

FY 2007-2011

# Transportation Improvement Program



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**FISCAL YEARS 2007 THROUGH 2011**  
**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 very 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 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 and were almost completely ratified by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was approved in August 2005. 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 includes 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 four years (a recent SAFETEA-LU change from the previous two year cycle). 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. Although only the first four years are required for federal purposes, the time period for the MAG TIP is usually five years, which coincides with the State Highway Program.

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, only projects for FYs 2011 MAG federal funds were identified.

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. These processes are heavily guided by the RTP.

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 the release of SAFETEA-LU. This authorization was authorized almost two years late and has only three more years of authorization remaining, 2007 through 2009. Conservative projections of federal funds have been made, assuming the continued receipt of federal funds through the Highway Trust Fund. In summary, the financial plan contained within this FY 2007-2011 MAG TIP is complete and is fully fiscally constrained to committed and/or to reasonably available funding sources, when it is necessary and appropriate.

## **INTRODUCTION**

One of the impacts of ISTEA, as continued by TEA-21 and increased by SAFETEA-LU, 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.

All three federal authorizations since ISTEA have 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) 20039 (the final year of SAFETEA-LU), 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 2005 Special Census survey figures are available to federal legislators during the re-authorization process that will shortly begin. 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 92 percent return on its contributions to the Highway Trust Fund and it is expected that this issue will continue to 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 2007-2011 MAG TIP totals over \$6.456 billion and this represents more than a ten percentage point increase over the previous year's TIP. Total federal, state and local programming obligations for this same period amount to \$6.411 billion.

The total amount of federal funds available for the TIP is \$1.839 billion while programmed obligations of federal projects total \$1.794 million. The temporary surplus of federal funds accounts for almost all of the \$45.0 million surplus and is mainly due to not programming all of the expected MAG Federal funds during the outer two years. This is primarily due to advancing projects from future years and not 'infilling' during the TIP development process.

**TABLE EXEC-1: FIVE YEAR PROGRAM SUMMARY FY 2007-2011**

<b>FUNDS AVAILABLE</b>			
<b>PROGRAM</b>	<b>STATE/LOCAL</b>	<b>FEDERAL</b>	<b>TOTAL</b>
HIGHWAY	\$4,168,156,249	\$1,107,685,733	\$5,275,841,982
TRANSIT	\$448,234,558	\$732,087,304	\$1,180,321,862
TOTAL	\$4,616,390,807	\$1,839,773,037	\$6,456,163,844
<b>PROGRAMMED OBLIGATIONS</b>			
<b>PROGRAM</b>	<b>STATE/LOCAL</b>	<b>FEDERAL</b>	<b>TOTAL</b>
HIGHWAY	\$4,168,156,249	\$1,062,668,691	\$5,230,824,940
TRANSIT	\$447,863,133	\$732,087,304	\$1,179,950,437
TOTAL	\$4,616,019,382	\$1,794,755,995	\$6,410,775,377
<b>BALANCE</b>			
<b>PROGRAM</b>	<b>STATE/LOCAL</b>	<b>FEDERAL</b>	<b>TOTAL</b>
HIGHWAY	\$0	\$45,017,042	\$45,017,042
TRANSIT	\$371,425	\$0	\$371,425
TOTAL	\$371,425	\$45,017,042	\$45,388,467
PERCENT	0.01%	2.45%	0.70%

State and local funding available totals \$4.616 billion for the FY 2007-2011 MAG TIP and is slightly under programmed. Total federal funds expected to be available amount to \$1.839 billion. However, programmed projects only total \$1.794 billion, leaving a small \$45 million surplus. There have been some adjustments to deferred projects from FY 2006 to FY 2007 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**

SAFETEA-LU continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU 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 2005/6 PUBLIC INVOLVEMENT PROGRAM**

The FY 2005/6 public involvement program solicited and encouraged input for both the RTP Update and the FY 2007-2011 TIP. ADOT and RPTA/Valley Metro participated in many of the input opportunities that were offered. A description of the input process for FY 2005/6 elements of the public involvement process is given in Volume II. More recent public involvement for the Regional Transportation Plan (RTP) and the 07-11 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 primarily adds a new, fifth year to the TIP. This year, projects were selected for the outer year of the TIP, FY 2011.

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 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 and are shown in separate Highway and Transit reports.

Many of the projects that are listed as “New” are older projects that have been restructured in some fashion, whether the funding source has changed or the limits have been altered. Approximately 30 percent of the new projects are changes of this sort.

**REPORT: 07-11 TIP-  
New Highway Projects**

**MARICOPA ASSOCIATION OF GOVERNMENTS  
FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM  
NEW HIGHWAY PROJECTS**

**TABLE : 07-11 TIP**

**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
DOT07-347R	10 at 43rd and 51st Aves	Improve traffic interchanges	.40	4	4	CMAQ	430,000	1,410,000	0	1,840,000
DOT07-744	10: Dysart Rd to Loop 101 (Agua Fria Fwy)	Advance design HOV and general purpose lanes (City advancement) for repayment in 2013	4.00	6	10	HELP	2,805,000	0	0	2,805,000
DOT07-745AD	10: Sarival Rd to Dysart Rd	Advance design HOV and general purpose lanes (City advancement phase 1 of 2) for repayment in 2009	4.00			HELP	2,800,000	0	0	2,800,000
DOT07-746	17 at Dove Valley Rd TI	Advance design new traffic interchange (City advancement) for repayment in RTP	.40			Local	1,800,000	0	0	1,800,000
DOT06-606SA	17 at Jomax Rd and Dixileta Dr	Construct new traffic interchanges and improve Skunk Creek bridge (Federal and regional funds)	.40	6	6	STP-AZ	0	20,274,500	11,525,500	31,800,000
DOT06-606SB	17 at Jomax Rd and Dixileta Dr	Construct new traffic interchanges and improve Skunk Creek bridge (Phoenix funds) for repayment in 2012	.40	6	6	Local	8,200,000	0	0	8,200,000
DOT07-329R	17: Peoria Ave to Greenway Rd	Construct drainage improvements	.00			IM	969,000	16,031,000	0	17,000,000
DOT07-643R	60 (Grand Ave): Loop 303 (Estrella Pkwy) to	Design roadway widening	10.00	0	0	RARF	0	0	1,900,000	1,900,000
DOT07-6C62R	60 (Superstition Fwy): Gilbert Rd to Power Rd	Construct landscape	4.50	0	0	RARF	0	0	5,100,000	5,100,000
DOT07-758	85: I-8 to I-10	Design, acquire right of way & relocate utilities	34.00	2	4	State	9,700,000	0	0	9,700,000
DOT07-759	85: MP 139.01 to MP 141.71	Relocate utilities	2.70	2	4	State	1,100,000	0	0	1,100,000
DOT07-760	87: Forest Boundary to New Four Peaks	Acquire right of way for shoulder widenings	9.00	4	4	State	400,000	0	0	400,000
DOT07-703	87: Forest Boundary to New Four Peaks	Construct shoulder widenings and median	9.00	4	4	STP-HES	171,000	2,829,000	0	3,000,000
DOT07-705R	101 (Agua Fria Fwy): I-10 to I-17	Advance install fibre-optic cable for	.00	0	0	State	6,885,000	0	0	6,885,000
DOT07-706	101 (Pima Fwy): I-17 to Princess Dr	Design and construct FMS	9.30	0	0	State	6,600,000	0	0	6,600,000
DOT07-707	101 (Pima Fwy): Princess Dr to Loop 202 (Red Mountain Fwy)	Design and construct FMS	.00	0	0	State	8,400,000	0	0	8,400,000

**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
DOT07-761	SH153RWR -- 153 Sky Harbor Expwy: Sky Harbor Corridor	Reprogram right of way	2.00			RARF	0	0	6,800,000	6,800,000
DOT07-762	RM202LRWR -- 202L Red Mountain Fwy: Red Mountain Corridor	Reprogram right of way	.00	0	0	RARF	0	0	7,600,000	7,600,000
DOT07-763	SA202LRWR -- 202L Santan Fwy: Santan Corridor	Reprogram right of way	.00	0	0	RARF	0	0	18,000,000	18,000,000
DOT07-709	202 (South Mountain Fwy): I-10 (east) to I-10 (west)	EIS/DCR Supplement	8.00	0	0	RARF	0	0	1,300,000	1,300,000
DOT07-710	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way	6.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT07-711	303 (Estrella Pkwy) at I-17	Construct new freeway interchange	12.00	0	4	RARF	0	0	30,000,000	30,000,000
DOT07-	303 (Estrella Pkwy): Happy Valley Rd to I-17	Acquire right of way for new interim	12.00	0	4	RARF	0	0	26,000,000	26,000,000
DOT07-654D	303 (Estrella Pkwy): Happy Valley Rd to I-17	Design new interim freeway (FY 2007)	12.00	0	4	RARF	0	0	14,000,000	14,000,000
DOT07-655RW	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2007)	15.00	2	4	RARF	0	0	10,000,000	10,000,000
DOT07-713D	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2007)	15.00	2	4	RARF	0	0	5,000,000	5,000,000
DOT07-764	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$50,480,000****FEDERAL:  
\$500,000****REGIONAL:  
\$142,225,500****TOTAL:  
\$233,750,000****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT08-747	10: Dysart Rd to Loop 101 (Agua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement) for repayment in 2014	4.00			GAN	51,000,000	0	0	51,000,000
DOT08-750AC	10: Sarival Rd to Dysart Rd	Advance construct HOV and general purpose lanes (City advancement phase 1 of 2) for repayment in 2011	4.00			GAN	44,000,000	0	0	44,000,000
DOT08-748AD	10: Sarival Rd to Dysart Rd	Advance design HOV and general purpose lanes (City advancement phase 2 of 2) for repayment in 2009	4.00			HELP	1,900,000	0	0	1,900,000

**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
DOT08-749C	10: Sarival Rd to Dysart Rd	Construct HOV and general purpose lanes (Pavement Preservation funds)	4.00			State	6,000,000	0	0	6,000,000
DOT08-751	17 at Dove Valley Rd TI	Advance construct new traffic interchange (City advancement) for repayment in RTP phase 3	.40			Local	16,600,000	0	0	16,600,000
DOT08-756	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Design landscape	9.00			RARF	0	0	720,000	720,000
DOT08-765	85: I-8 to I-10	Design, acquire right of way & relocate utilities	34.00	2	4	State	10,200,000	0	0	10,200,000
DOT07-705RX	101 (Agua Fria Fwy): I-10 to I-17	Repayment of fibre-optic cable installed in FY 2007	.00	0	0	CMAQ	-5,549,555	5,549,555	0	0
DOT07-715	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way	6.00	0	0	RARF	0	0	30,000,000	30,000,000
DOT08-766	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$124,370,445****FEDERAL:  
\$500,000****REGIONAL:  
\$30,720,000****TOTAL:  
\$161,140,000****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT09-753	10: Loop 303 (Estrella) to Sarival Rd	Design HOV and general purpose lanes	1.00			RARF	0	0	1,200,000	1,200,000
DOT09-752AC	10: Sarival Rd to Dysart Rd	Advance construct HOV and general purpose lanes (City advancement phase 2 of 2) for repayment in 2011	4.00			GAN	35,000,000	0	0	35,000,000
DOT07-745ADX	10: Sarival Rd to Dysart Rd	Repayment of advance design for HOV and general purpose lanes advance designed in 2007	4.00			RARF	-2,800,000	0	2,800,000	0
DOT08-	10: Sarival Rd to Dysart Rd	Repayment of advance design for HOV and general purpose lanes advance	4.00			RARF	-1,900,000	0	1,900,000	0
DOT09-757	17: Loop 101 (Pima Fwy) to SR-74 (Carefree	Construct landscape	9.00			RARF	0	0	3,000,000	3,000,000
DOT09-6C00R	60 (Grand Ave): Loop 303 (Estrella Pkwy) to	Widen roadway and improve interchanges	10.00	4	6	RARF	0	0	24,000,000	24,000,000

**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
DOT09-767	85: I-8 to I-10	Design, acquire right of way & relocate utilities	34.00	2	4	State	11,100,000	0	0	11,100,000
DOT09-6C12RW	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2009)	15.00	2	4	RARF	0	0	5,500,000	5,500,000
DOT09-6C12D	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2009)	15.00	2	4	RARF	0	0	4,500,000	4,500,000
DOT09-768	MAG regionwide	Design FMS rehabilitation	.00	0	0	CMAQ	120,000	280,000	0	400,000
DOT09-769	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$41,740,000	<b>FEDERAL:</b> \$500,000	<b>REGIONAL:</b> \$42,900,000	<b>TOTAL:</b> \$85,420,000
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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
DOT10-755	10: Sarival Rd to Dysart Rd	Design landscape	4.00			State	320,000	0	0	320,000
DOT10-6C27RW	10: SR-51 (Piestewa Fwy) to 40th St (CD Road)	Acquire right of way for CD roads	5.20			State	10,000,000	0	0	10,000,000
DOT10-6C27D	10: SR-51 (Piestewa Fwy) to 40th St (CD Road)	Design CD roads	5.20			State	10,000,000	0	0	10,000,000
DOT10-6C35	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new 6 lane freeway	6.00	0	6	RARF	0	0	110,000,000	110,000,000
DOT10-6C38RW	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2010)	15.00	2	4	RARF	0	0	5,500,000	5,500,000
DOT10-6C38D	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2010)	15.00	2	4	RARF	0	0	4,500,000	4,500,000
DOT10-770	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000
DOT10-771	MAG regionwide	Rehabilitate FMS facilities	.00	0	0	CMAQ	1,100,000	2,500,000	0	3,600,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$21,640,000	<b>FEDERAL:</b> \$2,500,000	<b>REGIONAL:</b> \$120,000,000	<b>TOTAL:</b> \$144,640,000
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**FISCAL YEAR: 2011**

**AGENCY: ADOT****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT11-754	10: Loop 303 (Estrella) to Sarival Rd	Construct HOV and general purpose lanes	1.00			STP-AZ	0	20,746,000	1,254,000	22,000,000
DOT08-	10: Sarival Rd to Dysart Rd	Repayment of advance construction for HOV and general purpose lanes advance	4.00			RARF	-79,000,000	0	79,000,000	0
DOT11-718	10: SR-51 (Piestewa Fwy) to 40th St (CD)	Construct CD roads	5.20	0	0	NHS	0	60,000,000	60,000,000	120,000,000
DOT11-719	10R: Loop 303 (Estrella) to Loop 202 (South)	Protect right of way	14.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT11-720	17: Arizona Canal to Loop 101 (Pima Fwy)	Design FMS	.00	0	0	CMAQ	43,890	726,110	0	770,000
DOT11-721	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Design FMS	.00	0	0	CMAQ	50,160	829,840	0	880,000
DOT11-722	51 (Piestewa Fwy): Bell Rd to Loop 101 (Pima Fwy)	Design FMS	5.00	8	8	CMAQ	12,540	207,460	0	220,000
DOT07-702	60 (Superstition Fwy) at Lindsay Rd	Design half-diamond traffic interchange	.00	0	0	State	400,000	0	0	400,000
DOT11-723	74: US-60 (Grand Ave) to Loop 303 (Estrella)	Protect right of way	.00	2	2	State	1,000,000	0	0	1,000,000
DOT11-724	101 (Agua Fria Fwy) at Beardsley Rd	Design traffic interchange	.00	0	0	State	2,600,000	0	0	2,600,000
DOT11-725	101 (Pima Fwy): I-17 to SR-51 (Piestewa Fwy)	Design FMS	.00	0	0	CMAQ	43,890	726,110	0	770,000
DOT11-726	101 (Pima Fwy): SR-51 (Piestewa Fwy) to	Design FMS	.00	0	0	CMAQ	37,620	622,380	0	660,000
DOT11-727	101 (Pima Fwy): Tatum Blvd to Princess Dr	Construct HOV lanes	5.00	6	6	State	26,000,000	0	0	26,000,000
DOT11-728	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Price Fwy)	Design general purpose lanes	2.00	6	8	State	1,430,000	0	0	1,430,000
DOT11-729	202 (Santan Fwy): Dobson Rd to I-10	Design FMS	.00	0	0	CMAQ	31,350	518,650	0	550,000
DOT11-730	202 (Santan Fwy): Dobson Rd to I-10	Design HOV lanes and ramps	.00	0	0	RARF	0	0	4,000,000	4,000,000
DOT11-731	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Acquire right of way	8.00	0	0	RARF	0	0	80,000,000	80,000,000
DOT11-732	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new 6 lane freeway	6.00	0	6	STP-AZ	0	38,000,000	152,000,000	190,000,000
DOT07-712	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Construct new freeway	15.00	0	6	NHS	0	30,000,000	120,000,000	150,000,000
DOT11-733	MAG regionwide	Advance acquire right of way	.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT11-734	MAG regionwide	Design and construct FMS	.00	0	0	CMAQ	192,090	3,177,910	0	3,370,000
DOT11-735	MAG regionwide	Design change orders	.00	0	0	RARF	0	0	3,000,000	3,000,000

**AGENCY: ADOT**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT11-736	MAG regionwide	Freeway service patrols	.00	0	0	State	876,000	0	0	876,000
DOT11-737	MAG regionwide	Maintenance (landscape, litter removal	.00	0	0	RARF	0	0	13,000,000	13,000,000
DOT11-738	MAG regionwide	Noise mitigation projects (FY 2011)	.00	0	0	RARF	0	0	1,000,000	1,000,000
DOT11-739	MAG regionwide	Preliminary engineering (ADOT staff)	.00	0	0	RARF	0	0	1,200,000	1,200,000
DOT11-740	MAG regionwide	Preliminary engineering (management	.00	0	0	RARF	0	0	13,000,000	13,000,000
DOT11-772	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000
DOT11-741	MAG regionwide	Right of way plans and titles	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT11-742	MAG regionwide	Right of way property management	.00	0	0	RARF	0	0	500,000	500,000
DOT11-743	MAG regionwide	Risk management indemnification	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT11-GAN9	MAG regionwide	STP-MAG funds available for repayment of	.00	0	0	STP-MAG	0	29,414,960	(29,414,960)	0

**TOTALS FOR FISCAL YEAR :2011**

<b>LOCAL:</b> -\$46,062,460	<b>FEDERAL:</b> \$29,414,960	<b>REGIONAL:</b> \$513,539,040	<b>TOTAL:</b> \$652,946,000
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**TOTALS FOR ALL YEARS FOR: ADOT**

<b>LOCAL:</b> \$192,167,985	<b>FEDERAL:</b> \$236,343,475	<b>REGIONAL:</b> \$849,384,540	<b>TOTAL:</b> \$1,277,896,000
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**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
AVN07-701	El Mirage Rd: Lower Buckeye Rd to Elwood	Add 1 northbound through lane	.50	2	3	Private	250,000	0	0	250,000
AVN07-702	Van Buren St: 111th Ave to 107th Ave	Add 1 through lane in each direction	.50	2	4	Private	900,000	0	0	900,000

**TOTALS FOR FISCAL YEAR :2007**

<b>LOCAL:</b> \$1,150,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,150,000
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**AGENCY: Avondale**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN10-703	Van Buren St: 121st Ave to 122nd Ave	Add 1 westbound through lane, paving, curb and gutter.	.20	2	3	Local	270,000	0	0	270,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$270,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$270,000
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN11-706	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Design and construct sidewalk and landscaping	.25	4	4	CMAQ	64,500	150,500	0	215,000
AVN11-705	Litchfield Rd: Broadway Rd to Lower Buckeye Rd	Add 1 through lane in each direction	1.00	2	4	Local	1,600,000	0	0	1,600,000
AVN11-704	Palm Ln	Construct new 2 lane roadway, curb, gutter, bike lane and sidewalks	.20	0	2	Local	250,000	0	0	250,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$1,914,500	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$2,065,000
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**TOTALS FOR ALL YEARS FOR: Avondale**

<b>LOCAL:</b> \$3,334,500	<b>FEDERAL:</b> \$150,500	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$3,485,000
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**AGENCY: Buckeye**

**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
BKY07-701	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	2.00	2	4	Local	3,224,000	0	0	3,224,000
BKY07-702	Watson Rd: Extension to MC-85	Construct new roadway with crossing over Palo Verde Nuclear Generating Station water line, BID Canal and RR Tracks	1.00	0	2	Local	2,852,000	0	0	2,852,000

**AGENCY: Buckeye**

**FISCAL YEAR: 2007**

**TOTALS FOR FISCAL YEAR :2007**

<b>LOCAL:</b> \$6,076,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$6,076,000
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**TOTALS FOR ALL YEARS FOR: Buckeye**

<b>LOCAL:</b> \$6,076,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$6,076,000
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**AGENCY: Cave Creek**

**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CVK07-601	Townwide	Pave dirt roads program (FY 2007)	10.00			CMAQ	250,000	250,000	0	500,000

**TOTALS FOR FISCAL YEAR :2007**

<b>LOCAL:</b> \$250,000	<b>FEDERAL:</b> \$250,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$500,000
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**TOTALS FOR ALL YEARS FOR: Cave Creek**

<b>LOCAL:</b> \$250,000	<b>FEDERAL:</b> \$250,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$500,000
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**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
CHN07-601	Commonwealth Ave: Hamilton St to McQueen Rd	Pave dirt road	.50			CMAQ	325,000	325,000	0	650,000
CHN07-701	Queen Creek Rd: Price Rd to Arizona Ave	Widen roadway to add 2 through lanes in each direction	3.00	2	6	Local	23,825,000	0	0	23,825,000

**TOTALS FOR FISCAL YEAR :2007**

<b>LOCAL:</b> \$24,150,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$24,475,000
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**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
CHN08-702	Dobson Rd: Chandler Blvd to Frye Rd	Widen roadway to add 1 through lane in each direction	.50	4	6	Local	1,200,000	0	0	1,200,000

**TOTALS FOR FISCAL YEAR : 2008**

<b>LOCAL:</b> \$1,200,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,200,000
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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
CHN09-703	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 1 through lane in each direction	1.00	4	6	Local	14,625,000	0	0	14,625,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$14,625,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$14,625,000
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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
CHN240-11C	Queen Creek Rd: McQueen Rd to Lindsay Rd	Construct roadway widening	3.00	4	6	RARF	15,253,000	0	7,147,000	22,400,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$15,253,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$7,147,000	<b>TOTAL:</b> \$22,400,000
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN210-09D	Arizona Ave: Ocotillo Rd to Hunt Hwy	Design roadway widening	3.00	4	6	RARF	144,724	0	338,000	482,724
CHN11-704	Arizona Ave: Pecos Rd to Riggs Rd	Install fiber optic cable for interconnecting traffic signals (4 out of 5 miles)	4.00	5	5	CMAQ	147,450	344,050	0	491,500

