140,000
PHX10-619T	2010	Regionwide	Purchase bus: standard 40 foot - 50 replace	5307	0	17,762,000	3,638,000	21,400,000

AGENCY: Phoenix**TOTALS FOR Phoenix****LOCAL:
\$9,779,157****FEDERAL:
\$154,481,570****REGIONAL:
\$27,914,050****TOTAL:
\$192,174,777****AGENCY: Scottsdale**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT05-204T	2006	101 (Pima Fwy) in Scottsdale	Construct regional park-and-ride (Loop 101/Scottsdale)	5307	563,407	2,253,629	0	2,817,036
SCT05-110T	2008	Regionwide	Purchase bus: standard - 5 expand	5307	0	1,328,000	272,000	1,600,000
SCT10-601T	2010	Regionwide	Purchase bus: standard 40 foot - 11 replace	5307	0	1,593,600	326,400	1,920,000

TOTALS FOR Scottsdale**LOCAL:
\$563,407****FEDERAL:
\$5,175,229****REGIONAL:
\$598,400****TOTAL:
\$6,337,036****AGENCY: Surprise**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR06-201T	2006	Regionwide	Associated capital maintenance	5307	1,240	4,960	0	6,200
SUR07-601T	2007	Regionwide	Associated capital maintenance	5307	1,240	4,960	0	6,200
SUR07-602T	2007	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	5307	0	121,600	30,400	152,000
SUR08-603T	2008	Regionwide	Associated capital maintenance	5307	1,300	5,200	0	6,500
SUR09-604T	2009	Regionwide	Associated capital maintenance	5307	1,300	5,200	0	6,500
SUR09-605T	2009	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	5307	0	61,600	15,400	77,000
SUR10-606T	2010	Regionwide	Associated capital maintenance	5307	1,300	5,200	0	6,500
SUR10-607T	2010	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	5307	16,000	64,000	0	80,000
SUR10-608T	2010	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	5307	0	115,200	28,800	144,000

TOTALS FOR Surprise**LOCAL:
\$22,380****FEDERAL:
\$387,920****REGIONAL:
\$74,600****TOTAL:
\$484,900**

AGENCY: Tempe

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP06-205T	2006	Regionwide	Associated capital maintenance - fixed route operations	5307	10,080	40,320	0	50,400
TMP06-206T	2006	Regionwide	Associated capital maintenance - parts and components	5307	12,000	48,000	0	60,000
TMP06-207T	2006	Regionwide	Capital cost of contracting	5307	35,000	140,000	0	175,000
TMP04-401TR3	2006	Scottsdale/Tempe	Construct East Valley operations facility (phase 3 of 3)	5309	0	18,118,400	4,529,600	22,648,000
TMP07-301T	2007	Regionwide	Associated capital maintenance	5307	22,200	88,800	0	111,000
TMP08-601T	2008	Regionwide	Associated capital maintenance	5307	22,080	88,320	0	110,400
TMP09-602T	2009	Regionwide	Associated capital maintenance	5307	22,080	88,320	0	110,400
TMP09-603T	2009	Regionwide	Purchase bus: standard 40 foot - 15 replace	5307	0	4,980,000	1,020,000	6,000,000
TMP10-604T	2010	Regionwide	Associated capital maintenance	5307	22,080	88,320	0	110,400
TMP10-605T	2010	Regionwide	Purchase bus: commuter 45 foot - 17 replace	5307	0	6,349,500	1,300,500	7,650,000
TMP10-606T	2010	Regionwide	Purchase bus: standard 40 foot - 20 replace	5307	0	6,640,000	1,360,000	8,000,000

TOTALS FOR Tempe**LOCAL:
\$145,520****FEDERAL:
\$36,669,980****REGIONAL:
\$8,210,100****TOTAL:
\$45,025,600****AGENCY: VM Rail**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR06-454T	2006	Various locations	Fixed guideway corridor - Bridge Construction (advance construction expected)	Local	10,069,814	0	0	10,069,814
VMR06-455T	2006	Various locations	Fixed guideway corridor - Communications System	Local	6,847,321	0	0	6,847,321
VMR06-458T	2006	Various locations	Fixed guideway corridor - Elevated Structures Construction	Local	275,927	0	0	275,927
VMR06-459T	2006	Various locations	Fixed guideway corridor - Fare Collection Equipment	Local	3,289,461	0	0	3,289,461
VMR06-461T	2006	Various locations	Fixed guideway corridor - Miscellaneous Electrification Construction	Local	538,707	0	0	538,707