**AGENCY: Chandler**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN420-11AC	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance construct roadway widening for repayment in 2021	2.00	4	6	Local	21,600,000	0	0	21,600,000
CHN260-10RW	Ray Rd at Dobson Rd	Acquire right of way for intersection improvement	1.00	4	6	RARF	1,220,000	0	661,000	1,881,000
CHN260-09ADX	Ray Rd at Dobson Rd	Repayment of advance design for intersection improvement advance designed in 2009	1.00	4	6	RARF	0	0	235,000	235,000
CHN270-10C	Ray Rd at McClintock Dr	Construct intersection improvement	1.00	4	6	RARF	5,220,000	0	2,572,000	7,792,000
CHN270-	Ray Rd at McClintock Dr	Repayment of advance design for intersection improvement advance designed in 2009	1.00	4	6	RARF	0	0	401,000	401,000
CHN270-09ARWX	Ray Rd at McClintock Dr	Repayment of advance right of way acquisition for intersection improvement advance acquired in 2010	1.00	4	6	RARF	0	0	378,000	378,000
CHN11-710	Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	.30			CMAQ	117,000	271,000	0	388,000

**TOTALS FOR FISCAL YEAR : 2011**

**LOCAL: \$28,449,174**    **FEDERAL: \$271,000**    **REGIONAL: \$4,585,000**    **TOTAL: \$33,649,224**

**TOTALS FOR ALL YEARS FOR: Chandler**

**LOCAL: \$83,677,174**    **FEDERAL: \$940,050**    **REGIONAL: \$11,732,000**    **TOTAL: \$96,349,224**

**AGENCY: Fort McDowell I.C.**

**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
FTM07-601	Communitywide	Pave dirt roads program (FY 2007)	15.00			CMAQ	775,000	775,000	0	1,550,000

**TOTALS FOR FISCAL YEAR : 2007**

**LOCAL: \$775,000**    **FEDERAL: \$775,000**    **REGIONAL: \$0**    **TOTAL: \$1,550,000**

**AGENCY: Fort McDowell I.C.**

**TOTALS FOR ALL YEARS FOR: Fort McDowell I.C.**

<b>LOCAL:</b> \$775,000	<b>FEDERAL:</b> \$775,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,550,000
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**AGENCY: Fountain Hills**

**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

**TOTALS FOR FISCAL YEAR :2008**

<b>LOCAL:</b> \$57,090	<b>FEDERAL:</b> \$133,210	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$190,300
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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
FTH09-602	Fountain Hills Blvd: Fayette Dr to Fountain	Design and construct 8 foot wide detached	.80	4	4	CMAQ	151,800	354,200	0	506,000

**TOTALS FOR FISCAL YEAR :2009**

<b>LOCAL:</b> \$151,800	<b>FEDERAL:</b> \$354,200	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$506,000
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
FTH11-701	Fountain Hills Blvd: Shea Blvd to Crystal Point	Design and construct new sidewalk	2.00	2	2	CMAQ	1,058,000	300,000	0	1,358,000

**TOTALS FOR FISCAL YEAR :2011**

<b>LOCAL:</b> \$1,058,000	<b>FEDERAL:</b> \$300,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,358,000
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**TOTALS FOR ALL YEARS FOR: Fountain Hills**

<b>LOCAL:</b> \$1,266,890	<b>FEDERAL:</b> \$787,410	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$2,054,300
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**AGENCY: Gila Bend**

**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GBD05-202RXA	Martin Ave at Pima St (SR-85)	Improve pedestrian facilities (HURF Exchange)	1.25			STP-MAG	169,740	-169,740	0	0
GBD05-202RXB	Martin Ave at Pima St (SR-85)	Improve pedestrian facilities (HURF Exchange)	1.25	4	4	STP-MAG	18,860	-18,860	0	0

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$188,600	<b>FEDERAL:</b> -\$18,860	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$0
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**TOTALS FOR ALL YEARS FOR: Gila Bend**

<b>LOCAL:</b> \$188,600	<b>FEDERAL:</b> -\$188,600	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$0
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**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
GLB07-701	Elliot Rd: Higley Rd to Recker Rd	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB07-702	Greenfield Rd: Germann Rd to Queen Creek	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB07-703	Higley Rd: Queen Creek Rd to Ocotillo Rd	Add 2 lanes in each direction	1.00	2	6	Local	2,000,000	0	0	2,000,000
GLB07-704	Higley Rd: Williams Field Rd to Pecos Rd	Add 2 lanes in each direction	1.00	2	6	Local	1,500,000	0	0	1,500,000
GLB07-705	Higley Rd: Williams Field Rd to Pecos Rd	Reconstruct roadway to add 2 through	1.00	2	6	Private	1,500,000	0	0	1,500,000
GLB07-729	Val Vista Dr: Warner Rd to Pecos Rd	Repayment of advance design from 2004	3.00			RARF	-3,351,000	0	3,351,000	0
GLB07-706	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	0	1,500,000
GLB07-707	Williams Field Rd: Val Vista Dr to Parkcrest	Add 2 lanes in each direction	.50	2	6	Private	1,000,000	0	0	1,000,000

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$7,149,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$3,351,000	<b>TOTAL:</b> \$10,500,000
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**AGENCY: Gilbert****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB08-708	Elliot Rd: Recker Rd to Power Rd	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB08-709	Higley Rd: Ocotillo Rd to Chandler Heights Rd	Add 2 lanes in each direction	1.00	2	6	Local	1,500,000	0	0	1,500,000
GLB08-710	Higley Rd: Pecos Rd to Queen Creek Rd	Add 2 lanes in each direction	2.00	2	6	Private	3,500,000	0	0	3,500,000
GLB08-711	Higley Rd: Ray Rd to Williams Field Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,500,000	0	0	2,500,000
GLB08-712	Ray Rd: Higley Rd to Power Rd	Add 2 lanes in each direction	2.00	2	6	Private	3,000,000	0	0	3,000,000
GLB08-713	Val Vista Dr: Germann Rd to Queen Creek Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,000,000	0	0	2,000,000
GLB08-730	Val Vista Dr: Warner Rd to Pecos Rd	Repayment of advance right of way acquisition completed in 2005	3.00			RARF	-3,351,000	0	3,351,000	0
GLB08-714	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,000,000	0	0	2,000,000
GLB08-715	Williams Field Rd: Gilbert Rd to SRP Canal	Add 2 lanes in each direction	1.50	2	6	Private	1,000,000	0	0	1,000,000
GLB08-716	Williams Field Rd: SRP Canal to Recker Rd	Add 2 lanes in each direction	3.50	2	6	Private	3,500,000	0	0	3,500,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:**  
**\$17,149,000****FEDERAL:**  
**\$0****REGIONAL:**  
**\$3,351,000****TOTAL:**  
**\$20,500,000****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB09-717	Germann Rd: Gilbert Rd to Val Vista Rd	Add 2 lanes in each direction	2.00	2	6	Local	400,000	0	0	400,000
GLB09-718	Greenfield Rd: Germann Rd to Pecos Rd	Add 1 lane in each direction	1.00	2	4	Private	2,000,000	0	0	2,000,000
GLB09-719	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	1.00	2	4	Private	200,000	0	0	200,000
GLB09-720	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB09-721	Queen Creek Rd: Lindsay Rd to Val Vista	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB09-722	Recker Rd: Williams Field to Pecos Rds	Add 1 lane in each direction	1.00	2	4	Private	2,000,000	0	0	2,000,000
GLB09-723	Riggs Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,000,000	0	0	2,000,000
GLB09-724	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,000,000	0	0	2,000,000

**LOCAL:**

**AGENCY: Gilbert**

**FISCAL YEAR: 2009**

**TOTALS FOR FISCAL YEAR : 2009**

**\$11,600,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$11,600,000**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB110-	Germann Rd: Gilbert Rd to Power Rd	Acquire right of way for roadway widening	6.00	2	6	RARF	3,150,000	0	7,350,000	10,500,000
GLB130-10PS	Guadalupe Rd at Gilbert Rd	Project savings	1.00	6	6	RARF	0	0	199,000	199,000
GLB10-725	Recker Rd: Elliot Rd to Warner Rd	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB10-726	Recker Rd: Ray Rd to Warner Rd	Add 1 lane in each direction	1.00	2	4	Private	2,000,000	0	0	2,000,000
GLB10-727	Recker Rd: Williams Field Rd to Ray Rd	Add 1 lane in each direction	1.00	2	4	Private	150,000	0	0	150,000
GLB10-728	Williams Field Rd: Recker Rd to Power Rd	Add 1 lane in each direction	1.00	2	4	Private	150,000	0	0	150,000

**TOTALS FOR FISCAL YEAR : 2010**

**LOCAL:  
\$6,950,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$7,549,000**

**TOTAL:  
\$14,499,000**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB400-11D	Power Rd: Galveston Rd to Pecos Rd	Advance design roadway widening for repayment in 2021	1.50	2	6	Local	1,312,000	0	0	1,312,000
GLB210-11D	Queen Creek Rd: Lindsay Rd to Power Rd	Design roadway widening	5.00	2	4	RARF	480,000	0	1,120,000	1,600,000
GLB11-731	Town of Gilbert Heritage District	Design and construct sidewalks, landscaping and other pedestrian	1.00	4	4	CMAQ	180,000	420,000	0	600,000

**TOTALS FOR FISCAL YEAR : 2011**

**LOCAL:  
\$1,972,000**

**FEDERAL:  
\$420,000**

**REGIONAL:  
\$1,120,000**

**TOTAL:  
\$3,512,000**

**TOTALS FOR ALL YEARS FOR: Gilbert**

**LOCAL:  
\$44,820,000**

**FEDERAL:  
\$420,000**

**REGIONAL:  
\$15,371,000**

**TOTAL:  
\$60,611,000**

**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
GLN07-777	51st Ave at Camelback Rd	Improve intersection by adding turn lanes, raised median and bus stops	.25	6	6	STP-HES	100,000	500,000	0	600,000

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$100,000	<b>FEDERAL:</b> \$500,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$600,000
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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
GLN08-606C	Glendale Sports Facilities	Installation of fiber optic cable and video detection cameras	4.00	6	6	CMAQ	409,140	319,200	0	728,340
GLN08-606ADX	Glendale Sports Facilities	Repayment of advance design of fiber optic cable and video detection cameras	4.00			CMAQ	-120,000	120,000	0	0

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$289,140	<b>FEDERAL:</b> \$120,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$728,340
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN11-702	New River (East Bank): Northern Ave to Bethany Home Rd	Construct multi-use path and underpasses, with landscaping, lighting, parking and pedestrian facilities	2.20	4	4	CMAQ	1,619,000	1,000,000	0	2,619,000
GLN11-703	Various Glendale Sports Facilities	Purchase and Install Dynamic Message Signs	.00	6	6	CMAQ	794,311	156,018	0	950,329

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$2,413,311	<b>FEDERAL:</b> \$156,018	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$3,569,329
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**TOTALS FOR ALL YEARS FOR: Glendale**

<b>LOCAL:</b> \$2,802,451	<b>FEDERAL:</b> \$2,095,218	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$4,897,669
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**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
GDY07-701	Bullard Ave: McDowell Rd to Cambridge Ave	Reconstruct roadway from 2 to 6 lanes with curb, gutter, bike lane and landscaping	.50	2	6	Private	1,000,000	0	0	1,000,000
GDY07-702	Cotton Ln: Van Buren St to McDowell Rd	Widen roadway from 2 lanes to 4 lanes with curb, gutter, and landscaping	1.00	2	4	Private	2,400,000	0	0	2,400,000
GDY07-703	Estrella Pkwy: Westar Rd to Pecos Rd	Construct roadway with curb, gutter, landscaping and street lighting	3.00	0	0	Private	7,200,000	0	0	7,200,000
GDY07-704	Litchfield Rd at Van Buren St	Improve intersection including busbay, right turn lanes and widening of southbound curb lane	.00	5	6	Local	1,500,000	0	0	1,500,000
GDY07-705	Litchfield Rd at Yuma Rd	Improve intersection including right-turn lanes, dual left-turn lanes and bus bay	.00	0	0	Local	1,750,000	0	0	1,750,000
GDY07-706	McDowell Rd: Bullard Ave to PebbleCreek Pkwy	Construct new 6 lane roadway, curb, gutter, sidewalk, landscaping, streetlights, storm drain and utilities	1.00	2	6	Private	12,000,000	0	0	12,000,000
GDY07-707	PebbleCreek Pkwy: McDowell Rd to Virginia	Reconstruct roadway from 2 to 4 lanes with curb, gutter, landscaping and street	.75	2	4	Private	4,500,000	0	0	4,500,000
GDY07-708	Van Buren St: Litchfield Rd to Estrella Pkwy	Reconstruct 2 lane road to 5 lanes with landscaped median, storm drainage, street lighting and bridge at Bullard Wash	2.00	2	5	Local	16,000,000	0	0	16,000,000

**TOTALS FOR FISCAL YEAR : 2007**

**LOCAL:  
\$46,350,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$46,350,000**

**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY08-709	Cotton Ln: MC-85 to Estrella Pkwy	Reconstruct road from 2 to 4 lanes with Bridge at Gila River	2.50	2	4	Local	63,000,000	0	0	63,000,000
GDY08-710	Yuma Rd: Litchfield Rd to Estrella Pkwy	Reconstruct road from 2 lanes to 6 lanes with curb, gutter, landscaped median, and bridge at Bullard Wash	2.00	2	6	Local	12,000,000	0	0	12,000,000

**TOTALS FOR FISCAL YEAR : 2008**

**LOCAL:  
\$75,000,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$75,000,000**

**AGENCY: Goodyear**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY10-711	Elliot Rd: 185th Ave to Rainbow Valley Rd	Reconstruct road from 2 to 4 lanes	1.00	2	4	Local	3,750,000	0	0	3,750,000
GDY10-712	Estrella Pkwy: MC-85 to Vineyard Ave	Reconstruct road from 2 lanes to 4 lanes	1.50	2	4	Local	34,000,000	0	0	34,000,000

**TOTALS FOR FISCAL YEAR :2010**

**LOCAL:  
\$37,750,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$37,750,000**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY11-713	Citywide	Implement traffic signal system, including installation of ITS backbone and	.00			CMAQ	1,000,000	700,000	0	1,700,000
GDY11-714	Estrella Pkwy: Gila River Bridge to Yuma Rd	Design and construct on-road bike lane	2.28	4	4	CMAQ	33,855	78,994	0	112,849

**TOTALS FOR FISCAL YEAR :2011**

**LOCAL:  
\$1,033,855**

**FEDERAL:  
\$78,994**

**REGIONAL:  
\$0**

**TOTAL:  
\$1,812,849**

**TOTALS FOR ALL YEARS FOR: Goodyear**

**LOCAL:  
\$160,133,855**

**FEDERAL:  
\$778,994**

**REGIONAL:  
\$0**

**TOTAL:  
\$160,912,849**

**AGENCY: MAG**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG11-701	Regionwide	Bicycle safety education program	.00			CMAQ	8,500	20,000	0	28,500
MAG11-702	Regionwide	Capitol rideshare program	.00			CMAQ	0	135,000	0	135,000
MAG11-703	Regionwide	MAG/Valley Metro telework outreach and ozone education program	.00			CMAQ	0	330,000	0	330,000

**AGENCY: MAG**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG11-704	Regionwide	Pave dirt roads program	.00			CMAQ	221,131	3,658,362	0	3,879,493
MAG11-705	Regionwide	Purchase PM-10 certified street sweepers	.00			CMAQ	54,401	900,000	0	954,401
MAG11-706	Regionwide	Regional rideshare program	.00			CMAQ	0	721,000	0	721,000
MAG11-708	Regionwide	Transportation planning and air quality	.00			STP-MAG	260,000	4,200,000	0	4,460,000
MAG11-707	Regionwide	Travel reduction program	.00			CMAQ	0	910,000	0	910,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$544,032	<b>FEDERAL:</b> \$910,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$11,418,394
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**TOTALS FOR ALL YEARS FOR: MAG**

<b>LOCAL:</b> \$544,032	<b>FEDERAL:</b> \$10,874,362	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$11,418,394
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**AGENCY: MAG/Multi-Agency**

**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA120-09C2	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	4.50	2	6	STP-MAG	2,500,000	5,815,000	0	8,315,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$2,500,000	<b>FEDERAL:</b> \$5,815,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$8,315,000
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**TOTALS FOR ALL YEARS FOR: MAG/Multi-Agency**

<b>LOCAL:</b> \$2,500,000	<b>FEDERAL:</b> \$5,815,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$8,315,000
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**AGENCY: Maricopa County**

**FISCAL YEAR: 2007**

**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
MMA07-702	152nd St: Rio Verde Dr to Dixeleta Dr	Pave dirt road	1.00	2	2	Private	200,000	0	0	200,000
MMA07-701	67th Ave: Pinnacle Peak Rd to Happy Valley	Widen roadway from 2 to 4 lanes	1.00	2	4	Local	300,000	0	0	300,000
MMA07-703	Bush Hwy: Usery Pass Rd to Stewart Mtn Dam	Widen, pave shoulders for bike lanes and	4.60	2	2	Local	1,240,000	0	0	1,240,000
MMA07-704	Chandler Heights Rd at Sonoqui Wash	Construct 5 lane bridge	.50	2	4	Local	2,611,000	0	0	2,611,000
MMA07-705	Citrus Rd: Olive Ave to 0.75 miles south	Add 1 southbound through lane	.75	2	3	Private	960,000	0	0	960,000
MMA07-706	Citrus Rd: Olive Ave to Cheryl Dr	Add 2 through lanes	.75	2	4	Private	1,920,000	0	0	1,920,000
MMA07-707	Cotton Ln: Elliot Rd to MC-85	Construct new road and bridge over the Gila River	3.50	0	4	Local	38,070,000	0	0	38,070,000
MMA07-708	Dysart Rd: Happy Valley Rd to Beardsley Canal	Construct new 2 lane roadway	.70	0	2	Private	1,680,000	0	0	1,680,000
MMA300-07AD	El Mirage Rd: Bell Rd to Jomax Rd	Advance design of roadway widening for repayment in phase 3	6.00	0	6	RARF	1,273,000	0	0	1,273,000
MMA07-709	Ellsworth Rd: Ray Rd to Elliot Rd AND Elliot Rd: L202 to Ellsworth Rd	Widen roadway from 2 lanes to 6	2.50	2	6	Local	11,500,000	0	0	11,500,000
MMA07-710	Gavilan Peak Pkwy: Joy Ranch Rd to Daisy Mtn Dr	Construct new road by developer	2.40	0	2	Private	5,760,000	0	0	5,760,000
MMA07-711	Happy Valley Rd: El Granada to Vistancia Blvd	Construct new road	1.90	0	4	Private	9,120,000	0	0	9,120,000
MMA07-712	Indian School Rd: Litchfield Rd to Dysart Rd	Widen roadway from 2 to 4 lanes	1.40	2	4	Local	4,865,000	0	0	4,865,000
MMA07-713	Jomax Rd: El Granada Blvd to Dysart Rd	Pave dirt road	.50	2	2	Private	100,000	0	0	100,000
MMA07-714	Olive Ave: 183rd Ave to Citrus Rd	Add 2 through lanes	.50	2	4	Private	1,200,000	0	0	1,200,000
MMA210-07RW	Power Rd: Baseline Rd to East Maricopa Floodway	Acquire right of way for roadway widening	1.00	4	6	RARF	1,225,714	0	1,750,000	2,975,714
MMA210-07D	Power Rd: Baseline Rd to East Maricopa Floodway	Design of roadway widening	1.00	4	6	RARF	490,429	0	701,000	1,191,429
MMA210-07AC	Power Rd: Baseline Rd to East Maricopa Floodway	Partial advance construct roadway widening for repayment in 2008	1.00	4	6	RARF	4,100,000	0	2,400,000	6,500,000
MMA07-715	Riggs Rd: Ellsworth Rd to 1/2 Mi West	Add 2 through lanes	.50	2	4	Private	1,200,000	0	0	1,200,000
MMA100-07P	Three Salt River bridges at Dobson, McKellips and Gilbert Rds and McKellips Rd: Loop 101	Advance pre-design for four projects	.00			Local	2,000,000	0	0	2,000,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$89,815,143**

**AGENCY: Maricopa County**

**FISCAL YEAR: 2007**

**FEDERAL:  
\$0**

**REGIONAL:  
\$4,851,000**

**TOTAL:  
\$94,666,143**

**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA08-716	Gavilan Peak Pkwy: Cloud Rd to Joy Ranch	Construct new 2 lane roadway	1.00	0	2	Local	1,000,000	0	0	1,000,000
MMA210-	Power Rd: Baseline Rd to East Maricopa	Repayment (partial) of roadway widening	1.00	4	6	RARF	-2,150,000	0	2,150,000	0

**TOTALS FOR FISCAL YEAR : 2008**

**LOCAL:  
-\$1,150,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$2,150,000**

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

**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA09-725	Bush Hwy: Usey Path Rd to Stewart Mountain	Design and construct bicycle lane	4.60			STP-TEA	620,817	500,000	0	1,120,817
MMA09-717	Riggs Rd: Gilbert Rd to Val Vista Dr	Widen roadway from 2 to 6 lanes	2.00	2	6	Local	3,140,000	0	0	3,140,000

**TOTALS FOR FISCAL YEAR : 2009**

**LOCAL:  
\$3,760,817**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$4,260,817**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA11-722	5 Different Locations	Upgrade traffic signals, including CCTV facilities	3.50	6	6	CMAQ	150,000	100,000	0	250,000
MMA11-723	Bell Rd: Loop 303 (Estrella Pkwy) to 75th Ave	Construct Dynamic Message Signs and fibre optic conduit and cable	11.50	6	6	CMAQ	234,000	382,200	0	616,200
MMA11-718	Bell Rd: Loop 303 to 75th Ave	Construct DMS infrastructure	11.50	0	0	Local	780,000	0	0	780,000

**AGENCY: Maricopa County**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA11-719	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	1.80	0	4	Local	27,000,000	0	0	27,000,000
MMA11-724	Forrest Rd: McDowell Mtn Rd to Rio Verde Dr	Add paved dirt shoulder and bike lane on both sides	2.23	2	2	CMAQ	464,751	400,000	0	864,751
MMA11-720A	McDowell Rd at 92nd St, at Longmore and at Alma School Rd	Signalization, modernization & CCTV installation	.00	0	0	Local	300,000	0	0	300,000
MMA11-720B	McKellips Rd at 92nd St and at Alma School	Signalization, modernization & CCTV installation	.00	0	0	Local	200,000	0	0	200,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$29,128,751	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$30,010,951
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**TOTALS FOR ALL YEARS FOR: Maricopa County**

<b>LOCAL:</b> \$121,554,711	<b>FEDERAL:</b> \$1,382,200	<b>REGIONAL:</b> \$7,001,000	<b>TOTAL:</b> \$129,937,911
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**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
MES07-313D	Main St: Mesa Dr to Mill Ave	Design non intrusive detection systems, cameras, dynamic message signs and one mile of fiber optic cable	6.00	6	6	CMAQ	36,000	144,000	0	180,000
MES06-203C	Pepper Pl: Lewis St to Robson St	Construct multi-use path	.50	2	2	CMAQ	18,494	305,961	0	324,455

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$54,494	<b>FEDERAL:</b> \$305,961	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$504,455
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**FISCAL YEAR: 2009**

**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
MES110-09PS	Dobson Rd at Guadalupe Rd	Project savings	.00	4	5	RARF	0	0	529,000	529,000
MES310-09AD	Dobson Rd at University Dr	Advance design intersection improvement	.00	0	0	Local	356,763	0	0	356,763
MES250-09AD	Guadalupe Rd: Power Rd to Hawes Rd	Advance design roadway widening for	.00	4	6	Local	998,936	0	0	998,936
MES485-09AD	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance design roadway widening for	.00	0	0	Local	508,150	0	0	508,150
MES490-09AD	Stapley Dr at University Dr	Advance design intersection improvement	.00	0	0	Local	356,763	0	0	356,763
MES190-09PS	Thomas Rd: Gilbert Rd to Val Vista Dr	Project savings	2.00	0	4	RARF	0	0	49,000	49,000

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:  
\$2,220,612****FEDERAL:  
\$0****REGIONAL:  
\$578,000****TOTAL:  
\$2,798,612****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES400-10AD	Country Club Dr at Brown Rd	Advance design intersection improvement for repayment in 2021	.00	0	0	RARF	356,763	0	0	356,763
MES310-10ARW	Dobson Rd at University Dr	Advance acquire right of way for intersection improvement for repayment in 2020	.00	0	0	Local	1,070,289	0	0	1,070,289
MES250-10ARW	Guadalupe Rd: Power Rd to Hawes Rd	Advance acquire right of way for roadway widening for repayment in 2014	.00	4	6	Local	2,996,809	0	0	2,996,809
MES470-10AD	Lindsay Rd at Brown Rd	Advance design intersection improvement for repayment in 2024	.00	0	0	Local	356,763	0	0	356,763
MES150-10PS	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Project savings	2.00	4	6	RARF	0	0	238,000	238,000
MES185-11RW	Southern Ave: Stapley Dr to Lindsay Rd	Acquire right of way for roadway widening	.00	0	0	RARF	885,214	0	2,067,000	2,952,214
MES490-10ARW	Stapley Dr at University Dr	Advance acquire right of way for intersection improvement for repayment in 2025	.00	0	0	Local	1,070,289	0	0	1,070,289
MES310-10AD	Val Vista Dr: Baseline Rd to Southern Ave	Advance design roadway widening for repayment in 2020	.00	0	0	Local	695,688	0	0	695,688

**AGENCY: Mesa**

**FISCAL YEAR: 2010**

**TOTALS FOR FISCAL YEAR :2010**

**LOCAL:  
\$7,431,815**

**FEDERAL:  
\$0**

**REGIONAL:  
\$2,305,000**

**TOTAL:  
\$9,736,815**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES400-	Country Club Dr at Brown Rd	Advance acquire right of way for intersection improvement for repayment in	.00	0	0	RARF	1,070,289	0	0	1,070,289
MES310-11AC	Dobson Rd at University Dr	Advance construct intersection	.00	4	6	Local	2,140,578	0	0	2,140,578
MES250-11D	Guadalupe Rd: Hawes Rd to Crismon Rd	Design	.00	0	0	RARF	299,936	0	699,000	998,936
MES250-11C	Guadalupe Rd: Power Rd to Hawes Rd	Construct roadway widening for repayment in 2014	2.00	4	6	RARF	1,797,618	0	4,196,000	5,993,618
MES11-701	Lewis St (alignment): Library to Centennial Center	Design and construct Town Center pathway extension	.10	4	4	CMAQ	115,568	269,658	0	385,226
MES470-11ARW	Lindsay Rd at Brown Rd	Advance acquire right of way for intersection improvement for repayment in 2024	.00	0	0	Local	1,070,289	0	0	1,070,289
MES130-11D	McKellips Rd: Higley Rd to Power Rd	Design	.00	0	0	RARF	131,084	0	307,000	438,084
MES185-11C	Southern Ave: Stapley Dr to Lindsay Rd	Construct roadway widening	2.00	4	6	RARF	1,771,428	0	4,133,000	5,904,428
MES490-11AC	Stapley Dr at University Dr	Advance construct intersection improvement for repayment in 2025	.00	4	6	Local	2,140,578	0	0	2,140,578
MES310-11ARW	Val Vista Dr: Baseline Rd to Southern Ave	Advance acquire right of way for roadway widening for repayment in 2020	.00	0	0	Local	2,087,064	0	0	2,087,064
MES11-703	Various locations	Install fiber optic communications and upgrade traffic signal controllers	6.50	6	6	CMAQ	500,000	700,000	0	1,200,000

**TOTALS FOR FISCAL YEAR :2011**

**LOCAL:  
\$13,124,432**

**FEDERAL:  
\$700,000**

**REGIONAL:  
\$9,335,000**

**TOTAL:  
\$23,429,090**

**TOTALS FOR ALL YEARS FOR: Mesa**

**LOCAL:  
\$22,831,353**

**FEDERAL:  
\$1,419,619**

**REGIONAL:  
\$12,218,000**

**TOTAL:  
\$36,468,972**

**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
PEO07-701	67th Ave: Pinnacle Peak Rd to Happy Valley Rd	Widen roadway to add 1 through lane in each direction	1.00	2	4	Local	375,000	0	0	375,000
PEO07-702	83rd Ave at Grand Ave	Widen intersection	.20	2	6	Local	4,900,000	0	0	4,900,000
PEO07-703	83rd Ave at Pinnacle Peak Rd	Widen intersection	.20	4	6	Local	940,000	0	0	940,000
PEO07-704	91st Ave at Monroe St	Widen intersection	.20	4	4	Local	261,000	0	0	261,000
PEO07-705	91st Ave at Pinnacle Peak Rd	Widen intersection	.20	4	4	Local	966,000	0	0	966,000
PEO120-07ACX	Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd	Repayment of interim construction for roadway widening completed in 2006	.00	0	0	RARF	0	0	7,027,000	7,027,000
PEO07-706	Thunderbird Rd: Loop 101 (Agua Fria Fwy) to 95th Ave	Widen roadway to add 1 through lane in each direction	1.10	4	6	Local	23,880,000	0	0	23,880,000
PEO100-05AD	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Advance design new frontage road and	2.00	0	4	Local	2,000,000	0	0	2,000,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$33,322,000****FEDERAL:  
\$0****REGIONAL:  
\$7,027,000****TOTAL:  
\$40,349,000****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO08-707	83rd Ave: Deer Valley Rd to Pinnacle Peak Rd	Widen roadway to add 1 through lane in each direction	1.00	2	4	Local	5,250,000	0	0	5,250,000
PEO08-708	83rd Ave: Mountain View Rd to Peoria Ave	Realign and widen roadway, adding two through lanes	.70	2	4	Local	13,000,000	0	0	13,000,000
PEO08-709	91st Ave at Deer Valley Rd	Widen intersection	.20	4	4	Local	1,100,000	0	0	1,100,000
PEO08-710	Peoria Ave: Loop 101 (Agua Fria Fwy) to 91st	Widen roadway to add 1 through lane in	.30	4	6	Local	4,300,000	0	0	4,300,000
PEO100-	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Advance construct new frontage road and bridges for repayment in 2011 and 2012 (phase 1 of 2)	2.00	0	4	Local	16,000,000	0	0	16,000,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$39,650,000****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$39,650,000**

**AGENCY: Peoria**

**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO09-711	67th Ave at Cactus Rd	Widen intersection	.20	4	6	Local	1,300,000	0	0	1,300,000
PEO09-712	67th Ave at Peoria Ave	Widen intersection	.20	4	6	Local	691,000	0	0	691,000
PEO09-713	67th Ave at Thunderbird Rd	Widen intersection	.20	4	6	Local	2,100,000	0	0	2,100,000
PEO09-714	67th Ave: Pinnacle Peak Rd to Happy Valley	Widen roadway to add 1 through lane in	1.00	4	6	Local	18,200,000	0	0	18,200,000
PEO09-715	75th Ave at Thunderbird Rd	Widen intersection	.20	4	6	Local	6,000,000	0	0	6,000,000
PEO09-716	83rd Ave at Deer Valley Rd	Widen intersection	.20	4	6	Local	633,000	0	0	633,000
PEO09-717	83rd Ave: Happy Valley Rd to Pinnacle Peak	Widen roadway to add 1 through lane in	1.00	4	6	Local	7,600,000	0	0	7,600,000
PEO09-718	83rd Ave: Olive Ave to Mountain View Rd	Widen roadway to add 1 through lane in	.50	2	4	Local	3,500,000	0	0	3,500,000
PEO100-	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake	Advance construct new frontage road and bridges for repayment in 2011 and 2012	2.00	0	4	Local	15,573,395	0	0	15,573,395

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$55,597,395	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$55,597,395
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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
PEO10-719	75th Ave at Peoria Ave	Widen intersection	.20	4	6	Local	4,800,000	0	0	4,800,000
PEO10-720	83rd Ave at BNSF RR Crossing	Narrow intersection	.10	4	2	Local	1,090,000	0	0	1,090,000
PEO10-721	83rd Ave at Lake Pleasant Pkwy	Widen intersection	.20	4	6	Local	1,300,000	0	0	1,300,000
PEO10-722	87th Ave at Peoria Ave	Re-align intersection	.20	4	4	Local	786,000	0	0	786,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$7,976,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$7,976,000
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**FISCAL YEAR: 2011**

**AGENCY: Peoria**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO11-723	91st Ave at Bell Rd	Widen intersection	.20	6	6	Local	1,155,000	0	0	1,155,000
PEO11-724	91st Ave: Grand Ave to Cactus Rd	Widen roadway to add 1 through lane in	.30	4	6	Local	2,600,000	0	0	2,600,000
PEO11-725	Citywide	ITS installation of CCTV cameras, fiber	.10	4	0	Local	1,200,000	0	0	1,200,000
PEO110-11D	Lake Pleasant Pkwy: Dynamite Blvd to SR-74	Final design of arterial improvement	4.50	2	6	RARF	5,100,000	0	3,405,000	8,505,000
PEO110-04ADX	Lake Pleasant Pkwy: Dynamite Blvd to SR-74	Repayment of interim design for roadway widening advance designed in 2004	.00	0	0	RARF	0	0	908,000	908,000
PEO120-11D	Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd	Final design for roadway widening	7.20	4	6	RARF	2,700,000	0	2,162,000	4,862,000
PEO11-701	New River Trail at Peoria and Olive Aves	Acquire right of way, design and construct roadway crossings	3.00	4	4	CMAQ	820,000	700,000	0	1,520,000
PEO11-702	Various locations	Design and construct extension to fibre optic backbone and install CCTV cameras	5.50	4	4	CMAQ	500,000	700,000	0	1,200,000
PEO100-07ACX	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Repayment 1 of 2 of advance construction for new frontage road and bridges completed in 2009	2.00	0	4	RARF	0	0	6,919,000	6,919,000
PEO100-06ARWX	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Repayment 1 of 2 of advance right of way acquisition for new frontage road and bridges completed in 2008	2.00	0	4	RARF	0	0	2,649,000	2,649,000
PEO100-05ADX	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Repayment of advance design for new frontage road and bridges completed in 2007	2.00	0	4	RARF	0	0	1,514,000	1,514,000

**TOTALS FOR FISCAL YEAR :2011**

<b>LOCAL:</b> \$14,075,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$17,557,000	<b>TOTAL:</b> \$33,032,000
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**TOTALS FOR ALL YEARS FOR: Peoria**

<b>LOCAL:</b> \$150,620,395	<b>FEDERAL:</b> \$1,400,000	<b>REGIONAL:</b> \$24,584,000	<b>TOTAL:</b> \$176,604,395
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**AGENCY: Phoenix**

**FISCAL YEAR: 2007**

**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
PHX07-701	19th Ave at Grand Canal	Acquire right of way for bridge replacement	.00	0	0	Local	80,000	0	0	80,000
PHX07-702	19th Ave at Grand Canal	Acquire right of way for roadway improvements leading to bridge	.00	0	0	Local	80,000	0	0	80,000
PHX07-704	32nd St: Southern Ave to Broadway Rd	Acquire right of way for reconstruction of	1.00	2	2	Local	800,000	0	0	800,000
PHX07-703	32nd St: Southern Ave to Broadway Rd	Design and reconstruct roadway to 64ft	1.00	2	4	Local	350,000	0	0	350,000
PHX07-705	64th Street: Mayo Blvd to Loop 101 (Pima	Acquire right of way	.50	0	0	Local	5,200,000	0	0	5,200,000
PHX07-706	Cave Creek Rd: Beardsley Rd to Rose Garden	Design	.75	0	0	Local	300,000	0	0	300,000
PHX400-07AD	Happy Valley Rd: 43rd Ave to 35th Ave	Advance design roadway widening for	.00	0	0	Local	200,000	0	0	200,000
PHX410-07AD	Happy Valley Rd: 55th Ave to 43rd Ave	Advance design roadway widening for	1.50	0	0	Local	310,000	0	0	310,000
PHX07-708	Lower Buckeye Rd: 43rd Ave to 35th Ave	Design	1.00	0	0	Local	400,000	0	0	400,000
PHX07-709	Pinnacle Peak Rd at Tatum Blvd	Acquire right of way for intersection improvements	.00	0	0	Local	1,019,000	0	0	1,019,000
PHX07-707	34th Ave alignment at McDowell Rd	Advance acquire right of way for Isaac School pedestrian bridge (phase 1) for eventual repayment with HPP funds by 2009	.00	0	0	Local	200,000	0	0	200,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:****\$8,939,000****FEDERAL:****\$0****REGIONAL:****\$0****TOTAL:****\$8,939,000****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX08-710	19th Ave at Grand Canal	Construct bridge replacement	.00	0	0	Local	200,000	0	0	200,000
PHX08-711	19th Ave at Grand Canal	Construct roadway improvements leading to bridge replacement	.00	0	0	Local	400,000	0	0	400,000
PHX08-712	35th Ave: Baseline Rd to Southern Ave	Design for reconstruction of roadway to 74ft section	.00	0	0	Local	320,000	0	0	320,000

**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
PHX08-713	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 64ft section	1.00	4	4	Local	800,000	0	0	800,000
PHX08-714	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Construct new roadway to 64ft section.	.50	0	4	Local	2,200,000	0	0	2,200,000
PHX08-715	7th Ave: Southern Ave to the Salt River (south bank)	Acquire right of way	1.50	0	0	Local	100,000	0	0	100,000
PHX08-716	91st Ave: Indian School Rd to Camelback Rd	Design and reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	500,000	0	0	500,000
PHX08-717	Buckeye Rd: 67th Ave to 59th Ave	Design	1.00	0	0	Local	300,000	0	0	300,000
PHX08-718	Cave Creek Rd: Beardsley Rd to Rose Garden	Acquire right of way	.75	0	0	Local	1,000,000	0	0	1,000,000
PHX400-08ARW	Happy Valley Rd: 43rd Ave to 35th Ave	Advance acquire right of way for roadway widening for repayment in FY 2023	.00	3	7	Local	750,000	0	0	750,000
PHX410-08ARW	Happy Valley Rd: 55th Ave to 43rd Ave	Advance acquire right of way for roadway widening for repayment in FY 2024	1.50	0	0	Local	200,000	0	0	200,000
PHX420-07AD	Happy Valley Rd: 67th Ave to 55th Ave	Advance design roadway widening for repayment in FY 2024	1.00	0	0	Local	310,000	0	0	310,000
PHX08-720	Lower Buckeye Rd: 51st Ave to 43rd Ave	Design	1.00	0	0	Local	300,000	0	0	300,000
PHX08-721	Various locations	Construct Phoenix regional ITS fiber optic	30.00	0	0	Local	1,000,000	0	0	1,000,000
PHX08-719	34th Ave alignment at McDowell Rd	Advance construct Isaac School pedestrian bridge (phase 2) for eventual	.00	0	0	Local	1,400,000	0	0	1,400,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$9,780,000****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$9,780,000****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX09-722	35th Ave: Baseline Rd to Southern Ave	Acquire right of way for reconstruction of	.00	0	0	Local	490,000	0	0	490,000
PHX09-723	43rd Ave: Baseline Rd to Southern Ave	Acquire right of way for reconstruction of	.00	0	0	Local	400,000	0	0	400,000
PHX09-724	75th Ave: Lower Buckeye Rd to Buckeye Rd	Design	1.00	0	0	Local	320,000	0	0	320,000
PHX09-725	Buckeye Rd: 67th Ave to 59th Ave	Acquire right of way	1.00	0	0	Local	245,000	0	0	245,000

**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
PHX09-726	Cave Creek Rd: Beardsley Rd to Rose Garden	Reconstruct roadway to 94ft section	.75	4	4	Local	2,500,000	0	0	2,500,000
PHX400-09AC	Happy Valley Rd: 43rd Ave to 35th Ave	Advance construct roadway widening for	1.00	2	6	Local	1,700,000	0	0	1,700,000
PHX410-09AC	Happy Valley Rd: 55th Ave to 43rd Ave	Advance construct roadway widening for	1.50	2	6	Local	2,500,000	0	0	2,500,000
PHX420-	Happy Valley Rd: 67th Ave to 55th Ave	Advance construct roadway widening for	1.00	3	7	Local	3,000,000	0	0	3,000,000
PHX09-727	Lower Buckeye Rd: 51st Ave to 43rd Ave	Acquire right of way	1.00	0	0	Local	185,000	0	0	185,000
PHX09-728	Lower Buckeye: 43rd Ave to 35th Ave	Reconstruct roadway to 64ft section	1.00	4	4	Local	2,800,000	0	0	2,800,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$14,140,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$14,140,000
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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
PHX10-730	35th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 74ft section	.00	4	4	Local	490,000	0	0	490,000
PHX10-731	43rd Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section	.00	4	4	Local	2,000,000	0	0	2,000,000
PHX10-732	75th Ave: Lower Buckeye Rd to Buckeye Rd	Acquire right of way	1.00	0	0	Local	185,000	0	0	185,000
PHX10-729	7th Ave: Southern Ave to the Salt River	Reconstruct roadway to 64ft section	1.50	4	4	Local	2,000,000	0	0	2,000,000
PHX10-733	91st Ave: Indian School Rd to Camelback Rd	Acquire right of way and reconstruct roadway to 74ft section, adding 1 through	1.00	2	4	Local	500,000	0	0	500,000
PHX10-734	Buckeye Rd: 67th Ave to 59th Ave	Reconstruct roadway to 74ft section	1.00	4	4	Local	1,610,000	0	0	1,610,000
PHX10-735	Lower Buckeye Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section	1.00	4	4	Local	1,610,000	0	0	1,610,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$8,395,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$8,395,000
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**FISCAL YEAR: 2011**

**AGENCY: Phoenix****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX11-737	24th St: Chipman Rd to Roeser Rd	Acquire right of way and construct multi-use path	.20	4	4	CMAQ	2,719,000	1,700,000	0	4,419,000
PHX11-736	75th Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 74ft section	1.00	4	4	Local	1,610,000	0	0	1,610,000
PHX200-	Avenida Rio Salado: 7th St to SR 202L (South)	Acquire right of way for new 6 lane	7.00	0	6	STP-MAG	2,145,857	5,007,000	0	7,152,857
PHX200-11D	Avenida Rio Salado: 7th St to SR 202L (South)	Design for new 6 lane roadway	7.00	0	6	STP-MAG	2,716,000	3,784,000	0	6,500,000
PHX210-11D	Sonoran Pkwy: Central Ave to 32nd St	Design for new 6 lane roadway	4.00	0	6	RARF	1,575,429	0	3,676,000	5,251,429
PHX11-739	Various locations	Construct regional ITS telecommunications expansion	.00			CMAQ	500,000	700,000	0	1,200,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$11,266,286	<b>FEDERAL:</b> \$700,000	<b>REGIONAL:</b> \$3,676,000	<b>TOTAL:</b> \$26,133,286
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**TOTALS FOR ALL YEARS FOR: Phoenix**

<b>LOCAL:</b> \$52,520,286	<b>FEDERAL:</b> \$11,191,000	<b>REGIONAL:</b> \$3,676,000	<b>TOTAL:</b> \$67,387,286
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**AGENCY: Queen Creek****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC07-701	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway, adding WB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-702	Chandler Heights Rd: Hawes Rd to 204th St	Widen roadway, adding EB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-703	Cloud Rd: Crismon Rd to 220th St	Widen roadway, adding EB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC07-704	Cloud Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-706	Crismon Rd: Barnes Pkwy to Ocotillo Rd	Widen roadway to add one through lane in each direction	.50	2	4	Private	1,000,000	0	0	1,000,000
QNC07-705	Crismon Rd: Queen Creek Rd to Barnes Pkwy	Widen roadway, adding SB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC07-744	Ellsworth Rd Bypass: Ocotillo Rd to Barnes	Construct new six lane roadway	.75	0	6	Local	2,300,000	0	0	2,300,000