AGENCY: VM Rail

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR06-462T	2006	Various locations	Fixed guideway corridor - Power Distribution Substation	Local	9,203,672	0	0	9,203,672
VMR06-463T	2006	Various locations	Fixed guideway corridor - Project Administration	Local	1,468,797	0	0	1,468,797
VMR06-464T	2006	Various locations	Fixed guideway corridor - Project Management	Local	13,637,474	0	0	13,637,474
VMR06-465T	2006	Various locations	Fixed guideway corridor - Public Art	Local	1,543,557	0	0	1,543,557
VMR06-466T	2006	Various locations	Fixed guideway corridor - Rail Cars - LRT (advance purchase	Local	41,328,664	0	0	41,328,664
VMR06-467T	2006	Various locations	Fixed guideway corridor - Shop Equipment Acquisition	Local	6,353,279	0	0	6,353,279
VMR06-468T	2006	Various locations	Fixed guideway corridor - Spare Parts/Associated Capital Maintenance I	Local	2,487,467	0	0	2,487,467
VMR06-469T	2006	Various locations	Fixed guideway corridor - Start-Up costs	Local	4,901,381	0	0	4,901,381
VMR06-470T	2006	Various locations	Fixed guideway corridor - Station Construction (advance construction expected)	Local	18,901,546	0	0	18,901,546
VMR06-471T	2006	Various locations	Fixed guideway corridor - Traction Power Construction	Local	11,238,463	0	0	11,238,463
VMR06-472T	2006	Various locations	Fixed guideway corridor - Train Control/Signal System Construction	Local	2,864,510	0	0	2,864,510
VMR06-473T	2006	Various locations	Fixed guideway corridor - Transitway Acquisition	Local	13,447,517	0	0	13,447,517
VMR06-474T	2006	Various locations	Fixed guideway corridor - Transitway Construction (advance	Local	81,089,620	0	0	81,089,620
VMR06-475T	2006	Various locations	Fixed guideway corridor - Utility Relocation	Local	7,392,639	0	0	7,392,639
VMR06-476T	2006	Various locations	Fixed guideway corridor - Yard & Shops Construction (advance	Local	23,632,006	0	0	23,632,006
VMR06-477T	2006	Various locations	Fixed guideway corridor - repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0	0
VMR07-478T	2007	Various locations	Fixed guideway corridor - Bridge Construction	Local	2,401,860	0	0	2,401,860
VMR07-479T	2007	Various locations	Fixed guideway corridor - Communications System	Local	6,821,087	0	0	6,821,087
VMR07-480T	2007	Various locations	Fixed guideway corridor - Construction Management	Local	10,792,183	0	0	10,792,183
VMR07-481T	2007	Various locations	Fixed guideway corridor - Elevated Structures Construction	Local	212,496	0	0	212,496