**AGENCY: Queen Creek****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC07-743	Ellsworth Rd Bypass: Ocotillo Rd to Chandler Heights Rd	Construct new six lane roadway	.75	0	6	Local	2,300,000	0	0	2,300,000
QNC07-710	Ellsworth Rd: Chandler Heights Rd to Queen Creek Wash	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-712	Ellsworth Rd: Hunt Rd to Riggs Rd	Widen roadway, adding NB lane	1.00	2	3	Local	1,500,000	0	0	1,500,000
QNC07-707	Ellsworth Rd: Ocotillo Rd to Queen Creek	Widen roadway, adding SB lane	.50	2	3	Local	500,000	0	0	500,000
QNC07-708	Ellsworth Rd: Ocotillo Rd to Rittenhouse Rd	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-714	Ellsworth Rd: Queen Creek Rd to Rittenhouse Rd	Widen roadway, adding SB lane	.50	3	4	Local	1,500,000	0	0	1,500,000
QNC07-711	Ellsworth Rd: Queen Creek Rd to Ryan Rd	Widen roadway, adding NB lane	.50	2	3	Local	1,500,000	0	0	1,500,000
QNC07-709	Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd	Widen roadway, adding SB lane	.50	2	3	Local	500,000	0	0	500,000
QNC07-713	Ellsworth Rd: Rittenhouse Rd to Queen Creek Rd	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-715	Empire Blvd: Crismon Rd to 220th Street	Widen roadway, adding EB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-716	Empire Blvd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-717	Germann Rd: Power Rd to Re-aligned Rittenhouse Rd	Widen roadway, adding EB lane	.75	2	3	Private	1,250,000	0	0	1,250,000
QNC07-718	Hawes Rd: Cloud Rd to Chandler Heights Rd	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-719	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-720	Hawes Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-721	Hawes Rd: Rittenhouse Rd to Queen Creek	Widen roadway, adding SB lane	.25	2	3	Private	500,000	0	0	500,000
QNC07-722	Ocotillo Rd: 209th Way to Ellsworth Rd	Widen roadway, adding WB lane	.20	2	3	Private	250,000	0	0	250,000
QNC07-724	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway, adding EB lane	.50	2	3	Private	1,500,000	0	0	1,500,000
QNC07-729	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway, adding WB lane	.30	2	3	Private	500,000	0	0	500,000
QNC07-725	Ocotillo Rd: Ellsworth Rd Bypass to Ellsworth Rd	Widen roadway, adding EB lane	.25	2	3	Local	250,000	0	0	250,000
QNC07-726	Ocotillo Rd: Ellsworth Rd Bypass to Hawes Rd	Widen roadway, adding WB lane	.75	2	3	Private	750,000	0	0	750,000
QNC07-723	Ocotillo Rd: Ellsworth Rd to 211th St	Widen roadway, adding EB lane	.25	3	4	Local	250,000	0	0	250,000
QNC07-727	Ocotillo Rd: Ellsworth Rd to Ellsworth Rd Bypass	Widen roadway, adding WB lane	.25	3	4	Local	250,000	0	0	250,000

**AGENCY: Queen Creek****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC07-728	Ocotillo Rd: Rittenhouse Rd to 209th Way	Widen roadway, adding WB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-730	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway, adding WB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-731	Ocotillo Rd: Sossaman Rd to 188th St	Widen roadway, adding WB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC07-732	Power Rd: Rittenhouse Rd to Re-aligned	Widen roadway, adding SB lane	.50	2	3	Private	750,000	0	0	750,000
QNC07-734	Queen Creek Rd: 188th St to Sossaman Rd	Widen roadway, adding EB lane	.50	2	4	Private	500,000	0	0	500,000
QNC07-735	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway, adding WB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC07-733	Queen Creek Rd: Sossaman Rd to 188th St	Widen roadway, adding WB lane	.50	2	3	Private	750,000	0	0	750,000
QNC07-736	Rittenhouse Rd (re-aligned): Power Rd to Rittenhouse Rd	Widen roadway, adding EB lane	.50	0	4	Private	1,000,000	0	0	1,000,000
QNC07-737	Rittenhouse Rd: Ellsworth Rd to 203rd St	Widen roadway, adding WB lane	.70	2	4	Local	2,000,000	0	0	2,000,000
QNC07-738	Rittenhouse Rd: Ocotillo Rd to Ellsworth Rd	Widen roadway, adding lane	.70	2	4	Private	1,500,000	0	0	1,500,000
QNC07-739	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding SB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-740	Sossaman Rd: Ocotillo Rd to Appleby Rd	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-741	Sossaman Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-742	Sossaman Rd: Ryan Rd to Queen Creek Rd	Widen roadway, adding SB lane	.75	2	3	Private	750,000	0	0	750,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:****\$38,850,000****FEDERAL:****\$0****REGIONAL:****\$0****TOTAL:****\$38,850,000****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC08-745	Crismon Rd: Comacho Rd to Queen Creek Rd	Widen roadway, adding NB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC08-746	Ellsworth Rd: Riggs Rd to Chandler Heights Rd	Widen roadway, adding NB lane	1.00	2	3	Private	1,500,000	0	0	1,500,000
QNC08-748	Meridian Rd: Chandler Heights Rd to Riggs Rd	Widen roadway, adding SB lane	1.00	0	3	Private	1,500,000	0	0	1,500,000
QNC08-747	Meridian Rd: Ocotillo Rd to Chandler Heights	Widen roadway, adding SB lane	1.00	0	3	Private	1,500,000	0	0	1,500,000

**AGENCY: Queen Creek**

**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC08-749	Ocotillo Rd: 220th St to Signal Butte Rd	Widen roadway, adding EB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC08-750	Ocotillo Rd: Recker Rd to Power Rd	Widen roadway, adding EB lane	1.00	0	2	Private	1,000,000	0	0	1,000,000
QNC08-751	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC08-752	Queen Creek Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC08-755	Riggs Rd: Crismon Rd to Ellsworth Rd	Widen roadway, adding WB lane	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-754	Riggs Rd: Crismon Rd to Signal Butte Rd	Widen roadway, adding EB lane	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-756	Riggs Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-753	Riggs Rd: Signal Butte Rd to Crismon Rd	Widen roadway, adding WB lane	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-757	Riggs Rd: Signal Butte Rd to Meridian Rd	Construct new roadway	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-758	Riggs Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	1.00	2	3	Local	1,500,000	0	0	1,500,000
QNC08-759	Rittenhouse Rd: 203rd St to Queen Creek Rd	Widen roadway, adding WB lane	.25	2	4	Local	500,000	0	0	500,000
QNC08-760	Rittenhouse Rd: Hawes Rd to 196th St	Widen roadway, adding EB lane	.70	2	4	Local	1,000,000	0	0	1,000,000
QNC08-761	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Germann Rd	Widen roadway, adding SB lane	.75	2	4	Local	1,500,000	0	0	1,500,000
QNC08-762	Signal Butte Rd: Barnes Pkwy to Ocotillo Rd	Widen roadway, adding SB lane	.50	2	3	Private	500,000	0	0	500,000
QNC08-763	Signal Butte Rd: Ocotillo Rd to Chandler	Widen roadway, adding NB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC08-764	Sossaman Rd: Appleby Rd to Queen Creek	Widen roadway, adding NB lane	.25	2	3	Private	250,000	0	0	250,000

**TOTALS FOR FISCAL YEAR : 2008**

**LOCAL:  
\$23,250,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$23,250,000**

**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC09-766	Chandler Heights Rd: Sossaman Rd to Hawes	Widen roadway, adding EB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-765	Chandler Heights Rd: Sossaman Rd to Power	Widen roadway, adding WB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000

**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
QNC09-767	Ellsworth Rd: Riggs Rd to Hunt Rd	Widen roadway, adding SB lane	1.00	3	4	Local	1,500,000	0	0	1,500,000
QNC09-768	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	1.00	2	3	Private	1,500,000	0	0	1,500,000
QNC09-769	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway, adding WB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-770	Ocotillo Rd: Meridian Rd to Signal Butte Rd	Widen roadway, adding WB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC09-771	Ocotillo Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-772	Ocotillo Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-773	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	.50	2	3	Private	1,500,000	0	0	1,500,000
QNC09-774	Rittenhouse Rd (re-aligned): Sossaman Rd to	Widen roadway, adding EB lane	1.00	2	4	Local	2,000,000	0	0	2,000,000
QNC09-775	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	.50	2	4	Local	1,000,000	0	0	1,000,000
QNC09-776	Rittenhouse Rd: Crismon Rd to Signal Butte	Widen roadway, adding EB lane	1.40	2	3	Private	1,000,000	0	0	1,000,000
QNC09-777	Rittenhouse Rd: Re-aligned Rittenhouse Rd to	Widen roadway, adding EB lane	.25	2	3	Local	250,000	0	0	250,000
QNC09-778	Rittenhouse Rd: Signal Butte Rd to Cloud Rd	Widen roadway, adding 2 through lanes	.50	2	4	Private	1,000,000	0	0	1,000,000
QNC09-780	Signal Butte Rd: Barnes Pkwy to Queen Creek Rd	Widen roadway, adding NB lane	.50	2	3	Local	1,000,000	0	0	1,000,000
QNC09-779	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-781	Sossaman Rd: Ocotillo Rd to Sonoqui Blvd	Widen roadway, adding SB lane	.50	2	3	Local	500,000	0	0	500,000
QNC09-782	Sossaman Rd: Sonoqui Blvd to Ocotillo Rd	Widen roadway, adding NB lane	.50	3	4	Local	1,000,000	0	0	1,000,000

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:  
\$19,250,000****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$19,250,000****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC11-783	Townwide	Design and construct/implement ITS hardware and software	.00			CMAQ	300,000	490,000	0	790,000

**LOCAL:**

**AGENCY: Queen Creek**

**FISCAL YEAR: 2011**

**TOTALS FOR FISCAL YEAR :2011**

<b>\$300,000</b>	<b>FEDERAL: \$490,000</b>	<b>REGIONAL: \$0</b>	<b>TOTAL: \$790,000</b>
<b>LOCAL: \$81,650,000</b>	<b>FEDERAL: \$490,000</b>	<b>REGIONAL: \$0</b>	<b>TOTAL: \$82,140,000</b>

**TOTALS FOR ALL YEARS FOR: Queen Creek**

**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
SCT120-07P	Loop 101 (Pima Fwy) Eastbound Frontage Rd:	Pre-design new frontage road	2.00	0	2	RARF	51,000	0	119,000	170,000
SCT100-	Loop 101 (Pima Fwy) Westbound Frontage	Acquire right of way for new frontage road	1.00	0	2	RARF	240,000	0	560,000	800,000
SCT100-07D	Loop 101 (Pima Fwy) Westbound Frontage	Design new frontage road	1.00	0	2	RARF	270,000	0	630,000	900,000
SCT100-07P	Loop 101 (Pima Fwy) Westbound Frontage	Pre-design new frontage road	1.00	0	2	RARF	66,266	0	46,386	112,652
SCT110-	Loop 101 (Pima Fwy) Westbound Frontage	Acquire right-of-way for roadway	1.00	0	2	RARF	234,000	0	546,000	780,000
SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley	Advance construct roadway widening for	1.00	4	6	Local	2,000,000	0	0	2,000,000
SCT410-07AC	Shea Blvd at 134th St	Advance construct intersection	.20	6	6	Local	450,000	0	0	450,000
SCT410-07AD	Shea Blvd at 134th St	Advance design intersection improvements	.20	6	6	Local	15,000	0	0	15,000
SCT400-07AD	Shea Blvd: Loop 101 (Pima Fwy) to 96th St	Advance design road improvements	1.00	6	6	Local	75,000	0	0	75,000

**TOTALS FOR FISCAL YEAR :2007**

<b>LOCAL: \$3,401,266</b>	<b>FEDERAL: \$0</b>	<b>REGIONAL: \$1,901,386</b>	<b>TOTAL: \$5,302,652</b>
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**FISCAL YEAR: 2008**

**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
SCT110-08PS	Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Project savings	.00	0	0	RARF	0	0	10,000,000	10,000,000
SRP100-08D	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	.00	0	0	RARF	1,714,286	0	4,000,000	5,714,286
SCT400-07AC	Shea Blvd: Loop 101 (Pima Fwy) to 96th St	Advance construct road improvements	1.00	6	6	Local	450,000	0	0	450,000

**TOTALS FOR FISCAL YEAR : 2008**

**LOCAL: \$2,164,286**    **FEDERAL: \$0**    **REGIONAL: \$14,000,000**    **TOTAL: \$16,164,286**

**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT09-703	Crosscut Canal: Thomas Rd to Indian School	Design and construct multi-use path	.75			STP-TEA	937,390	500,000	0	1,437,390
SCT210-09AD	Scottsdale Rd: Thompson Peak Pkwy to	Advance design roadway widening for	2.00	4	6	Local	1,000,000	0	0	1,000,000

**TOTALS FOR FISCAL YEAR : 2009**

**LOCAL: \$1,937,390**    **FEDERAL: \$0**    **REGIONAL: \$0**    **TOTAL: \$2,437,390**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT120-10PS	Loop 101 (Pima Fwy) Eastbound Frontage Rd:	Project savings	1.00	0	2	RARF	0	0	2,584,000	2,584,000
SCT210-	Scottsdale Rd: Thompson Peak Pkwy to	Advance acquire right of way for roadway	2.00	4	6	Local	750,000	0	0	750,000
SCT210-10AC	Scottsdale Rd: Thompson Peak Pkwy to	Advance construct roadway widening for	2.00	4	6	Local	7,100,000	0	0	7,100,000

**TOTALS FOR FISCAL YEAR : 2010**

**LOCAL: \$7,850,000**    **FEDERAL: \$0**    **REGIONAL: \$2,584,000**    **TOTAL: \$10,434,000**

**AGENCY: Scottsdale**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT11-701	McDowell Rd: Scottsdale Rd to Granite Reef Rd	Enhance sidewalks and add bicycle lanes	1.50	6	6	CMAQ	3,106,743	600,000	0	3,706,743
SCT200-06ARWX	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Repayment of advance right of way acquisition for roadway widening advance acquired in 2006	1.00	4	6	RARF	0	0	14,789,000	14,789,000
SCT11-702	Scottsdale and Hayden Rds: Shea Blvd to McDowell Rd	Install detection equipment, variable message signs and software	2.00	6	6	CMAQ	177,500	102,500	0	280,000

**TOTALS FOR FISCAL YEAR :2011**

<b>LOCAL:</b> \$3,284,243	<b>FEDERAL:</b> \$102,500	<b>REGIONAL:</b> \$14,789,000	<b>TOTAL:</b> \$18,775,743
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**TOTALS FOR ALL YEARS FOR: Scottsdale**

<b>LOCAL:</b> \$18,637,185	<b>FEDERAL:</b> \$1,202,500	<b>REGIONAL:</b> \$33,274,386	<b>TOTAL:</b> \$53,114,071
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**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
SUR07-701	115th Ave & Avenue of the Arts: Union Hills Dr to Bell Rd	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	1.50	2	3	Local	2,000,000	0	0	2,000,000
SUR07-702	Bullard Rd: Acoma Dr to Greenway Rd	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	.50	2	4	Local	1,000,000	0	0	1,000,000
SUR07-703	Bullard Rd: Waddell Rd to Cactus Rd	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	1.00	2	4	Local	2,000,000	0	0	2,000,000
SUR07-705	Cactus Rd: 175th Ave to Citrus Rd	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.50	2	3	Local	1,000,000	0	0	1,000,000
SUR07-706	Cactus Rd: Litchfield Rd to 143th Ave	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.50	2	3	Local	1,000,000	0	0	1,000,000
SUR07-707	Cactus Rd: Litchfield Rd to West of 143th Ave	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	.50	2	4	Local	1,000,000	0	0	1,000,000
SUR07-708	Cactus Rd: Reems Rd to 151st Ave	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	1.00	2	3	Local	1,000,000	0	0	1,000,000
SUR07-704	Cactus Rd: Reems Rd to Sarival Rd	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	1.00	2	4	Local	1,000,000	0	0	1,000,000

**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
SUR07-709	Citrus Rd: Cactus Rd to Waddell Rd	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	1.00	4	5	Local	4,000,000	0	0	4,000,000
SUR07-710	Cotton Ln: North of Bell Rd to Eastham Parkway	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.75	2	3	Local	1,000,000	0	0	1,000,000
SUR07-711	El Mirage Rd: Bell Rd to Paradise Ln	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.50	4	5	Local	2,000,000	0	0	2,000,000
SUR07-712	Waddell Rd: 175th Ave to Citrus Rd	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.50	2	3	Local	1,000,000	0	0	1,000,000
SUR07-713	Waddell Rd: Reems Rd to Bullard Rd	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	1.00	4	6	Local	4,000,000	0	0	4,000,000

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$22,000,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$22,000,000
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR11-714	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	2.50	6	6	CMAQ	500,000	1,000,000	0	1,500,000
SUR11-715	Peoria Ave: Litchfield Rd to Jackrabbit Rd	Design and construct fibre optic cable interconnection of existing and future ITS facilities	7.00	6	6	CMAQ	1,000,000	700,000	0	1,700,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$1,500,000	<b>FEDERAL:</b> \$700,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$3,200,000
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**TOTALS FOR ALL YEARS FOR: Surprise**

<b>LOCAL:</b> \$23,500,000	<b>FEDERAL:</b> \$1,700,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$25,200,000
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**AGENCY: Tempe**

**FISCAL YEAR: 2009**

**AGENCY: Tempe**

**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP09-704	Crosscut Canal: South end of existing path to Tempe Town Lake	Design and construct multi-use path (phase II)	1.00			STP-TEA	1,471,235	500,000	0	1,971,235

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$1,471,235	<b>FEDERAL:</b> \$500,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,971,235
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP11-701	University Dr: Priest Dr to SPRR	Improve bicycle and pedestrian facilities	1.00	4	4	CMAQ	5,425,080	1,100,000	0	6,525,080
TMP11-702	Various locations	Install fibre optic connection between ADOT FMS backbone and signal cabinets	.00			CMAQ	81,126	100,294	0	181,420
TMP11-703	Various locations	Install wireless communications and CCTV	.00			CMAQ	93,600	218,400	0	312,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$5,599,806	<b>FEDERAL:</b> \$218,400	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$7,018,500
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**TOTALS FOR ALL YEARS FOR: Tempe**

<b>LOCAL:</b> \$7,071,041	<b>FEDERAL:</b> \$1,918,694	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$8,989,735
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**REPORT: 07-10 TIP -  
New Transit Projects**

**MARICOPA ASSOCIATION OF GOVERNMENTS  
FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM  
NEW TRANSIT PROJECTS**

**TABLE : 07-11 TIP**

**AGENCY: ADOT**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT11-701T	2011	Regionwide	Elderly and handicapped vehicles	5310	160,000	640,000	0	800,000
DOT11-702T	2011	Regionwide	Support rural transit	5311	34,000	136,000	0	170,000

**TOTALS FOR ADOT**

<b>LOCAL:</b> \$194,000	<b>FEDERAL:</b> \$776,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$970,000
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**AGENCY: EI Mirage**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
ELM11-701T	2011	Regionwide	Purchase bus: < 30 foot - 1 Replace (dial-a-ride)	5307	0	68,000	17,000	85,000

**TOTALS FOR EI Mirage**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$68,000	<b>REGIONAL:</b> \$17,000	<b>TOTAL:</b> \$85,000
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**AGENCY: Glendale**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN11-701	2011	Downtown Glendale	Design, acquire right of way and construct the Downtown Transit Center	5307	1,174,000	4,696,000	0	5,870,000
GLN11-702T	2011	Regionwide	Associated capital maintenance	5310	28,902	115,608	0	144,510
GLN11-701T	2011	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	5307	0	272,000	68,000	340,000

**TOTALS FOR Glendale**

<b>LOCAL:</b> \$1,202,902	<b>FEDERAL:</b> \$5,083,608	<b>REGIONAL:</b> \$68,000	<b>TOTAL:</b> \$6,354,510
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**AGENCY: Maricopa County**

**AGENCY: Maricopa County**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA11-701T	2011	Regionwide	Associated capital maintenance	5307	37,600	150,400	0	188,000
MMA11-702T	2011	Regionwide	Purchase bus: < 30 foot - 10 replace (dial-a-ride)	5307	170,000	680,000	0	850,000

**TOTALS FOR Maricopa County**

<b>LOCAL:</b> \$207,600	<b>FEDERAL:</b> \$830,400	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,038,000
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**AGENCY: Peoria**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO07-701T	2007	Regionwide	Purchase bus: < 30 foot - 2 replace	5307	0	272,000	68,000	340,000
PEO11-702T	2011	Regionwide	Associated capital maintenance	5307	0	37,600	9,400	47,000

**TOTALS FOR Peoria**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$309,600	<b>REGIONAL:</b> \$77,400	<b>TOTAL:</b> \$387,000
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**AGENCY: Phoenix**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX07-702T	2007	Happy Valley Rd and I-17	Advance design regional park-and-ride (Happy Valley/I-	Local	251,090	0	0	251,090
PHX07-703T	2007	Happy Valley Rd and I-17	Advance acquire land regional park-and-ride (Happy Valley/I-17) for repayment in a future year	Local	1,426,645	0	0	1,426,645
PHX07-701T	2007	27th Ave and Baseline Rd	Design regional park-and-ride (27th Avenue/Baseline)	Local	500,000	0	0	500,000
PHX08-705T	2008	Happy Valley Rd and I-17	Advance construct regional park-and-ride (Happy Valley/I-17) for repayment in a future year	Local	2,535,126	0	0	2,535,126
PHX08-704T	2008	27th Ave and Baseline Rd	Construct regional park-and-ride (27th Avenue/Baseline)	Local	4,000,000	0	0	4,000,000
PHX11-706T	2011	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	0	6,186,000
PHX11-707T	2011	Regionwide	Purchase bus: < 30 foot - 35 replace (dial-a-ride)	5307	0	2,040,000	510,000	2,550,000
PHX11-708T	2011	Regionwide	Purchase bus: standard 40 foot - 46 replace	5307	0	17,131,200	3,508,800	20,640,000

**AGENCY: Phoenix**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX11-709T	2011	Regionwide	Purchase bus: commuter - 5 expand (Black Canyon)	5307	0	2,905,000	595,000	3,500,000
PHX11-710T	2011	Regionwide	Design-major transit center expansion (MetroCenter)	5307	0	600,000	150,000	750,000
PHX11-711T	2011	Regionwide	Repayment of Purchase bus: standard 40' - 5 Expand	5307	0	1,776,200	(1,776,200)	0

**TOTALS FOR Phoenix**

<b>LOCAL:</b> \$9,950,061	<b>FEDERAL:</b> \$29,401,200	<b>REGIONAL:</b> \$2,987,600	<b>TOTAL:</b> \$42,338,861
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**AGENCY: Scottsdale**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT11-701T	2011	Regionwide	Purchase bus: standard 40 foot - 10 replace	STP-Flex	0	3,569,000	731,000	4,300,000

**TOTALS FOR Scottsdale**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$3,569,000	<b>REGIONAL:</b> \$731,000	<b>TOTAL:</b> \$4,300,000
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**AGENCY: Surprise**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR11-701T	2011	Regionwide	Associated capital maintenance	5307	0	5,200	1,300	6,500
SUR11-702T	2011	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	5307	0	136,000	34,000	170,000

**TOTALS FOR Surprise**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$141,200	<b>REGIONAL:</b> \$35,300	<b>TOTAL:</b> \$176,500
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**AGENCY: Tempe**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP11-701T	2011	Regionwide	Associated capital maintenance	5307	0	88,320	22,080	110,400

**AGENCY: Tempe**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP11-702T	2011	Regionwide	Purchase bus: standard 40 foot - 40 replace	5307	0	14,276,000	2,924,000	17,200,000

**TOTALS FOR Tempe**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$14,364,320	<b>REGIONAL:</b> \$2,946,080	<b>TOTAL:</b> \$17,310,400
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**AGENCY: VM Rail**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR07-702T	2007	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension -	Local	12,227,730	0	0	12,227,730
VMR07-701T	2008	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Final Design	CMAQ-Flex	3,997,277	14,506,633	0	18,503,910
VMR10-703T	2010	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	CMAQ-Flex	0	4,081,681	246,719	4,328,400
VMR10-704T	2010	Tempe	Fixed guideway corridor - Tempe South - Preliminary	CMAQ-Flex	0	3,979,639	240,551	4,220,190
VMR11-706T	2011	Main Street Corridor	Fixed guideway corridor - Central Mesa - Final Design	CMAQ-Flex	0	6,287,830	380,070	6,667,900
VMR11-708T	2011	Tempe	Fixed guideway corridor - Tempe South - Final Design	CMAQ-Flex	0	4,898,017	296,063	5,194,080
VMR11-705T	2011	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation Begins in 2013)	5309	35,782,520	48,694,500	8,800,000	93,277,020
VMR11-707T	2011	Regionwide	Fixed guideway corridor - CPEV LRT - Repayment of funds advanced in prior years	5309	-3,940,903	3,940,903	0	0

**TOTALS FOR VM Rail**

<b>LOCAL:</b> \$48,066,624	<b>FEDERAL:</b> \$86,389,203	<b>REGIONAL:</b> \$9,963,403	<b>TOTAL:</b> \$144,419,230
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**AGENCY: Valley Metro**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMT07-715T	2007	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	728,000	728,000
VMT07-702T	2007	Regionwide	Acquire land - two regional park-and-ride	5309	0	2,608,000	652,000	3,260,000

**AGENCY: Valley Metro**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMT07-701T	2007	Regionwide	Design and acquire right of way for Regional Transit	5307	0	825,921	206,480	1,032,401
VMT07-703T	2007	Regionwide	Install bus stop passenger improvements - 55 sites	PTF	0	0	771,000	771,000
VMT08-716T	2008	Regionwide	Install bus stop passenger improvements - 55 sites	PTF	0	0	794,000	794,000
VMT08-717T	2008	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	750,000	750,000
VMT09-718T	2009	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	772,000	772,000
VMT10-719T	2010	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	800,000	800,000
VMT11-720T	2011	Regionwide	Install bus stop passenger improvements - 55 sites	PTF	0	0	868,000	868,000
VMT11-704T	2011	Regionwide	Purchase bus: < 30 foot - 14 replace (dial-a-ride)	5307	0	952,000	238,000	1,190,000
VMT11-705T	2011	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT dial-a-ride)	5307	0	204,000	51,000	255,000
VMT11-706T	2011	Regionwide	Design two regional park-and-ride	5307	0	460,000	115,000	575,000
VMT11-710T	2011	Regionwide	Repayment of Purchase bus: commuter - 26 expand	5309	0	15,106,000	(15,106,000)	0
VMT11-711T	2011	Regionwide	Purchase bus: standard - 33 expand (Super-grid - Elliot, University, Alma School)	PTF	0	0	14,190,000	14,190,000
VMT11-714T	2011	Regionwide	Purchase vanpools: 45 replace	STP-Flex	0	1,575,000	0	1,575,000
VMT11-712T	2011	Regionwide	Purchase vanpools: 25 expand	PTF	0	0	1,125,000	1,125,000
VMT11-713T	2011	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	820,000	820,000
VMT11-707T	2011	Regionwide	Bus Rapid Transit right of way Improvements	5307	0	1,400,000	350,000	1,750,000
VMT11-708T	2011	Regionwide	Purchase bus: < 30 foot - 2 replace (rural routes)	5307	0	136,000	34,000	170,000
VMT11-709T	2011	Regionwide	Associated capital maintenance	5307	0	822,160	205,540	1,027,700

**TOTALS FOR Valley Metro**
**LOCAL:**  
**\$0**
**FEDERAL:**  
**\$24,089,081**
**REGIONAL:**  
**\$8,364,020**
**TOTAL:**  
**\$32,453,101**

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**FISCAL YEARS 2007 THROUGH 2011**

**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 26, 2006

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

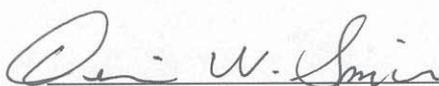
Prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, and the Arizona Department of Transportation.

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 is addressing 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (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  
Transportation Planning Division  
ARIZONA DEPARTMENT OF TRANSPORTATION

8/16/06  
Date

  
Dennis W. Smith, Executive Director  
MARICOPA ASSOCIATION OF GOVERNMENTS

8/21/06  
Date

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# SECTION 1

## INTRODUCTION

This edition of the Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP) is, once again, being published in three volumes. The two main volumes of the TIP comprise this second volume, the technical report, and the third volume, the project listings. The currently published first volume, the Executive Summary, is very abbreviated and a more detailed edition will be produced in the very near future. However, as this newer edition is a more complex document, with additional graphical information, and which is individually crafted to member agencies, further time is needed to gather that information.

As in previous years, the executive summary gives an overview of the TIP process, provides maps of selected projects and abbreviated listings of the projects being added to the TIP. The technical report provides a detailed explanation of the transportation planning process and also includes an analysis of the funding that is incorporated. In short, it 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 MAG TIP is usually prepared annually and 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. MAG technical advisory, management and policy 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 regional planning responsibilities were strengthened under the legislation that replaced ISTEA, the Transportation Equity Act for the 21st Century (TEA-21) and have been continued under the most recent legislation, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was enacted on August 10, 2005. With these well understood 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 Plan, also known as the Regional Transportation Plan (RTP) and the Short Range Transit Plan. 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.

## **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.

## **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.

Since then, succeeding plans have addressed the following subjects:

1. The 1995 update included the updated Freeway plan following the defeat of Proposition 400.
2. The 1996 update incorporated findings from the Northwest Study and the Major Investment Studies for the Squaw Peak and Superstition corridors.
3. 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.
4. The 1999 update included the acceleration of the completion of the regional freeway system to 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.
5. The 2000 update included a large increase in the federal funds that started flowing to the State following passage of TEA-21. It also included the results of the Casa Grande resolves.
6. In January 2001, coincidental with the production of the FY 2002 update, the region started discussions regarding what to do when the 1985 sales tax expired in 2005;
7. In November, 2003, the Regional Transportation Plan was approved.

## **REGIONAL TRANSPORTATION PLAN (RTP)**

The RTP 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 many of the individual projects in this TIP come from the RTP.

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.

In 1999, following changes in responsibilities with regard to the programming of funds that TEA-21 introduced, and as a direct result of the Casa Grande resolves, the Resource Allocation Advisory Committee (RAAC) was created. 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 the then 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. In addition, the RTP allocates specific funding for local and regional planning tasks to RPTA/Valley Metro.

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# SECTION 2

## SELECTION OF TIP PROJECTS

The success of implementing the various elements of the MAG RTP 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. This report, the TIP Guidance Report, is published annually at the beginning of the TIP process and acts as an information resource for what is supposed to happen and when.

TEA-21 changed the requirements for analyzing the 15 original planning factors (later 16) and condensed them into seven factors to be considered. SAFETEA-LU has not appreciably changed these seven factors. The RTP lists each one of the planning factors and shows how they have been considered during it's development and they are listed as follows:

### PLANNING FACTORS

This subsection documents how the seven planning factors are considered in the MAG transportation planning process:

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.
- Continued investment in the regional transportation system is a central component of the RTP and was a key to the successful extension of the half-cent transportation sales tax.
- 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 RTP and the TIP 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

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*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 a 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 primarily in the State complex around the Capitol building.

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 allows 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.

SAFETEA-LU contains a requirement for metropolitan areas to have "a process that provides for effective management and operation" to address congestion management. In addition, MAG is required to assess the extent that the existing CMS meets the new statutory requirements for a congestion management process and define a plan and schedule to implement this process. The Unified Planning Work Program for the forthcoming fiscal year contains a line item to hire a consultant to review the current MAG CMS and see what may need to be changed to ensure that it fulfills the new requirements.

## **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 MAG TIP is to distribute the annual 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. Following the effective removal of the requirement to implement the management systems (except for the CMS), the TGR has evolved. It now contains a brief report on the status of the management systems, but it is mainly focused on how the TIP is developed, when and what funds may be available. 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 are also included.

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 in March, 2006. The Management Committee, Transportation Policy Committee and the Regional Council approved the draft for the purpose of performing a conformity analysis in April, 2006.

## **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:

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

### **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 is expected to be the grounding for which future years updates of the LRTP are based.

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## **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.

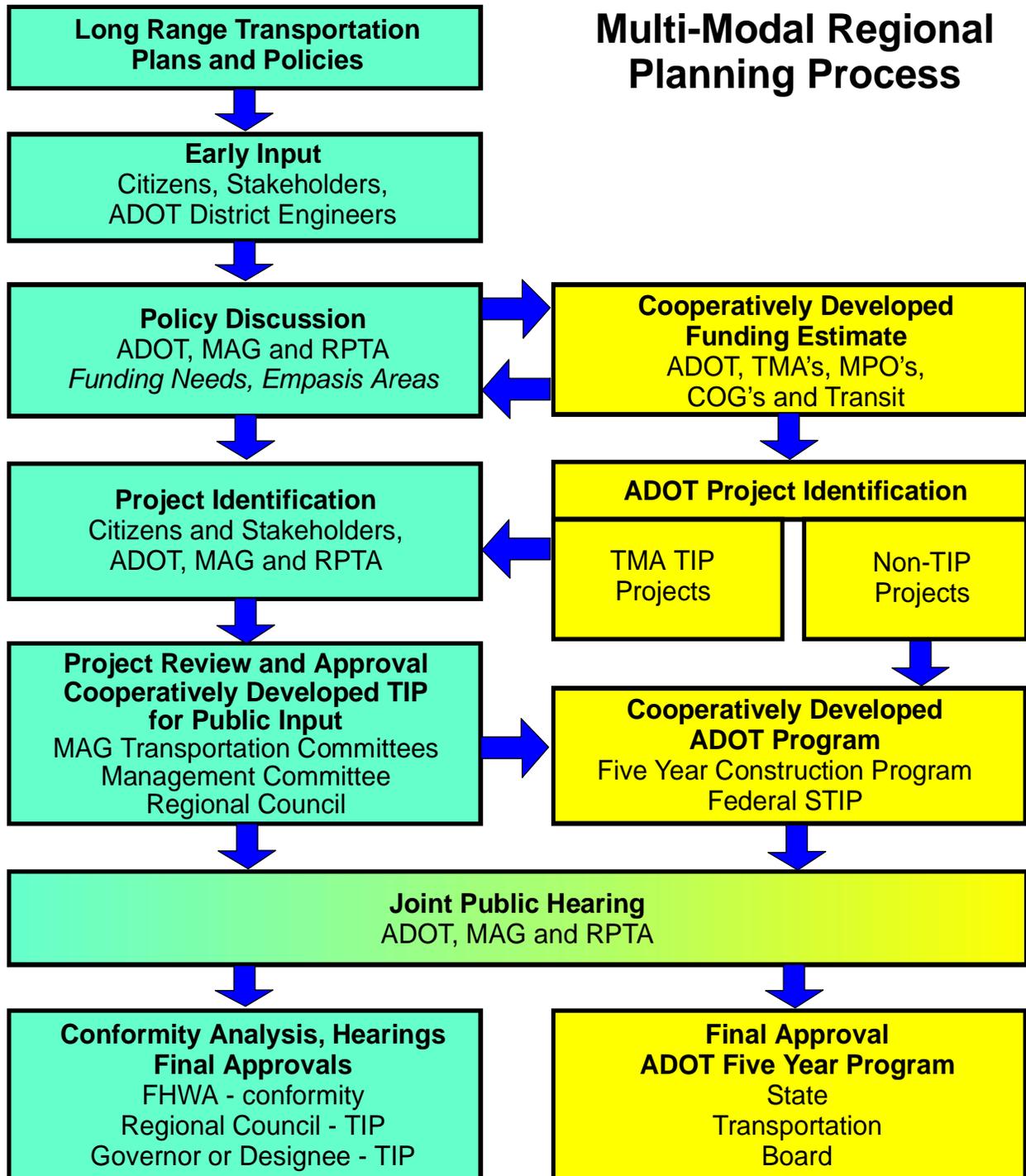
## **FY 2005/6 PUBLIC INVOLVEMENT PROGRAM**

The FY 2005/6 public involvement program solicited and encouraged input for both the RTP and the FY 2007-2011 TIP. ADOT and RPTA/Valley Metro participated in many of the input opportunities that were offered. A description of the input process for FY 2005/6 elements of the public involvement process follows.

## **EARLY INPUT PHASE**

The early phase input opportunity was conducted over the period of June through October, 2005. 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 PLAN TRANSPORTATION PLAN  
AND THE ADOT LIFE CYCLE PROGRAM**



**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.

The Early Phase public meetings and events were held to provide input opportunities for residents in the MAG region. The locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The Early Phase committee meetings were held during the week, in the afternoon and evening. The other events varied in time and place, some held on a weekend, while the Early Phase Transportation Stakeholders meeting was held during the week before lunchtime.

<p>Early Phase Transportation Stakeholders Open House and Meeting, Phoenix Wednesday, August 17, 2005, 9:00 a.m. to 12:00 p.m.</p>	<p>Fiesta Glendale, Glendale, Friday and Saturday, September 16 &amp; 17, 2005 3:30 p.m. to 10:00 p.m.</p>
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Southwest Realtors Expo, Phoenix  
Thursday, August 18, 2005  
7:30 a.m. to 2:00 p.m.

Transportation Fair, Phoenix, Thursday,  
September 22, 2005, 3:00 p.m. to 5:00  
p.m.

Hispanic Women’s Conference, Phoenix  
Thursday and Friday, September 15 &  
16, 2005, 8:00 a.m. to 5:00 p.m.

Gilbert’s So Long to Summer Fest,  
Gilbert, Saturday, September 24, 2005,  
4:00 p.m. to 9:00 p.m.

All of these public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation, alternative materials such as large print and Braille, and FM/Infrared Listening Devices were available upon request.

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**

The Mid-Phase public meetings and events were held to provide input opportunities for residents in the MAG region. The specific locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The Mid-Phase committee meetings were held on weekdays, in the afternoon and evening. The Martin Luther King Day celebration and Black Heritage Festival were on the weekend, while the African-American Day at the Legislature was on a weekday during the afternoon.

<p>Martin Luther King Day Celebration Phoenix, Monday, January 16, 2006 10:00 a.m. to 3:00 p.m.</p>	<p>Black Heritage Festival, Phoenix Saturday, February 4, 2006, 10:00 a.m. to 4:00 p.m.</p>
<p>African-American Day at the Legislature, Phoenix, Thursday, February 9, 2006 8:00 a.m. to Noon</p>	<p>Joint Transportation Open House and Public Hearing, Phoenix, Friday, March 10, 2006, Open House – 11:00 a.m. to Noon Pubic Hearing – Noon</p>

All of these public events were scheduled in venues that are transit accessible and comply

with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials such as large print and Braille, and FM/Infrared Listening Devices, were available upon request.

## **FINAL PHASE**

The Final Phase public meetings and events were held to provide input opportunities for residents in the MAG region. The specific locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The Final Phase committee meetings were held on weekdays, in the afternoon and evening. The freeway opening was held on a Wednesday evening and the open house and public hearing was held on Friday at 5:00 p.m.

Santan Freeway Opening, Gilbert/Mesa  
Wednesday, June 7, 2006, 6:00 p.m. to  
9:00 p.m.

Final Phase Transportation Open House  
and Public Hearing, Phoenix, Thursday,  
June 15, 2006  
Open House – 4:30 p.m. to 5:00 p.m.  
Public Hearing – 5:00 p.m.

All of these public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials such as large print and Braille, and FM/Infrared Listening Devices, were available upon request.

## **MEETING PUBLICITY**

During the FY 2005/6 input process, the public was informed of the public involvement meetings through a variety of methods. The Santan freeway event was covered by most major news networks and announced by a press release. The Final Phase Transportation Open House and Public Hearing was announced with a targeted mailing to the MAG public involvement mailing list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic*, *Arizona Informant* and *Prensa Hispana*.

Brochures were mailed out approximately two weeks before the meetings to a list maintained by MAG. The list consists of over 3,000 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](mailto: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.

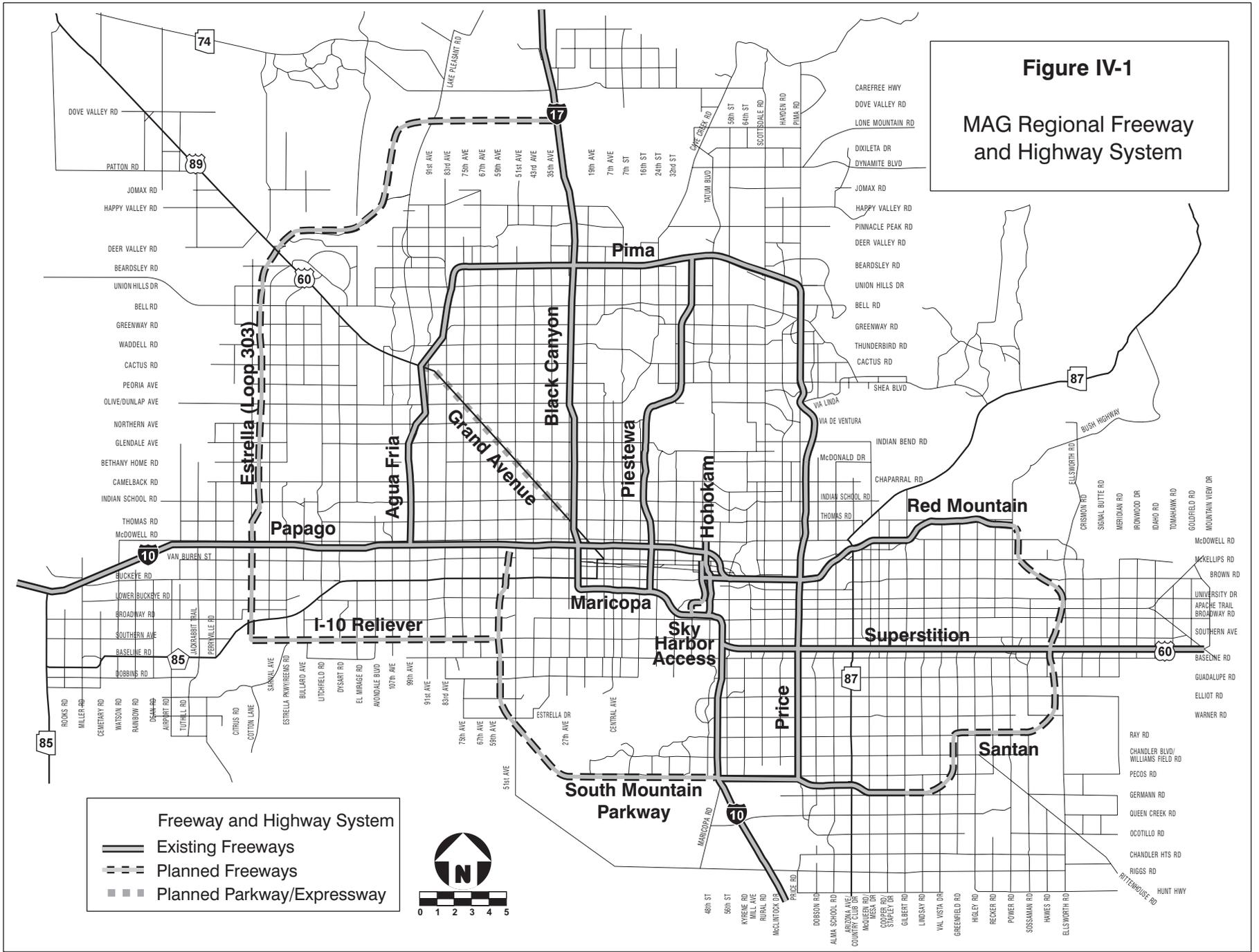
As a part of its FY 2002 work plan, the MAG Human Services Committees convened local planning process focused on developing strategies to address the transportation needs of the regions elderly population. The project had four objectives: (1) the development of a Regional Action Plan on Aging & Mobility; (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.

# SECTION 4

## MAPS OF REGIONAL HIGHWAY PROJECTS

The following figures show the locations of many of the major highway projects programmed in the TIP for FYs 2007-2011. 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 2007 highway projects in the primary planning area.
- Figure IV-3 displays the FY 2008 highway projects in the primary planning area.
- Figure IV-4 displays the FY 2009 highway projects in the primary planning area.
- Figure IV-5 displays the FY 2010 highway projects in the primary planning area.
- Figure IV-6 displays the FY 2011 highway projects in the primary planning area.



**Figure IV-1**  
**MAG Regional Freeway and Highway System**











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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 SAFETEA-LU, which is expected to occur by October, 2009. However, in summary, the financial plan contained within this final version of the FY 2007-2011 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 and SAFETEA-LU, 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 required 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 federal fiscal years 2007-2011. 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.