AGENCY: VM Rail

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR07-482T	2007	Various locations	Fixed guideway corridor - Fare Collection Equipment	Local	3,240,703	0	0	3,240,703
VMR07-483T	2007	Various locations	Fixed guideway corridor - Final Engineering	Local	2,446,657	0	0	2,446,657
VMR07-484T	2007	Various locations	Fixed guideway corridor - Landscaping Construction	Local	845,000	0	0	845,000
VMR07-485T	2007	Various locations	Fixed guideway corridor - Miscellaneous Electrification Construction	Local	536,643	0	0	536,643
VMR07-486T	2007	Various locations	Fixed guideway corridor - Park & Ride Lot Construction	Local	2,146,746	0	0	2,146,746
VMR07-487T	2007	Various locations	Fixed guideway corridor - Power Distribution Substation Construction	Local	10,052,647	0	0	10,052,647
VMR07-488T	2007	Various locations	Fixed guideway corridor - Project Administration	Local	1,474,446	0	0	1,474,446
VMR07-489T	2007	Various locations	Fixed guideway corridor - Project Management	Local	13,585,224	0	0	13,585,224
VMR07-490T	2007	Various locations	Fixed guideway corridor - Public Art	Local	860,029	0	0	860,029
VMR07-491T	2007	Various locations	Fixed guideway corridor - Rail Cars - LRT	Local	41,170,316	0	0	41,170,316
VMR07-492T	2007	Various locations	Fixed guideway corridor - Shop Equipment Acquisition	Local	386,721	0	0	386,721
VMR07-493T	2007	Various locations	Fixed guideway corridor - Spare Parts/Associated Capital	Local	2,477,936	0	0	2,477,936
VMR07-494T	2007	Various locations	Fixed guideway corridor - Start-Up costs	Local	6,530,996	0	0	6,530,996
VMR07-495T	2007	Various locations	Fixed guideway corridor - Station Construction	Local	25,703,454	0	0	25,703,454
VMR07-496T	2007	Various locations	Fixed guideway corridor - Traction Power Construction	Local	11,195,404	0	0	11,195,404
VMR07-497T	2007	Various locations	Fixed guideway corridor - Train Control/Signal System	Local	2,853,535	0	0	2,853,535
VMR07-498T	2007	Various locations	Fixed guideway corridor - Transitway Acquisition	Local	9,117,227	0	0	9,117,227
VMR07-499T	2007	Various locations	Fixed guideway corridor - Transitway Construction	Local	61,002,340	0	0	61,002,340
VMR07-4C0T	2007	Various locations	Fixed guideway corridor - Yard & Shops Construction	Local	633,809	0	0	633,809
VMR07-4C1T	2007	Various locations	Fixed guideway corridor - repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0	0
VMR09-601T	2009	Regionwide	Fixed guideway corridor - MetroCenter LRT - Right-of-Way	Local	21,000,000	0	0	21,000,000

AGENCY: VM Rail

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR09-602T	2009	Regionwide	Fixed guideway corridor - repayment of funds advanced in prior	5309	-90,000,000	90,000,000	0	0
VMR10-603T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	8,704,656	0	0	8,704,656
VMR10-604T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	96,340,420	0	0	96,340,420
VMR10-605T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Construction Management	Local	9,885,491	0	0	9,885,491
VMR10-606T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Construction Management	Local	16,694,324	0	0	16,694,324
VMR10-607T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Contingencies	Local	1,041,936	0	0	1,041,936
VMR10-608T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Contingencies	Local	1,401,779	0	0	1,401,779
VMR10-609T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Equipment/Materials	Local	6,216,767	0	0	6,216,767
VMR10-610T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Final Engineering	Local	3,120,197	0	0	3,120,197
VMR10-611T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Final Engineering	Local	5,127,005	0	0	5,127,005
VMR10-612T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Project Management	Local	13,948,019	0	0	13,948,019
VMR10-613T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Project Management	Local	19,826,643	0	0	19,826,643
VMR10-614T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Project Reserve	Local	17,688,737	0	0	17,688,737
VMR10-615T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Project Reserve	Local	30,451,116	0	0	30,451,116
VMR10-616T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Public Art	Local	332,154	0	0	332,154
VMR10-617T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Public Art	Local	845,520	0	0	845,520
VMR10-618T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Rail Cars - LRT	Local	169,854	0	0	169,854
VMR10-619T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Rail Cars - LRT	Local	37,923,312	0	0	37,923,312
VMR10-620T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Right-of-Way Acquisition	Local	150,356	0	0	150,356
VMR10-621T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Right-of-Way	Local	202,283	0	0	202,283
VMR10-622T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Systems	Local	8,291,368	0	0	8,291,368
VMR10-623T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Systems	Local	65,500,476	0	0	65,500,476