#### TIP PROGRAM FINANCING

The FY 2007-2011 MAG TIP is comprised of 615 street, 237 transit, 142 freeway, 74 ITS,

59 bicycle, 47 air quality or transportation demand management, 38 pedestrian, 5 bridge, 4 maintenance and 12 other projects totaling almost \$6.4 billion in programmed obligations for FY 2007-2011. This has resulted in a substantial, larger than ten percent increase in programmed obligations over a comparable period in the previous TIP.

Following passage of SAFETEA-LU, 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 an increase of approximately 23 percent in federal funds to the MAG region over TEA-21 receipts. All MAG federal funding is shown in FY 2006 constant dollars for the program period. In addition, obligation authority (OA) for MAG federal funds is planned at 90 percent for FY 2007 through FY 2011. SAFETEA-LU is scheduled to expire in FY 2009 and it is assumed that federal funds will continue at the same rate, even though increases of greater than 20 percent have been received during the three previous re-authorizations.

SAFETEA-LU has not had as large an impact on the programming of federal funds within the MAG region as in previous authorizations, due to the prior expectation of funding increases that were contained in the RTP. However, 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.

Total federal, state, and local funding available for the FY 2007-2011 MAG TIP totals \$6.456 billion (see Table V-1, on the next page). Total federal, state and local programming obligations for this same period amount to \$6.411 billion.

The total amount of federal funds available for the TIP is \$1.839 billion while programmed obligations of federal projects total \$1.794 million. The surplus of federal funds almost accounts for the complete \$45 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 to pay off debt service until at least 2015.

**TABLE V-1: FIVE YEAR PROGRAM SUMMARY FY 2007-2011**

<b>FUNDS AVAILABLE</b>			
<b>PROGRAM</b>	<b>STATE/LOCAL</b>	<b>FEDERAL</b>	<b>TOTAL</b>
HIGHWAY	\$4,168,156,249	\$1,107,685,733	\$5,275,841,982
TRANSIT	\$448,234,558	\$732,087,304	\$1,180,321,862
<b>TOTAL</b>	<b>\$4,616,390,807</b>	<b>\$1,839,773,037</b>	<b>\$6,456,163,844</b>
<b>PROGRAMMED OBLIGATIONS</b>			
<b>PROGRAM</b>	<b>STATE/LOCAL</b>	<b>FEDERAL</b>	<b>TOTAL</b>
HIGHWAY	\$4,168,156,249	\$1,062,668,691	\$5,230,824,940
TRANSIT	\$447,863,133	\$732,087,304	\$1,179,950,437
<b>TOTAL</b>	<b>\$4,616,019,382</b>	<b>\$1,794,755,995</b>	<b>\$6,410,775,377</b>
<b>BALANCE</b>			
<b>PROGRAM</b>	<b>STATE/LOCAL</b>	<b>FEDERAL</b>	<b>TOTAL</b>
HIGHWAY	\$0	\$45,017,042	\$45,017,042
TRANSIT	\$371,425	\$0	\$371,425
<b>TOTAL</b>	<b>\$371,425</b>	<b>\$45,017,042</b>	<b>\$45,388,467</b>
<b>PERCENT</b>	<b>0.01%</b>	<b>2.45%</b>	<b>0.70%</b>

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 was 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 was achieved. The principal funding source behind the regional freeway system was the Regional Area Road Fund (RARF), a half cent sales tax that taxpayers within Maricopa County will paid until the end of 2005. This was 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 were secured and additional funding mechanisms were introduced. MAG, working in conjunction with ADOT, 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 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 being 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 advance 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 starting in FY 2004 and most of the \$160 million in MAG STP funds are to repay projects started with GANs. However, the SIB funded advance 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.

In November, 2004, voters approved Proposition 400, which extended the half-cent regional sales tax for transportation for another 20 years. This funding source was included in the assumptions underlying the Regional Transportation Plan and accounts for another ten percent increase in the total program amount.

State and local funding available totals \$4.616 billion for the FY 2007-2011 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 also amount to \$4.616 billion for the five-year period leaving a tiny surplus of less than \$400,000.

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 2007-2011 MAG TIP using the management systems totaled \$5.231 billion (see Table V-2). The Congestion Management System projects contributed to almost 94 percent of the total funds programmed in the highway portion of the TIP. The Pavement Management System projects collected just over two 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 second highest percentage of programmed funds went to projects in the Other category with just over three 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.

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## **HIGHWAY PROGRAM FINANCING**

Total available funding for the highway program in the FY 2007-2011 MAG TIP totals \$5.275 billion (see Table II-3). Total highway obligations amount to \$5.231 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 \$175 million of MAG-STP and CMAQ funds to regional (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 just over \$45 million, as shown near the bottom of Table V-3. This surplus is spread over the latter years of the TIP.

The federal portion of the highway program amounts to \$1.108 billion in funding and \$1.063 billion in obligations (see Table II-4). Federal funding for the highway program exceeds programmed federal highway obligations and completely accounts for the \$45 million difference. This temporary funding surplus amounts to just over four percent of the total highway federal funding, which is less than the normal TIP average.

However, as stated earlier, ADOT will AC local funds and convert STP-MAG funds on five separate occasions, totaling \$156 million. The \$45 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 \$4.168 billion for the five-year period (see Table V-5). These funding sources provide almost 80 percent of the total highway program funding. Total State and local highway programmed obligations also amount to \$4.168 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 2007 amount to \$1.409 billion or just under 27 percent of the MAG FY 2007-2011 Highway TIP obligations. Final regional council action, deferring some CMAQ funded projects from FY 2006 to FY 2007 has been included.

This has resulted in the very tight programming of MAG federal funds in the first year of the TIP. The tables included indicate that expected CMAQ receipts for FY 2007 will cover the currently programmed projects. In addition, recent notification regarding the President's FY 2007 transportation budget is expected to 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 or local funds which are at the discretion of the State as well as individual governmental jurisdictions, are referred to in the TIP as "Local Funds".

A new funding category is being included in the TIP this year "Regional Funds". These comprise Regional Area Road Funds, which are the half cent sales tax funds, plus the Special 15% HURF funds dedicated to freeways in the MAG region. These used to be classified as Local funds. However, RARF funds are being targeted for arterial improvements, as well as for freeways, and are required to have a minimum local match. As a result, to track the programming of local funds with RARF funds and to ensure that the appropriate minimum local match rate, it was became necessary to classify Regional funds as a separate category.

## **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                    Surface Transportation Program - 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 &amp; 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 SAFETEA-LU 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.











## **TRANSIT PROGRAM FINANCING**

The transit program has \$1.180 billion in funds (see Table V-1). Total transit programmed obligations for this same period amount to \$1.179 (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 \$732 million with only \$732 million in programmed obligations (see Table V-8) for a balanced federal transit program. Federal funding provides just over 62 percent of the total transit program funding.

State and local funding for the transit program totals \$448 million for the five-year program (see Table V-8). Total state and local programmed obligations total \$447 million for a balanced transit program. State and local funding provides just under 38 percent of the total transit program funding.

Transit programmed obligations by jurisdiction and funding source for FY 2007 are shown in Table V-9. Programmed capital obligations for FY 2007 total approximately \$311 million and provides over 26 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 just over \$40 million of FTA 5307 Formula funds will be available each fiscal year through 2011. 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.







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**FISCAL YEARS 2007 THROUGH 2011**  
**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 26, 2006

This report was prepared by the Maricopa Association of Governments in cooperation with the Arizona Department of Transportation, the Federal Transit Administration, the Federal Highway 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 prepared in conjunction with development of the forthcoming FY 2008-2012 MAG TIP Guidance Report, which will be available in July, 2006. The listing of Federally funded projects in the MAG region will be published on the MAG website.

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, 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 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 a total of 434 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.

**REPORT: 07-10 TIP  
- Previous Projects**

**MARICOPA ASSOCIATION OF GOVERNMENTS  
FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM  
- PREVIOUS PROJECTS STATUS LISTING**

**TABLE : 07-11 TIP -  
PREVIOUS  
PROJECTS**

**PROJECT STATUS: Completed**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-6C51	ADOT	10 at Bullard Ave TI	Acquire right of way for interchange	.20	State	4,000,000	0	0	4,000,000
DOT06-6C53	ADOT	17 at Jomax Rd	Acquire right of way for new traffic	.40	State	8,500,000	0	0	8,500,000
DOT05-511	ADOT	17 at SR-74 TI (Carefree Hwy)	Design TI	.30	State	1,500,000	0	0	1,500,000
DOT06-6C48	ADOT	17: 16th St to Buckeye Rd	Construct screen walls	1.00	Local	3,035,000	0	0	3,035,000
DOT06-6C56	ADOT	101 (Pima Fwy) at 64th St	Acquire right of way for new interchange	.20	State	4,000,000	0	0	4,000,000
DOT06-633	ADOT	MAG regionwide	Risk management indemnification	.00	RARF	0	0	2,500,000	2,500,000
AVN06-606	Avondale	Dysart Rd at I-10 interchange	Add 2 through lanes (joint project with	.10	Local	1,500,000	0	0	1,500,000
CHN05-409	Chandler	Chandler Hts Rd: Eastern Canal to Gilbert Rd	Reconstruct roadway to add 1 through lane	.30	Private	3,708,700	0	0	3,708,700
CHN05-411	Chandler	Cooper Rd: Ocotillo Rd to Queen Creek Rd	Reconstruct roadway to add 1 through lane	1.00	Private	4,534,700	0	0	4,534,700
CHN05-117	Chandler	Ocotillo Rd: Basha Rd to east of Arizona Ave	Add 2 through lanes	1.25	Private	6,800,000	0	0	6,800,000
PEO05-305	Peoria	Dynamite Rd: El Mirage Rd to Vistancia Blvd	Pave, curb, gutter, sidewalk, bike lane, median and landscaping.	1.00	Private	2,400,000	0	0	2,400,000
PEO07-310	Peoria	El Mirage Rd: Loop 303 to Vistancia Blvd	Pave, curb, gutter, sidewalk, bike lane, median and landscaping.	2.80	Private	15,000,000	0	0	15,000,000
PEO05-307	Peoria	Lone Mountain Rd: El Mirage Rd to Vistancia Blvd	Pave, curb, gutter, sidewalk, bike lane, median and landscaping.	1.30	Local	4,800,000	0	0	4,800,000
PEO07-313	Peoria	Westwing Pkwy: Pinnacle Vista Rd to Lake Pleasant Pkwy	Extend Pkwy to Lake Pleasant Pkwy, including paving, curb, gutter, sidewalk, medians and landscape.	1.00	Local	3,300,000	0	0	3,300,000
SUR06-601	Surprise	163rd Ave: Happy Valley Rd to Jomax Rd	Widen roadway	1.00	Private	2,700,000	0	0	2,700,000
SUR06-602	Surprise	163rd Ave: Pinnacle Peak Rd to Happy Valley	Widen roadway	1.00	Private	2,700,000	0	0	2,700,000
SUR06-603	Surprise	163rd Ave: Waddell Rd to Cactus Rd	Widen roadway from 2 lanes to 5	1.00	Private	2,700,000	0	0	2,700,000
SUR06-604	Surprise	Bullard Ave: Greenway Rd to Waddell Rd	Widen roadway	1.00	Private	2,500,000	0	0	2,500,000
SUR06-605	Surprise	Citrus Rd: Waddell Rd to Cactus Rd	Widen roadway from 2 lanes to 5	1.00	Private	2,000,000	0	0	2,000,000
SUR06-606	Surprise	Greenway Rd: Cotton Ln to Citrus Rd	Widen roadway	1.00	Private	2,000,000	0	0	2,000,000

**PROJECT STATUS: Completed**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR06-607	Surprise	Litchfield Rd: Waddell Rd to Cactus Rd	Widen roadway	1.00	Private	2,800,000	0	0	2,800,000
SUR06-608	Surprise	Sarival Ave: Bell Rd to Greeway Rd	Widen roadway	1.00	Private	2,000,000	0	0	2,000,000
SUR06-609	Surprise	Sarival Ave: Cactus Rd to Peoria Rd	Widen roadway	1.00	Private	2,500,000	0	0	2,500,000
SUR06-610	Surprise	Waddell Rd: Bullard Rd to Litchfield Rd	Widen roadway	1.00	Private	2,000,000	0	0	2,000,000
SUR06-611	Surprise	Waddell Rd: Reems Rd to Bullard Ave	Widen roadway	1.00	Private	2,500,000	0	0	2,500,000

**TOTALS FOR PROJECT STATUS: Completed**

<b>LOCAL:</b> \$89,478,400	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$2,500,000	<b>TOTAL:</b> \$91,978,400
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**PROJECT STATUS: Deleted**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN03-211	Avondale	Fourth St: Lower Buckeye to Western Ave	Mill, overlay and improve drainage	1.00	Local	1,100,000	0	0	1,100,000
MMA06-404	Maricopa	83rd Ave: Northern Ave to Olive Ave	Widen roadway from 2 lanes to 4	1.00	Local	3,871,000	0	0	3,871,000
MES07-601	Mesa	Mesa Dr at University Dr	Improve intersection	1.00	Local	2,700,000	0	0	2,700,000
PHX07-610	Phoenix	Various locations	Retrofit landscape program	.00	Local	2,000,000	0	0	2,000,000

**TOTALS FOR PROJECT STATUS: Deleted**

<b>LOCAL:</b> \$9,671,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$9,671,000
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**PROJECT STATUS: Scope Change**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT11-717	ADOT	10: Loop 303 (Estrella) to Dysart Rd	Advance construct HOV and general purpose lanes	5.00	RARF	0	0	84,000,000	84,000,000
DOT07-716	ADOT	10: Loop 303 (Estrella) to Dysart Rd	Advance design HOV and general purpose lanes	5.00	RARF	0	0	4,620,000	4,620,000
DOT10-6C27	ADOT	10: SR-51 (Piestewa Fwy) to 40th St (CD Road)	Design and purchase right of way for CD roads	5.20	State	20,000,000	0	0	20,000,000
DOT07-328	ADOT	17 at Buckeye Rd (northbound on-ramp)	Construct on-ramp	.50	IM	85,500	1,414,500	0	1,500,000

**PROJECT STATUS: Scope Change**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-604	ADOT	17 at Dixileta Dr	Advance construct new traffic interchange	.40	Local	8,200,000	0	0	8,200,000
DOT06-606R	ADOT	17 at Jomax Rd	Construct new traffic interchange	.40	STP-AZ	0	20,274,500	1,225,500	21,500,000
DOT07-329C	ADOT	17 at Peoria Ave and at Cactus Ave	Construct drainage improvements	.00	IM	513,000	8,487,000	0	9,000,000
DOT07-643	ADOT	60 (Grand Ave): Loop 303 (Estrella Pkwy) to	Design roadway widening	10.00	RARF	0	0	1,320,000	1,320,000
DOT09-6C00	ADOT	60 (Grand Ave): Loop 303 (Estrella Pkwy) to	Widen roadway and improve interchanges	10.00	RARF	0	0	24,000,000	24,000,000
DOT07-6C62	ADOT	60 (Superstition Fwy): Gilbert Rd to Power Rd	Construct landscape	4.50	RARF	0	0	4,100,000	4,100,000
DOT07-705	ADOT	101 (Agua Fria Fwy): I-10 to I-17	Install fibre-optic cable for FMS	.00	CMAQ	1,335,445	5,549,555	0	6,885,000
DOT07-648	ADOT	101 (Pima Fwy): 90th St to Loop 202 (Red	Construct FMS	.00	State	8,910,000	0	0	8,910,000
DOT07-649	ADOT	101 (Pima Fwy): Princess Dr to 90th St	Design and construct FMS	9.30	State	8,500,000	0	0	8,500,000
DOT10-6C34	ADOT	101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy)	Design and construct FMS	5.50	CMAQ	0	5,186,500	313,500	5,500,000
DOT07-651A	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way (FY 2007)	6.00	RARF	0	0	30,000,000	30,000,000
DOT07-654	ADOT	303 (Estrella Pkwy): Happy Valley Rd to I-17	Design new interim freeway and purchase right of way (FY 2007)	12.00	RARF	0	0	40,000,000	40,000,000
DOT07-713	ADOT	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way	15.00	RARF	0	0	5,000,000	5,000,000
DOT07-655	ADOT	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for	15.00	RARF	0	0	10,000,000	10,000,000
DOT09-6C12	ADOT	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for	15.00	RARF	0	0	10,000,000	10,000,000
DOT10-6C38	ADOT	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for	15.00	RARF	0	0	10,000,000	10,000,000
CHN10-612	Chandler	Alma School Rd at Chandler Blvd	Widen intersection for dual left turns in all directions and add north and southbound	.60	Local	8,091,000	0	0	8,091,000
CHN09-609	Chandler	Alma School Rd at Ray Rd	Widen intersection for dual left turns in all directions and add auxiliary lanes in all directions	.60	Local	10,685,000	0	0	10,685,000
CHN01-723	Chandler	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	Local	19,000,000	0	0	19,000,000
CHN06-215	Chandler	Dobson Rd at Chandler Blvd	Widen existing intersection to provide dual left turn lanes and right turn lane in all directions	.60	Local	9,516,000	0	0	9,516,000
CHN96-002	Chandler	Gilbert Rd: Germann Rd to Queen Creek Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	Local	12,485,000	0	0	12,485,000

**PROJECT STATUS: Scope Change**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN08-608	Chandler	Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Reconstruct roadway to add 2 through	1.00	Private	10,976,500	0	0	10,976,500
CHN10-614	Chandler	Ocotillo Rd: 0.25 miles east of Arizona Ave to	Reconstruct roadway to add 1 through lane	.75	Private	7,310,000	0	0	7,310,000
CHN04-113	Chandler	Queen Creek Rd: Arizona to McQueen Rd	Widen roadway from 2 lane rural section to	4.00	Local	23,825,000	0	0	23,825,000
CHN05-402	Chandler	Queen Creek Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 2 through	1.00	Private	7,800,000	0	0	7,800,000
CHN10-615	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Reconstruct roadway to add 2 through	3.00	Local	24,910,000	0	0	24,910,000
CHN10-616	Chandler	Ray Rd at Dobson Rd	Widen intersection for dual left turns in all directions and add north and southbound	.60	Local	7,790,000	0	0	7,790,000
CHN10-617	Chandler	Ray Rd at McClintock Dr	Widen intersection for dual left turns in all directions and add north and southbound auxiliary lanes	.60	Local	7,987,000	0	0	7,987,000
PEO03-201	Peoria	Beardsley Rd: Agua Fria Fwy to 83rd Ave	Design and construct freeway ramp connection for Lake Pleasant Pkwy to Loop 101	1.00	Local	6,200,000	0	0	6,200,000
PEO99-738	Peoria	Lake Pleasant Blvd: SR-74 to Twin Buttes Pkwy	Pave, curb, gutter, sidewalk, landscape and bike lane	2.00	Private	2,000,000	0	0	2,000,000
PEO06-308	Peoria	Lake Pleasant Pkwy: Jomax Rd to Carefree Hwy	Widen roadway from 2 lanes to 4, paving, median and landscape	5.50	Local	12,000,000	0	0	12,000,000
PEO99-741	Peoria	Lake Pleasant Rd: Dove Valley Dr to Carefree Hwy	Widen roadway from 2 lanes to 4, paving, curb, gutter and median	1.00	Local	3,500,000	0	0	3,500,000
PHX08-614	Phoenix	Cave Creek Rd: Bell Rd to Union Hills Dr	Reconstruct roadway to 94ft section, adding 2 through lanes	1.00	Local	2,440,000	0	0	2,440,000
PHX10-630	Phoenix	Pinnacle Peak Rd: Black Mountain Pkwy to 40th St	Reconstruct roadway to 104ft section, adding 4 through lanes	1.25	Local	7,275,000	0	0	7,275,000
PHX10-631	Phoenix	Pinnacle Peak Rd: Tatum Blvd to 56th St	Acquire right of way and reconstruct roadway to 104ft section, adding 4 through lanes	1.00	Local	7,500,000	0	0	7,500,000
QNC08-601	Queen Creek	Ellsworth Rd Bypass: 0.5 miles north of Ocotillo Rd to Chandler Heights Rd	Design and construct by-pass around town center	1.50	Local	40,000,000	0	0	40,000,000
QNC08-603	Queen Creek	Power Rd: Chandler Heights Rd to Riggs Rd	Widen roadway from 2 lanes to 4	1.50	Local	3,500,000	0	0	3,500,000
QNC10-609	Queen Creek	Riggs Rd: Crismon Rd to Meridian Rd	Construct new 4 lane roadway	2.00	Local	2,000,000	0	0	2,000,000
VMR10-627T	VM Rail	Regionwide	Fixed guideway corridor - Northwest LRT Extension - Final Design	.00	Local	11,600,000	0	0	11,600,000
VMR10-629T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Vehicle Procurement	.00	Local	15,600,000	0	0	15,600,000

**PROJECT STATUS: Scope Change**

**TOTALS FOR PROJECT STATUS: Scope Change**

**LOCAL:**  
\$311,534,445

**FEDERAL:**  
\$40,912,055

**REGIONAL:**  
\$224,579,000

**TOTAL:**  
\$577,025,500

**PROJECT STATUS: Underway**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT02-003R	ADOT	10 at Bullard Ave TI	Construct ramps, crossroads & traffic	.20	STP-AZ	0	10,373,000	627,000	11,000,000
DOT05-237A	ADOT	10 at Ray Rd traffic interchange	Widen bridge and approaches	.10	STP-MAG	243,000	4,000,000	0	4,243,000
DOT05-237B	ADOT	10 at Ray Rd traffic interchange	Widen bridge and approaches	.10	BR	71,250	1,178,750	0	1,250,000
DOT06-245R	ADOT	17: Loop 101 (Pima Fwy) to SR-74 (Carefree	Design road widening and acquire right of	9.00	State	8,570,000	0	0	8,570,000
DOT06-608	ADOT	51 (Piestewa Fwy): Shea Blvd to Loop 101	Design HOV lanes	5.00	State	3,500,000	0	0	3,500,000
DOT06-609	ADOT	60 (Grand Ave): 71st Ave to Grand Canal	Improve roadway surface	6.30	NHS	230,052	3,805,948	0	4,036,000
DOT06-6C54	ADOT	GR6099RWR -- Grand Ave Corridor	Reprogram right of way	.00	RARF	0	0	2,787,000	2,787,000
DOT06-215	ADOT	60 (Superstition Fwy) at Higley Rd TI	Construct dual left turn lanes	.20	STP-AZ	233,700	3,866,300	0	4,100,000
DOT07-333A	ADOT	60 (Superstition Fwy): Gilbert Rd to Lindsay	Construct general purpose and auxiliary	1.00	STP-AZ	0	2,400,000	600,000	3,000,000
DOT06-611	ADOT	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	ADOT	60 (Superstition Fwy): Higley Rd to Superstition Springs Blvd	Construct HOV, general purpose and auxiliary lanes	1.50	RARF	0	0	25,900,000	25,900,000
DOT07-333B	ADOT	60 (Superstition Fwy): Lindsay Rd to Val Vista Dr	Construct general purpose and auxiliary lanes	1.00	RARF	0	0	5,300,000	5,300,000
DOT08-671	ADOT	60 (Superstition Fwy): Power Rd to Crismon Rd	Construct FMS	4.00	State	4,440,000	0	0	4,440,000
DOT07-333E	ADOT	60 (Superstition Fwy): Superstition Springs Blvd to Power Rd	Construct HOV and general purpose lanes	.50	STP-AZ	0	9,000,000	600,000	9,600,000
DOT07-333C	ADOT	60 (Superstition Fwy): Val Vista Dr to Higley Rd	Construct HOV, general purpose and auxiliary lanes	2.00	STP-AZ	0	34,000,000	3,100,000	37,100,000
DOT06-615	ADOT	101 (Agua Fria Fwy) at Bethany Home Rd	Construct north half traffic interchange	.20	State	15,165,000	0	0	15,165,000
DOT06-616	ADOT	101 (Agua Fria Fwy) at Bethany Home Rd	Construct south half traffic interchange	.20	State	4,000,000	0	0	4,000,000
DOT04-412	ADOT	AF101LRWR -- Agua Fria Fwy Corridor	Reprogram right of way	.00	RARF	0	0	3,813,000	3,813,000
DOT95-004	ADOT	101 (Pima Fwy): Pima Rd; McDowell Rd to Via	Widen roadway	7.00	RARF	0	0	2,000,000	2,000,000

**PROJECT STATUS: Underway**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-619	ADOT	101 (Pima Fwy): Princess Dr to Loop 202 (Red	Design HOV lanes	14.25	RARF	0	0	5,000,000	5,000,000
DOT07-708	ADOT	PI101L10ELC -- 101L Pima Fwy: SRPMIC	Construct landscape	3.00	RARF	0	0	5,750,000	5,750,000
DOT06-218	ADOT	101 (Price Fwy): Guadalupe Rd to Chandler	Design and construct FMS	4.00	CMAQ	420,000	1,680,000	0	2,100,000
DOT06-620	ADOT	101 (Price Fwy): Loop 202 (Red Mountain	Design HOV lanes	4.00	RARF	0	0	2,000,000	2,000,000
DOT06-6C57	ADOT	SH153RWR -- 153 Sky Harbor Expwy: Sky	Reprogram right of way	2.00	RARF	0	0	3,441,000	3,441,000
DOT06-313	ADOT	RM202L14ARC -- 202L Red Mountain Fwy:	Advance construct roadway widening with GAN or RARF funds for repayment in a	2.70	RARF	0	0	55,900,000	55,900,000
DOT04-409	ADOT	RM202LRWR -- 202L Red Mountain Fwy: Red	Reprogram right of way	.00	RARF	0	0	30,738,000	30,738,000
DOT06-317	ADOT	SA202L16 LC -- 202L Santan Fwy: Power Rd	Construct landscape	3.52	RARF	0	0	3,600,000	3,600,000
DOT05-505	ADOT	SA202L18 LC -- 202L Santan Fwy: Frye Rd to	Construct landscape	4.60	RARF	0	0	5,750,000	5,750,000
DOT07-343R	ADOT	SA202L19 LC -- 202L Santan Fwy: Gilbert Rd	Construct landscape	3.28	RARF	0	0	5,000,000	5,000,000
DOT06-321	ADOT	SA202L20 LC -- 202L Santan Fwy: Arizona	Construct landscape	3.10	RARF	0	0	2,341,000	2,341,000
DOT06-6C60	ADOT	SA202LRWR -- 202L Santan Fwy: Santan	Reprogram right of way	.00	RARF	0	0	15,412,000	15,412,000
DOT06-621	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st	EIS/DCR Supplement	6.00	RARF	0	0	2,000,000	2,000,000
DOT06-622	ADOT	303 (Estrella Pkwy): Corridorwide	Protect right of way	.00	RARF	0	0	2,000,000	2,000,000
DOT06-623	ADOT	303 (Estrella Pkwy): Happy Valley Rd to I-17	Design new interim freeway and purchase right of way (FY 2006)	12.00	RARF	0	0	10,000,000	10,000,000
DOT06-624	ADOT	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and purchase right of way for roadway improvements (FY 2006)	15.00	RARF	0	0	10,000,000	10,000,000
DOT06-626	ADOT	MAG regionwide	Advance acquire right of way	.00	RARF	0	0	5,000,000	5,000,000
DOT06-625	ADOT	MAG regionwide	Asphalt rubber noise mitigation (FY 2006)	.00	RARF	0	0	6,278,000	6,278,000
DOT06-627	ADOT	MAG regionwide	Design change orders	.00	RARF	0	0	3,000,000	3,000,000
DOT06-628	ADOT	MAG regionwide	Maintenance (landscape, litter removal	.00	RARF	0	0	6,000,000	6,000,000
DOT06-629	ADOT	MAG regionwide	Preliminary engineering (ADOT staff)	.00	RARF	0	0	1,200,000	1,200,000
DOT06-630	ADOT	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00	RARF	0	0	18,000,000	18,000,000

**PROJECT STATUS: Underway**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT06-438R	ADOT	MAG regionwide	Quiet pavement program (phase 5)	3.70	NHS	108,300	1,791,700	0	1,900,000
DOT06-631	ADOT	MAG regionwide	Right of way plans and titles	.00	RARF	0	0	2,500,000	2,500,000
AVN06-604	Avondale	Avondale Blvd: I-10 to McDowell Rd	Add 1 through lane in each direction and	.25	Local	2,400,000	0	0	2,400,000
AVN06-610	Avondale	McDowell Rd: 111th Ave to 107th Ave	Add continuous left turn lane	.50	Local	1,500,000	0	0	1,500,000
AVN06-611	Avondale	McDowell Rd: Avondale Blvd to 111th Ave	Add 1 eastbound through lane and continuous left turn lane	.50	Local	1,500,000	0	0	1,500,000
CHN98-704	Chandler	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	Private	7,785,000	0	0	7,785,000
CHN06-602	Chandler	Chandler Heights Rd: Lindsay Rd to Val Vista Dr	Reconstruct roadway to add 1 through lane	4.00	Private	5,343,100	0	0	5,343,100
CHN05-410	Chandler	Chandler Hts Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane	1.00	Private	10,686,300	0	0	10,686,300
CHN04-115	Chandler	Cooper Rd: Ocotillo Rd to Chandler Heights	Reconstruct 2 lane rural section to 4 lane	1.00	Private	4,534,800	0	0	4,534,800
CHN02-105	Chandler	Lindsay Rd: Chandler Heights Rd to Hunt Hwy	Reconstruct 2 lane rural section to 3 lane	2.00	Private	15,509,000	0	0	15,509,000
CHN06-603	Chandler	Ocotillo Rd: Cooper Rd to Gilbert Rd	Reconstruct roadway to add 1 through lane	1.00	Private	7,286,600	0	0	7,286,600
CHN06-604	Chandler	Ocotillo Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane	1.00	Private	10,706,100	0	0	10,706,100
CHN06-605	Chandler	Ocotillo Rd: McQueen Rd to Adams Ave	Reconstruct roadway to add 1 through lane	.50	Private	3,655,000	0	0	3,655,000
GLB04-103	Gilbert	Gilbert Rd: Williams Field Rd to Pecos Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	Local	4,500,000	0	0	4,500,000
GLN01-706	Glendale	59th Ave: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct to 2 lanes and bike path	1.00	Local	2,600,000	0	0	2,600,000
GLN00-703	Glendale	59th Ave: Olive St to Brown St	Widen roadway for turn lane, curb, gutter, sidewalk and reconstruct major irrigation facilities	.75	CMAQ	1,082,500	917,500	0	2,000,000
GLN01-110	Glendale	Historic Catlin Court Alleyway	Improve 4 alleyways for multi-modal use, including enhancing pedestrian and bicycle facilities and limit vehicle parking	.00	STP-TEA	520,090	498,000	0	1,018,090
GLN02-002T	Glendale	Citywide	Construct park-and-ride (Downtown Glendale)	.00	Local	2,000,000	0	0	2,000,000
GDY06-602	Goodyear	McDowell Rd: PebbleCreek Pkwy to Loop 303	Widen roadway from 2 lanes to 6 (private funds)	2.00	Private	3,000,000	0	0	3,000,000
GDY06-603	Goodyear	Yuma Rd: Sarival Ave to Cotton Ln	Widen roadway from 2 lanes to 4	1.00	Private	1,500,000	0	0	1,500,000
MMA06-601	Maricopa	75th Ave: MC-85 to Van Buren St	Widen roadway from 2 lanes to 4, plus	1.00	Local	3,475,000	0	0	3,475,000
MMA06-602	Maricopa County	Brown Rd: 94th St to Crismon Rd	Widen roadway from 2 lanes to 4	1.00	Local	1,400,000	0	0	1,400,000

**PROJECT STATUS: Underway**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA06-603	Maricopa	Ellsworth Rd: Germann Rd to Ray Rd	Widen roadway from 2 lanes to 6	3.00	Local	11,500,000	0	0	11,500,000
MMA00-754	Maricopa County	Ellsworth Rd: University Dr to McLellan Rd	Widen roadway from 2 lanes to 4	1.50	Local	4,222,000	0	0	4,222,000
MMA06-206	Maricopa County	McDowell Mountain Rd: Fountain Hills city limits to Forest Rd	Design and construct bicycle lane	8.25	CMAQ	533,314	494,870	0	1,028,184
MES05-127C	Mesa	South Canal: McKellips Rd to McDowell Rd -	Construct multi-use path	1.50	CMAQ	94,200	1,558,000	0	1,652,200
MES06-207T	Mesa	202 (Red Mtn Fwy) at Power Rd	Construct regional park-and-ride (Loop	.00	STP-Flex	0	2,321,238	580,309	2,901,547
PHX06-220	Phoenix	25th St at Camelback Rd	Construct pedestrian overpass	.08	STP-MAG	1,650,000	1,650,000	0	3,300,000
PHX07-311	Phoenix	35th Ave: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	Local	2,700,000	0	0	2,700,000
PHX06-223	Phoenix	51st Ave at the ACDC (joint project with Glendale)	Construct multi-use underpass	.04	CMAQ	560,000	2,240,000	0	2,800,000
PHX04-109	Phoenix	51st Ave: Broadway Rd to Lower Buckeye Rd	Reconstruct roadway to 74ft section, adding 2 through lanes	1.00	Local	2,600,000	0	0	2,600,000
PHX04-406	Phoenix	51st Ave: Southern Ave (Laveen Area Conveyance Channel) to Salt River	Reconstruct roadway to 74ft section, adding 2 through lanes	.90	Local	2,250,000	0	0	2,250,000
PHX04-210	Phoenix	75th Ave: Buckeye Rd to Van Buren St	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	Local	1,789,216	0	0	1,789,216
PHX06-601	Phoenix	Black Mountain Pkwy: Deer Valley Rd to Pinnacle Peak Rd	Construct new 6 lane roadway to 104ft section	1.00	Local	3,326,068	0	0	3,326,068
PHX06-225C	Phoenix	Citywide	Install wireless communications link to fiber optics backbone to replace ITS and ATMS telephone connections	.00	CMAQ	211,400	845,600	0	1,057,000
PHX05-217	Phoenix	Deer Valley Rd: 7th St to Cave Creek Rd	Reconstruct roadway, adding 1 through lane in each direction	2.20	Local	6,841,120	0	0	6,841,120
PHX06-230	Phoenix	Various locations	Maintenance	.00	Local	10,900,000	0	0	10,900,000
PHX06-231	Phoenix	Various locations	Microseal arterial streets	.00	Local	1,250,000	0	0	1,250,000
PHX06-233	Phoenix	Various locations	Modernize traffic signals	.00	Local	4,563,403	0	0	4,563,403
PHX06-234	Phoenix	Various locations	Overlay arterial streets	.00	Local	3,000,000	0	0	3,000,000
PHX06-235	Phoenix	Various locations	Overlay local streets	.00	Local	7,434,910	0	0	7,434,910
PHX06-238	Phoenix	Various locations	Retrofit landscape program	.00	Local	2,000,000	0	0	2,000,000
PHX06-239	Phoenix	Various locations	Street modernization projects - improving local and collector streets	.00	Local	11,365,000	0	0	11,365,000
PHX01-902TR3	Phoenix	Phoenix/Glendale	Construct West Valley operations facility	.00	5309	0	18,772,800	4,693,200	23,466,000

**PROJECT STATUS: Underway**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX05-132T	Phoenix	Regionwide	Purchase bus: articulated - 5 expand	.00	5307	0	2,211,950	453,050	2,665,000
PHX06-219T	Phoenix	Regionwide	Associated capital maintenance - operations	.00	5307	851,200	3,404,800	0	4,256,000
PHX06-220T	Phoenix	Regionwide	Associated capital maintenance - parts and components	.00	5307	385,880	1,543,520	0	1,929,400
PHX06-223T	Phoenix	Regionwide	Purchase bus: 40 foot - lease/purchase payment	.00	5309	488,750	2,386,250	0	2,875,000
PHX06-224T	Phoenix	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	.00	5307	0	1,095,519	273,880	1,369,399
PHX06-227T	Phoenix	Regionwide	Purchase bus: standard - 18 replace	.00	5307	0	6,038,748	1,236,852	7,275,600
PHX06-228T	Phoenix	Regionwide	Purchase bus: standard - 4 replace	.00	STP-Flex	0	1,508,800	91,200	1,600,000
PHX06-602T	Phoenix	Regionwide	Purchase bus: standard - 5 expand	.00	5307	0	1,489,850	305,150	1,795,000
PHX06-638T	Phoenix	Regionwide	Construct regional heavy maintenance	.00	STP-Flex	0	2,692,000	673,000	3,365,000
PHX06-639T	Phoenix	Regionwide	Construct regional heavy maintenance	.00	5309	0	24,064,000	6,016,000	30,080,000
QNC08-602	Queen Creek	Ellsworth Rd at 0.5 miles north of Ocotillo Rd	Design and construct grade separation	.50	Local	3,750,000	0	0	3,750,000
SCT06-404A	Scottsdale	Bell Rd: 94th St to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane	1.00	Private	3,000,000	0	0	3,000,000
SCT06-404B	Scottsdale	Bell Rd: 94th St to Thompson Peak Pkwy	Reconstruct roadway to add 1 through lane	1.00	Local	3,000,000	0	0	3,000,000
SCT02-912	Scottsdale	Cactus Rd: Pima Fwy to 96th St	Reconstruct roadway to add 1 through lane	1.00	Local	4,500,000	0	0	4,500,000
SCT05-402	Scottsdale	Center Dr: 74th St to Hayden Rd	Construct new 4 lane roadway	1.00	Local	8,800,000	0	0	8,800,000
SCT07-602	Scottsdale	Crosscut Canal: McDowell Rd to Thomas Rd	Reconstruct and improve multi-use path (phase 1)	1.00	Local	1,525,000	0	0	1,525,000
SCT03-103	Scottsdale	Hayden Rd at Shea Blvd	Reconstruct intersection	.20	Local	1,400,000	0	0	1,400,000
SCT04-113R	Scottsdale	Hayden Rd at Via de Ventura	Add north and southbound left turn lanes	.20	CMAQ	200,000	1,600,000	0	1,800,000
SCT04-114	Scottsdale	Indian Bend Rd: Scottsdale Rd to Hayden Rd	Widen roadway from 2 lanes to 4	1.00	Local	11,205,000	0	0	11,205,000
SCT03-105	Scottsdale	Indian School Rd: Drinkwater Blvd to Pima Rd	Reconstruct roadway with new turn lanes and access management	1.75	Local	4,038,000	0	0	4,038,000
SCT04-115	Scottsdale	McDonald Dr: Scottsdale Rd to Hayden Rd	Reconstruct roadway and improve intersections	1.00	Local	1,963,500	0	0	1,963,500
SCT07-604A	Scottsdale	Pima Rd: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.50	Local	8,575,000	0	0	8,575,000
SCT07-604B	Scottsdale	Pima Rd: Deer Valley Rd to Pinnacle Peak Rd	Reconstruct roadway to add 1 through lane in each direction	1.50	Local	3,675,000	0	0	3,675,000

**PROJECT STATUS: Underway**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT04-116R	Scottsdale	Pima Rd: Via Linda to Inner Circle	Design and construct multi-use path and	1.50	CMAQ	83,860	1,372,290	0	1,456,150
SCT00-603A	Scottsdale	Thompson Peak Pkwy: Bell Rd to Union Hills	Construct new 4 lane roadway	1.10	Private	6,464,400	0	0	6,464,400
SCT00-603B	Scottsdale	Thompson Peak Pkwy: Bell Rd to Union Hills	Construct new 4 lane roadway	1.10	Local	7,574,400	0	0	7,574,400
SCT04-118	Scottsdale	Thunderbird Rd/Redfield Rd alignment:	Widen roadway from 2 lanes to 4	1.20	Local	5,561,200	0	0	5,561,200
SCT05-204T	Scottsdale	101 (Pima Fwy) in Scottsdale	Construct regional park-and-ride (Loop	.00	5307	0	2,253,629	563,407	2,817,036
TMP06-261	Tempe	Various locations	Reconstruct local and major streets	.00	Local	2,051,316	0	0	2,051,316
TMP06-262	Tempe	Various locations	Renovate local streets	.00	Local	1,255,063	0	0	1,255,063
TMP06-263	Tempe	Various locations	Renovate major streets	.00	Local	1,541,954	0	0	1,541,954
TMP04-224	Tempe	Western Canal: Ken McDonald GC to Baseline Rd (phase 2)	Construct multi-use path	1.25	CMAQ	400,000	1,600,000	0	2,000,000
TMP04-104	Tempe	Western Canal: Price Rd to Kiwanis Park - Phase 1	Design and construct multi-use path	2.50	CMAQ	300,000	1,250,000	0	1,550,000
TMP04-401TR3	Tempe	Scottsdale/Tempe	Construct East Valley operations facility (phase 3 of 3)	.00	5309	0	18,118,400	4,529,600	22,648,000
VMR06-454T	VM Rail	Various locations	Fixed guideway corridor - Bridge Construction (advance construction expected)	.00	Local	10,069,814	0	0	10,069,814
VMR06-455T	VM Rail	Various locations	Fixed guideway corridor - Communications System Construction	.00	Local	6,847,321	0	0	6,847,321
VMR06-459T	VM Rail	Various locations	Fixed guideway corridor - Fare Collection Equipment Acquisition	.00	Local	3,289,461	0	0	3,289,461
VMR06-462T	VM Rail	Various locations	Fixed guideway corridor - Power Distribution Substation Construction	.00	Local	9,203,672	0	0	9,203,672
VMR06-463T	VM Rail	Various locations	Fixed guideway corridor - Project Administration	.00	Local	1,468,797	0	0	1,468,797
VMR06-464T	VM Rail	Various locations	Fixed guideway corridor - Project Management	.00	Local	13,637,474	0	0	13,637,474
VMR06-465T	VM Rail	Various locations	Fixed guideway corridor - Public Art	.00	Local	1,543,557	0	0	1,543,557
VMR06-466T	VM Rail	Various locations	Fixed guideway corridor - Rail Cars - LRT	.00	Local	41,328,664	0	0	41,328,664
VMR06-467T	VM Rail	Various locations	Fixed guideway corridor - Shop Equipment	.00	Local	6,353,279	0	0	6,353,279
VMR06-468T	VM Rail	Various locations	Fixed guideway corridor - Spare	.00	Local	2,487,467	0	0	2,487,467
VMR06-469T	VM Rail	Various locations	Fixed guideway corridor - Start-Up costs	.00	Local	4,901,381	0	0	4,901,381

**PROJECT STATUS: Underway**

ID#	Agency	Location	Type of Work	Miles	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR06-470T	VM Rail	Various locations	Fixed guideway corridor - Station Construction (advance construction	.00	Local	18,901,546	0	0	18,901,546
VMR06-471T	VM Rail	Various locations	Fixed guideway corridor - Traction Power	.00	Local	11,238,463	0	0	11,238,463
VMR06-472T	VM Rail	Various locations	Fixed guideway corridor - Train	.00	Local	2,864,510	0	0	2,864,510
VMR06-473T	VM Rail	Various locations	Fixed guideway corridor - Transitway	.00	Local	13,447,517	0	0	13,447,517
VMR06-474T	VM Rail	Various locations	Fixed guideway corridor - Transitway	.00	Local	81,089,620	0	0	81,089,620
VMR06-475T	VM Rail	Various locations	Fixed guideway corridor - Utility Relocation	.00	Local	7,392,639	0	0	7,392,639
VMR06-476T	VM Rail	Various locations	Fixed guideway corridor - Yard & Shops Construction (advance construct	.00	Local	23,632,006	0	0	23,632,006
VMT06-604T	Valley Metro	Regionwide	Purchase bus: standard - 9 expand	.00	5307	0	2,539,800	520,200	3,060,000
VMT06-605T	Valley Metro	Regionwide	Purchase bus: standard - 10 expand	.00	5307	0	2,656,000	544,000	3,200,000
VMT06-606T	Valley Metro	Regionwide	Purchase bus: standard - 7 replace	.00	5307	0	1,830,150	374,850	2,205,000
RPT06-217T	Valley Metro	Regionwide	Purchase bus: standard - 10 replace	.00	5307	0	2,979,700	610,300	3,590,000
RPT06-220T	Valley Metro	Regionwide	Purchase bus: standard - 3 replace	.00	5307	0	893,910	183,090	1,077,000
RPT06-222T	Valley Metro	Regionwide	Purchase vanpools: 40 replace	.00	STP-Flex	0	1,190,680	0	1,190,680
VMT06-603T	Valley Metro	Regionwide	Purchase bus: standard - 10 expand Articulated	.00	PTF	0	0	5,180,900	5,180,900
VMT07-402T	Valley Metro	Regionwide	Park and ride lot funds from ADOT	.00	STP-Flex	0	4,897,537	631,873	5,529,410

**TOTALS FOR PROJECT STATUS: Underway**

<b>LOCAL:</b> \$553,442,134	<b>FEDERAL:</b> \$191,011,239	<b>REGIONAL:</b> \$273,097,861	<b>TOTAL:</b> \$1,017,551,234
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## **SECTION VII**

### **HIGHWAY PROJECT LISTINGS**

The following pages contain a listing of all of the Highway projects submitted by member agencies for inclusion in the FY 2007-2011 MAG TIP. They are sorted by agency, then by fiscal year and then 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, if and/or when changes to this program happen, the requisite notification will occur and will be published in the form of TIP Amendments and/or Administrative Adjustments and these 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, as appropriate.