AGENCY: VM Rail

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR10-624T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Testing and Start-Up	Local	11,908,911	0	0	11,908,911
VMR10-625T	2010	Regionwide	Fixed guideway corridor - CPEV LRT - Testing and Start-Up costs	Local	13,519,615	0	0	13,519,615
VMR10-626T	2010	Regionwide	Fixed guideway corridor - MetroCenter LRT - Construction	Local	71,500,000	0	0	71,500,000
VMR10-627T	2010	Regionwide	Fixed guideway corridor - MetroCenter LRT - Final Design	Local	11,600,000	0	0	11,600,000
VMR10-628T	2010	Regionwide	Fixed guideway corridor - MetroCenter LRT - Right-of-Way Acquisition	Local	4,600,000	0	0	4,600,000
VMR10-629T	2010	Regionwide	Fixed guideway corridor - MetroCenter LRT - Vehicle	Local	15,600,000	0	0	15,600,000
VMR10-630T	2010	Regionwide	Fixed guideway corridor - repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0	0
VMR10-631T	2010	Regionwide	Fixed guideway corridor - repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0	0

TOTALS FOR VM Rail
**LOCAL:
\$520,590,220**
**FEDERAL:
\$450,000,000**
**REGIONAL:
\$0**
**TOTAL:
\$970,590,220**
AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
RPT06-210T	2006	Regionwide	Associated capital maintenance - East Valley dial-a-ride	5307	33,085	132,340	0	165,425
RPT06-212T	2006	Regionwide	Associated capital maintenance - Sun City area transit	5307	6,169	24,676	0	30,845
RPT06-211T	2006	Regionwide	Associated capital maintenance - fixed route operations	5307	145,675	582,700	0	728,375
RPT06-213T	2006	Regionwide	Capital cost of contracting - dial-a-ride	5307	24,086	96,344	0	120,430
RPT06-214T	2006	Regionwide	Capital cost of contracting - fixed route	5307	65,131	260,524	0	325,655
RPT06-215T	2006	Regionwide	Capital cost of contracting - vanpool contract	5307	60,000	240,000	0	300,000
VMT07-402T	2006	Regionwide	Park and ride lot funds from ADOT	STP-Flex	0	4,897,537	631,873	5,529,410
VMT06-601T	2006	Regionwide	Purchase bus: < 30 foot - 2 expand (dial-a-ride)	5307	0	118,656	29,664	148,320

AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
RPT06-216T	2006	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	5307	0	172,000	43,000	215,000
VMT06-602T	2006	Regionwide	Purchase bus: <30 foot - 2 expand (rural)	5307	0	102,588	21,012	123,600
VMT06-604T	2006	Regionwide	Purchase bus: standard - 9 expand	5307	0	2,539,800	520,200	3,060,000
VMT06-605T	2006	Regionwide	Purchase bus: standard - 10 expand	5307	544,000	2,656,000	0	3,200,000
VMT06-603T	2006	Regionwide	Purchase bus: standard - 10 expand Articulated	Local	0	0	5,180,900	5,180,900
RPT06-217T	2006	Regionwide	Purchase bus: standard - 10 replace	5307	0	2,979,700	610,300	3,590,000
RPT06-219T	2006	Regionwide	Purchase bus: standard - 2 replace	STP-Flex	0	754,400	45,600	800,000
RPT06-220T	2006	Regionwide	Purchase bus: standard - 3 replace	5307	0	893,910	183,090	1,077,000
VMT06-606T	2006	Regionwide	Purchase bus: standard - 7 replace	5307	0	1,830,150	374,850	2,205,000
VMT06-607T	2006	Regionwide	Purchase new fareboxes - 10 expand	Local	0	0	105,263	105,263
VMT06-608T	2006	Regionwide	Purchase new fareboxes - 25 expand	5307	34,000	166,000	0	200,000
VMT06-609T	2006	Regionwide	Purchase new fareboxes - 9 expand	5307	0	75,789	18,948	94,737
VMT06-611T	2006	Regionwide	Purchase new radios - 25 expand	5307	4,250	20,750	0	25,000
VMT06-612T	2006	Regionwide	Purchase new radios/VMS - 10 expand	Local	0	0	127,490	127,490
VMT06-613T	2006	Regionwide	Purchase new radios/VMS - 9 expand	5307	0	91,793	22,948	114,741
RPT06-222T	2006	Regionwide	Purchase vanpools: 40 replace	STP-Flex	0	1,190,680	0	1,190,680
VMT06-665T	2006	Regionwide	Upgrade CNG fuel station	5307	200,000	800,000	0	1,000,000
VMT07-614T	2007	Regionwide	Associated capital maintenance	5307	159,380	637,520	0	796,900
VMT07-615T	2007	Regionwide	Associated capital maintenance - Sun City area transit	5307	6,200	24,800	0	31,000
VMT07-616T	2007	Regionwide	Pre-design regional transit center (4-bay)	5307	0	31,523	7,881	39,404
VMT07-617T	2007	Regionwide	Pre-design regional transit center (6-bay)	5307	0	47,762	11,941	59,703
RPT07-322T	2007	Regionwide	Purchase bus: < 30 foot - 13 replace (East Valley dial-a-ride)	5307	0	811,200	202,800	1,014,000
RPT07-321T	2007	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	5307	0	175,200	43,800	219,000
RPT07-323T	2007	Regionwide	Purchase bus: standard - 12 replace	5307	0	3,779,820	774,180	4,554,000

AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMT07-618T	2007	Regionwide	Purchase bus: standard - 13 expand Articulated	Local	0	0	7,263,178	7,263,178
VMT07-213T	2007	Regionwide	Purchase bus: standard - 15 expand	5307	1,020,000	4,980,000	0	6,000,000
VMT07-619T	2007	Regionwide	Purchase bus: standard - 19 expand	5307	0	5,362,951	1,098,436	6,461,387
VMT07-620T	2007	Regionwide	Purchase bus: standard - 3 expand Artic	5309	0	1,391,178	284,940	1,676,118
VMT07-621T	2007	Regionwide	Purchase bus: standard - 3 replace	5307	0	2,178,750	446,250	2,625,000
VMT07-622T	2007	Regionwide	Purchase bus: standard - 4 expand Artic	5307	0	1,854,904	379,920	2,234,824
VMT07-623T	2007	Regionwide	Purchase new fareboxes - 13 expand	Local	0	0	155,233	155,233
VMT07-624T	2007	Regionwide	Purchase new fareboxes - 19 expand	5307	0	181,503	45,376	226,879
VMT07-625T	2007	Regionwide	Purchase new fareboxes - 3 expand	5309	0	28,658	7,165	35,823
VMT07-626T	2007	Regionwide	Purchase new fareboxes - 4 expand	5307	0	38,211	9,553	47,764
VMT07-627T	2007	Regionwide	Purchase new radios/VMS - 13 expand	Local	0	0	170,716	170,716
VMT07-628T	2007	Regionwide	Purchase new radios/VMS - 19 expand	5307	0	199,606	49,902	249,508
VMT07-629T	2007	Regionwide	Purchase new radios/VMS - 3 expand	5309	0	31,517	7,879	39,396
VMT07-630T	2007	Regionwide	Purchase new radios/VMS - 4 expand	5307	0	42,022	10,506	52,528
RPT07-326T	2007	Regionwide	Purchase vanpools: 15 expand	CMAQ-Flex	0	337,500	112,500	450,000
RPT07-324T	2007	Regionwide	Purchase vanpools: 30 replace	5307	0	675,000	225,000	900,000
RPT07-325T	2007	Regionwide	Repayment-design/land/construct intermodal transfer facilities	CMAQ-Flex	1,790,625	7,162,500	0	8,953,125
RPT06-312T	2007	Various locations	Design and acquire right of way for regional park-and-ride	5309	0	1,312,000	328,000	1,640,000
VMT08-631T	2008	Regionwide	Acquire land two regional park-and-rides	5309	0	3,000,000	750,000	3,750,000
VMT08-632T	2008	Regionwide	Acquire right of way and design regional transit center (4-bay)	Local	0	0	737,924	737,924
VMT08-633T	2008	Regionwide	Acquire right of way and design regional transit center (6-bay)	Local	0	0	1,106,886	1,106,886
VMT08-634T	2008	Regionwide	Associated capital maintenance	5307	205,540	822,160	0	1,027,700
VMT08-635T	2008	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	0	728,000	182,000	910,000

AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMT08-636T	2008	Regionwide	Purchase bus: standard - 22 expand	5307	0	7,304,000	1,496,000	8,800,000
VMT08-637T	2008	Regionwide	Purchase bus: standard 40 foot - 7 replace	5307	0	2,324,000	476,000	2,800,000
VMT08-638T	2008	Regionwide	Purchase vanpools: 45 replace	5307	0	1,188,000	297,000	1,485,000
VMT08-639T	2008	Regionwide	Repayment - purchase bus: standard - 13 expand Artic	5307	0	6,028,438	(6,028,438)	0
VMT08-640T	2008	Regionwide	Repayment - purchase new fareboxes - 13 expand	5307	0	128,843	(128,843)	0
VMT08-641T	2008	Regionwide	Repayment - purchase new radios/VMS - 13 expand	5307	0	141,694	(141,694)	0
VMT09-642T	2009	Regionwide	Associated capital maintenance	5307	205,540	822,160	0	1,027,700
VMT09-643T	2009	Regionwide	Construct regional transit center (4-bay)	Local	0	0	737,924	737,924
VMT09-644T	2009	Regionwide	Construct regional transit center (6-bay)	Local	0	0	1,106,886	1,106,886
VMT09-645T	2009	Regionwide	Design two regional park-and-rides	5307	0	760,000	190,000	950,000
VMT09-646T	2009	Regionwide	Install bus stop passenger improvements - 55 sites	Local	0	0	810,000	810,000
VMT09-647T	2009	Regionwide	Purchase bus: < 30 foot - 1 Expand (dial-a-ride)	5307	0	56,000	14,000	70,000
VMT09-648T	2009	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	0	728,000	182,000	910,000
VMT09-649T	2009	Regionwide	Purchase bus: commuter - 7 expand	5309	0	3,398,850	696,150	4,095,000
VMT09-650T	2009	Regionwide	Purchase bus: commuter - 8 expand	Local	0	0	4,680,000	4,680,000
VMT09-651T	2009	Regionwide	Purchase bus: standard - 19 (of 22) expand	Local	0	0	7,600,000	7,600,000
VMT09-652T	2009	Regionwide	Purchase bus: standard - 3 (of 22) expand	5307	0	996,000	204,000	1,200,000
VMT09-653T	2009	Regionwide	Purchase bus: standard 40 foot - 9 replace	5307	0	2,988,000	612,000	3,600,000
VMT09-654T	2009	Regionwide	Purchase vanpools: 45 replace	5307	0	1,188,000	297,000	1,485,000
VMT10-655T	2010	Regionwide	Associated capital maintenance	5307	205,540	822,160	0	1,027,700
VMT10-656T	2010	Regionwide	Construct two regional park-and-rides	5309	0	2,896,000	724,000	3,620,000
VMT10-657T	2010	Regionwide	Install bus stop passenger improvements - 55 sites	Local	0	0	810,000	810,000
VMT10-658T	2010	Regionwide	Purchase bus: < 30 foot - 1 Expand (rural)	Local	0	0	70,000	70,000
VMT10-659T	2010	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	0	672,000	168,000	840,000

AGENCY: Valley Metro

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMT10-660T	2010	Regionwide	Purchase bus: < 30 foot - 2 Expand (dial-a-ride)	5307	0	112,000	28,000	140,000
VMT10-661T	2010	Regionwide	Purchase bus: < 30 foot - 6 replace (rural)	5307	0	336,000	84,000	420,000
VMT10-662T	2010	Regionwide	Purchase bus: commuter - 26 expand	Local	0	0	11,700,000	11,700,000
VMT10-663T	2010	Regionwide	Purchase bus: standard - 8 expand	Local	0	0	3,200,000	3,200,000
VMT10-664T	2010	Regionwide	Purchase bus: standard 40' - 9 replace	5307	0	2,988,000	612,000	3,600,000
VMT10-665T	2010	Regionwide	Purchase vanpools: 45 replace	Local	0	0	1,485,000	1,485,000

TOTALS FOR Valley Metro

LOCAL: \$4,709,221	FEDERAL: \$92,338,767	REGIONAL: \$54,308,089	TOTAL: \$151,356,077
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