**REPORT: 07-10  
Highway TIP**

**MARICOPA ASSOCIATION OF GOVERNMENTS  
FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM  
HIGHWAY PROJECTS**

**TABLE : 07-11 TIP**

**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
DOT07-347R	10 at 43rd and 51st Aves	Improve traffic interchanges	.40	4	4	CMAQ	430,000	1,410,000	0	1,840,000
DOT07-744	10: Dysart Rd to Loop 101 (Agua Fria Fwy)	Advance design HOV and general purpose lanes (City advancement) for repayment in 2013	4.00	6	10	HELP	2,805,000	0	0	2,805,000
DOT07-745AD	10: Sarival Rd to Dysart Rd	Advance design HOV and general purpose lanes (City advancement phase 1 of 2) for repayment in 2009	4.00			HELP	2,800,000	0	0	2,800,000
DOT06-601	10: 40th St to Baseline Rd	Design CD roads (FY 2006)	4.00	0	0	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	0	0	State	5,000,000	0	0	5,000,000
DOT07-746	17 at Dove Valley Rd TI	Advance design new traffic interchange (City advancement) for repayment in RTP	.40			Local	1,800,000	0	0	1,800,000
DOT06-214R	17 at Greenway Rd and Thunderbird Rd	Construct drainage improvements	.00	0	0	IM	456,000	7,544,000	0	8,000,000
DOT06-606SA	17 at Jomax Rd and Dixileta Dr	Construct new traffic interchanges and improve Skunk Creek bridge (Federal and regional funds)	.40	6	6	STP-AZ	0	20,274,500	11,525,500	31,800,000
DOT06-606SB	17 at Jomax Rd and Dixileta Dr	Construct new traffic interchanges and improve Skunk Creek bridge (Phoenix funds) for repayment in 2012	.40	6	6	Local	8,200,000	0	0	8,200,000
DOT04-035	17 at SR-74 TI (Carefree Hwy)	Reconstruct traffic interchange	.30	4	4	IM	969,000	16,031,000	0	17,000,000
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 Hwy)	Widen freeway from 6 lanes to 8	9.00	6	8	NHS	0	66,000,000	116,000,000	182,000,000
DOT07-329R	17: Peoria Ave to Greenway Rd	Construct drainage improvements	.00			IM	969,000	16,031,000	0	17,000,000
DOT07-642	51 (Piestewa Fwy): Shea Blvd to Loop 101	Construct HOV lanes and ramps	5.00	6	6	RARF	0	0	61,400,000	61,400,000
DOT07-332	60 (Grand Ave): 99th Ave to 83rd Ave	Widen roadway (including New River bridge), adding 1 though lane in each	1.70	4	6	NHS	370,500	6,129,500	0	6,500,000
DOT07-643R	60 (Grand Ave): Loop 303 (Estrella Pkwy) to	Design roadway widening	10.00	0	0	RARF	0	0	1,900,000	1,900,000

**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
DOT07-6C62R	60 (Superstition Fwy): Gilbert Rd to Power Rd	Construct landscape	4.50	0	0	RARF	0	0	5,100,000	5,100,000
DOT07-646	74: US-60 (Grand Ave) to Loop 303 (Estrella	Protect right of way	.00	2	2	State	1,000,000	0	0	1,000,000
DOT06-250	85: I-8 to I-10	Design, acquire right of way & relocate	34.00	2	4	State	347,000	0	0	347,000
DOT07-758	85: I-8 to I-10	Design, acquire right of way & relocate	34.00	2	4	State	9,700,000	0	0	9,700,000
DOT06-6C63	85: MC-85 to Southern Ave	Widen roadway, adding 2 through lanes	2.10	2	4	NHS	484,500	8,015,500	0	8,500,000
DOT07-759	85: MP 139.01 to MP 141.71	Relocate utilities	2.70	2	4	State	1,100,000	0	0	1,100,000
DOT06-612	85: MP 139.01 to MP 141.71	Widen roadway, adding 2 through lanes	2.70	2	4	NHS	986,100	16,313,900	0	17,300,000
DOT06-614	85: Southern Ave to I-10	Design, acquire right of way & relocate utilities	2.52	2	4	State	3,900,000	0	0	3,900,000
DOT06-613	85: Southern Ave to I-10	Widen roadway, adding 2 through lanes	2.52	2	4	State	11,200,000	0	0	11,200,000
DOT07-760	87: Forest Boundary to New Four Peaks	Acquire right of way for shoulder widenings	9.00	4	4	State	400,000	0	0	400,000
DOT07-647	87: Forest Boundary to New Four Peaks	Construct shoulder widenings and median	9.00	4	4	NHS	855,000	14,145,000	0	15,000,000
DOT07-703	87: Forest Boundary to New Four Peaks	Construct shoulder widenings and median	9.00	4	4	STP-HES	171,000	2,829,000	0	3,000,000
DOT06-254	88: Fish Creek Hill	Construct retaining walls	.00	0	0	STP-AZ	85,500	1,414,500	0	1,500,000
DOT06-256C	93: Wickenburg By-pass	Construct by-pass	3.00	0	4	NHS	1,653,000	27,347,000	0	29,000,000
DOT07-705R	101 (Agua Fria Fwy): I-10 to I-17	Advance install fibre-optic cable for	.00	0	0	State	6,885,000	0	0	6,885,000
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
DOT05-514	101 (Pima Fwy) at 64th St	Construct new interchange	.20	6	6	STP-AZ	0	21,689,000	1,311,000	23,000,000
DOT07-706	101 (Pima Fwy): I-17 to Princess Dr	Design and construct FMS	9.30	0	0	State	6,600,000	0	0	6,600,000
DOT06-618	101 (Pima Fwy): Princess Dr to Loop 202 (Red Mountain Fwy)	Construct HOV lanes	14.25	6	6	RARF	0	0	65,000,000	65,000,000
DOT07-707	101 (Pima Fwy): Princess Dr to Loop 202 (Red Mountain Fwy)	Design and construct FMS	.00	0	0	State	8,400,000	0	0	8,400,000
DOT98-111	PI101L10IRD -- 101L Pima Fwy: Pima Rd Extension (JPA)	Design roadway extension	3.00	0	0	RARF	0	0	297,000	297,000
DOT07-761	SH153RWR -- 153 Sky Harbor Expwy: Sky Harbor Corridor	Reprogram right of way	2.00			RARF	0	0	6,800,000	6,800,000

**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
DOT07-337	RM202L14ALC -- 202L Red Mountain Fwy: University Dr to Southern Ave	Construct landscape	2.70	0	0	RARF	0	0	2,700,000	2,700,000
DOT07-338	RM202L14CLC -- 202L Red Mountain Fwy: US-60/202 TI	Construct landscape	.50	0	6	RARF	0	0	7,600,000	7,600,000
DOT07-762	RM202LRWR -- 202L Red Mountain Fwy: Red Mountain Corridor	Reprogram right of way	.00	0	0	RARF	0	0	7,600,000	7,600,000
DOT07-763	SA202LRWR -- 202L Santan Fwy: Santan Corridor	Reprogram right of way	.00	0	0	RARF	0	0	18,000,000	18,000,000
DOT07-709	202 (South Mountain Fwy): I-10 (east) to I-10 (west)	EIS/DCR Supplement	8.00	0	0	RARF	0	0	1,300,000	1,300,000
DOT07-710	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way	6.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT07-652	202 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2007)	5.00	0	0	RARF	0	0	2,000,000	2,000,000
DOT07-711	303 (Estrella Pkwy) at I-17	Construct new freeway interchange	12.00	0	4	RARF	0	0	30,000,000	30,000,000
DOT07-331	303 (Estrella Pkwy): Corridorwide	Protect right of way	.00	0	0	RARF	0	0	2,000,000	2,000,000
DOT07-654RW	303 (Estrella Pkwy): Happy Valley Rd to I-17	Acquire right of way for new interim freeway (FY 2007)	12.00	0	4	RARF	0	0	26,000,000	26,000,000
DOT07-654D	303 (Estrella Pkwy): Happy Valley Rd to I-17	Design new interim freeway (FY 2007)	12.00	0	4	RARF	0	0	14,000,000	14,000,000
DOT07-	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway	15.00	2	4	RARF	0	0	10,000,000	10,000,000
DOT07-713D	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2007)	15.00	2	4	RARF	0	0	5,000,000	5,000,000
DOT07-657	MAG regionwide	Advance acquire right of way	.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT07-656	MAG regionwide	Asphalt rubber noise mitigation (FY 2007)	.00	0	0	RARF	0	0	14,200,000	14,200,000
DOT07-658	MAG regionwide	Design change orders	.00	0	0	RARF	0	0	3,000,000	3,000,000
DOT07-340	MAG regionwide	Freeway service patrols	.00	0	0	State	635,000	0	0	635,000
DOT07-659	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	.00	0	0	RARF	0	0	6,000,000	6,000,000
DOT07-660	MAG regionwide	Preliminary engineering (ADOT staff)	.00	0	0	RARF	0	0	1,200,000	1,200,000
DOT07-661	MAG regionwide	Preliminary engineering (management)	.00	0	0	RARF	0	0	18,000,000	18,000,000
DOT07-764	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000
DOT07-662	MAG regionwide	Right of way plans and titles	.00	0	0	RARF	0	0	2,500,000	2,500,000

**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
DOT07-663	MAG regionwide	Right of way property management	.00	0	0	RARF	0	0	500,000	500,000
DOT07-664	MAG regionwide	Risk management indemnification	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT07-GAN5	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	.00	0	0	STP-MAG	0	33,106,796	(33,106,796)	0
DOT07-665	Various locations	Construct ramp meters	.00	0	0	State	2,500,000	0	0	2,500,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$95,796,600****FEDERAL:  
\$0****REGIONAL:  
\$420,326,704****TOTAL:  
\$774,904,000****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT08-747	10: Dysart Rd to Loop 101 (Agua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement) for	4.00			GAN	51,000,000	0	0	51,000,000
DOT08-750AC	10: Sarival Rd to Dysart Rd	Advance construct HOV and general purpose lanes (City advancement phase 1 of 2) for repayment in 2011	4.00			GAN	44,000,000	0	0	44,000,000
DOT08-748AD	10: Sarival Rd to Dysart Rd	Advance design HOV and general purpose lanes (City advancement phase 2 of 2) for repayment in 2009	4.00			HELP	1,900,000	0	0	1,900,000
DOT08-749C	10: Sarival Rd to Dysart Rd	Construct HOV and general purpose lanes (Pavement Preservation funds)	4.00			State	6,000,000	0	0	6,000,000
DOT07-636	10: 40th St to Baseline Rd	Design CD roads (FY 2007)	4.00	0	0	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	0	0	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, plus HOV lanes	6.30	4	6	State	2,310,000	0	0	2,310,000
DOT08-669	10R: Loop 303 (Estrella) to Loop 202 (South Mountain Fwy)	Protect right of way	14.00	0	0	RARF	0	0	3,000,000	3,000,000
DOT08-751	17 at Dove Valley Rd TI	Advance construct new traffic interchange (City advancement) for repayment in RTP phase 3	.40			Local	16,600,000	0	0	16,600,000
DOT08-756	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Design landscape	9.00			RARF	0	0	720,000	720,000

**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
DOT08-670	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Design general purpose lanes	4.50	0	0	State	700,000	0	0	700,000
DOT08-672	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy)	Protect right of way	.00	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	2.00	2	3	State	2,000,000	0	0	2,000,000
DOT08-765	85: I-8 to I-10	Design, acquire right of way & relocate utilities	34.00	2	4	State	10,200,000	0	0	10,200,000
DOT06-252	85: MP 130.71 to MP 137.00	Reconstruct roadway	6.29	2	4	NHS	1,191,300	19,708,700	0	20,900,000
DOT07-705RX	101 (Agua Fria Fwy): I-10 to I-17	Repayment of fibre-optic cable installed in	.00	0	0	CMAQ	-5,549,555	5,549,555	0	0
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
DOT99-124	PI101L10IRC -- 101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	3.00	0	4	RARF	0	0	3,634,000	3,634,000
DOT08-674	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd	Construct HOV lanes	4.00	6	6	CMAQ	12,100,000	4,900,000	0	17,000,000
DOT06-322	SH153 08 LD -- 153 Sky Harbor Expwy: Superior Ave to University Dr	Design landscape	1.30	0	0	RARF	0	0	60,000	60,000
DOT06-221	SH153 08 RC -- 153 Sky Harbor Expwy: Superior Ave to University Dr	Construct new 6 lane freeway	1.30	0	6	RARF	0	0	16,000,000	16,000,000
DOT08-675	202 (Red Mountain Fwy): I-10/SR-51 TI to Loop 101 (Pima Fwy), EB lanes	Design roadway widening	.40	0	0	State	4,800,000	0	0	4,800,000
DOT08-676	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Design HOV lanes	6.40	0	0	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	0	0	CMAQ	0	565,800	34,200	600,000
DOT07-650	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), WB lanes	Design roadway widening	2.00	0	0	RARF	0	0	800,000	800,000
DOT07-336	RM202L13 LC -- 202L Red Mountain Fwy: Power Rd to University Dr	Construct landscape	4.50	0	0	RARF	0	0	5,400,000	5,400,000
DOT08-6C38	202 (Santan Fwy): Lindsay Rd to Gilbert Rd	Design and construct multi-use paths	1.00	4	4	CMAQ	158,550	369,950	0	528,500
DOT08-679	202 (South Mountain Fwy): 51st Ave to I-10	Design roadway	8.00	0	0	State	10,000,000	0	0	10,000,000
DOT07-715	202 (South Mountain Fwy): I-10 (west) to 51st	Design roadway and purchase right of way	6.00	0	0	RARF	0	0	30,000,000	30,000,000
DOT08-680	202 (Williams Gateway Fwy): 202 (Santan	Protect right of way (FY 2008)	5.00	0	0	RARF	0	0	2,000,000	2,000,000

**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
DOT07-653A	303 (Estrella Pkwy): Happy Valley Rd to I-17	Construct new interim freeway (FY 2008)	12.00	0	4	RARF	0	0	70,000,000	70,000,000
DOT08-681	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design and acquire right of way for	15.00	2	4	RARF	0	0	10,000,000	10,000,000
DOT08-681D	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2008)	15.00	2	4	RARF	0	0	10,000,000	10,000,000
DOT08-688	MAG regionwide	Advance acquire right of way	.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT08-682	MAG regionwide	Asphalt rubber noise mitigation (FY 2008)	.00	0	0	RARF	0	0	21,000,000	21,000,000
DOT08-689	MAG regionwide	Design change orders	.00	0	0	RARF	0	0	3,000,000	3,000,000
DOT08-683	MAG regionwide	Freeway service patrols	.00	0	0	State	557,000	0	0	557,000
DOT08-686	MAG regionwide	Funding for advance scoping of bottleneck projects	.00	0	0	State	500,000	0	0	500,000
DOT08-687	MAG regionwide	Improve traffic interchanges	.00	0	0	State	3,300,000	0	0	3,300,000
DOT08-690	MAG regionwide	Maintenance (landscape, litter removal	.00	0	0	RARF	0	0	10,000,000	10,000,000
DOT08-691	MAG regionwide	Preliminary engineering (ADOT staff)	.00	0	0	RARF	0	0	1,200,000	1,200,000
DOT08-692	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00	0	0	RARF	0	0	18,000,000	18,000,000
DOT08-766	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000
DOT08-693	MAG regionwide	Right of way plans and titles	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT08-694	MAG regionwide	Right of way property management	.00	0	0	RARF	0	0	500,000	500,000
DOT08-695	MAG regionwide	Risk management indemnification	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT08-GAN6	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

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$190,112,295****FEDERAL:  
\$32,142,521****REGIONAL:  
\$183,205,679****TOTAL:  
\$437,054,500****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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

**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
DOT09-753	10: Loop 303 (Estrella) to Sarival Rd	Design HOV and general purpose lanes	1.00			RARF	0	0	1,200,000	1,200,000
DOT09-752AC	10: Sarival Rd to Dysart Rd	Advance construct HOV and general purpose lanes (City advancement phase 2	4.00			GAN	35,000,000	0	0	35,000,000
DOT07-	10: Sarival Rd to Dysart Rd	Repayment of advance design for HOV and general purpose lanes advance designed in 2007	4.00			RARF	-2,800,000	0	2,800,000	0
DOT08-748ADX	10: Sarival Rd to Dysart Rd	Repayment of advance design for HOV and general purpose lanes advance designed in 2008	4.00			RARF	-1,900,000	0	1,900,000	0
DOT07-635R	10: 40th St to Baseline Rd	Construct CD roads (FY 2009)	4.00	8	12	NHS	0	47,150,000	2,850,000	50,000,000
DOT08-667	10: 40th St to Baseline Rd	Design CD roads (FY 2008)	4.00	0	0	State	4,675,000	0	0	4,675,000
DOT09-697	10: 40th St to Baseline Rd	Design CD roads (FY 2009)	4.00	0	0	State	4,675,000	0	0	4,675,000
DOT09-698	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	2,394,000	42,000,000
DOT09-699	10R: Loop 303 (Estrella) to Loop 202 (South	Protect right of way	14.00	0	0	RARF	0	0	3,000,000	3,000,000
DOT09-757	17: Loop 101 (Pima Fwy) to SR-74 (Carefree	Construct landscape	9.00			RARF	0	0	3,000,000	3,000,000
DOT09-6C01	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to	Design roadway widening	12.50	0	0	RARF	0	0	2,700,000	2,700,000
DOT09-6C00R	60 (Grand Ave): Loop 303 (Estrella Pkwy) to	Widen roadway and improve interchanges	10.00	4	6	RARF	0	0	24,000,000	24,000,000
DOT09-6C02	74: US-60 (Grand Ave) to Loop 303 (Estrella	Protect right of way	.00	2	2	State	1,000,000	0	0	1,000,000
DOT09-767	85: I-8 to I-10	Design, acquire right of way & relocate	34.00	2	4	State	11,100,000	0	0	11,100,000
DOT06-425	85: MP 120.54 to MP 122.99	Design, acquire right of way & relocate	2.40	2	4	State	1,200,000	0	0	1,200,000
DOT07-427	85: MP 120.54 to MP 122.99	Widen roadway, adding 2 through lanes	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	Widen roadway, adding 2 through lanes	2.61	2	4	STP-AZ	924,000	15,276,000	0	16,200,000
DOT07-323	101 (Agua Fria Fwy): I-10 to MC-85 (99th Ave)	Widen roadway	1.70	0	4	STP-AZ	200,000	3,300,000	0	3,500,000
DOT09-6C64	101 (Pima Fwy): Tatum Blvd to Princess Dr	Design HOV lanes	.00	0	0	State	2,000,000	0	0	2,000,000
DOT09-6C04	101 (Price Fwy): Baseline Rd to Loop 202	Design HOV lanes	5.50	0	0	CMAQ	0	2,357,500	142,500	2,500,000

**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
DOT07-344	SH153 08 LC -- 153 Sky Harbor Expwy: Superior Ave to University Dr	Construct landscape	1.30	0	0	RARF	0	0	610,000	610,000
DOT09-6C05	202 (Red Mountain Fwy): I-10/SR-51 TI to Loop 101 (Pima Fwy), EB lanes	Widen freeway ramps through interchange	.40	4	6	RARF	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	6	State	29,000,000	0	0	29,000,000
DOT09-6C07	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to SR-87 (Country Club Dr)	Construct FMS	3.40	0	0	CMAQ	0	5,658,000	342,000	6,000,000
DOT09-6C08	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), WB lanes	Widen roadway	2.00	8	10	RARF	0	0	9,000,000	9,000,000
DOT09-6C10	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway and purchase right of way (FY 2009)	8.00	0	0	RARF	0	0	20,000,000	20,000,000
DOT08-678	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new 6 lane freeway	6.00	0	6	RARF	24,800,000	0	35,200,000	60,000,000
DOT07-651B	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design roadway and purchase right of way	6.00	0	0	RARF	0	0	33,000,000	33,000,000
DOT09-6C11	202 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2009)	5.00	0	0	RARF	0	0	2,000,000	2,000,000
DOT07-653B	303 (Estrella Pkwy): Happy Valley Rd to I-17	Construct new interim freeway (FY 2009)	12.00	0	4	RARF	0	0	100,000,000	100,000,000
DOT09-	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway	15.00	2	4	RARF	0	0	5,500,000	5,500,000
DOT09-6C12D	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2009)	15.00	2	4	RARF	0	0	4,500,000	4,500,000
DOT09-6C18	MAG regionwide	Advance acquire right of way	.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT09-768	MAG regionwide	Design FMS rehabilitation	.00	0	0	CMAQ	120,000	280,000	0	400,000
DOT09-6C19	MAG regionwide	Design change orders	.00	0	0	RARF	0	0	3,000,000	3,000,000
DOT09-6C13	MAG regionwide	Freeway service patrols	.00	0	0	State	747,000	0	0	747,000
DOT09-6C14	MAG regionwide	Funding for advance design of FY 2011 and 2012 projects	.00	0	0	State	4,072,000	0	0	4,072,000
DOT09-6C15	MAG regionwide	Funding for advance pre-design of future projects	.00	0	0	State	1,000,000	0	0	1,000,000
DOT09-6C16	MAG regionwide	Improve traffic interchanges	.00	0	0	State	3,000,000	0	0	3,000,000
DOT09-6C20	MAG regionwide	Maintenance (landscape, litter removal	.00	0	0	RARF	0	0	11,000,000	11,000,000
DOT09-6C17	MAG regionwide	Noise mitigation projects (FY 2009)	.00	0	0	RARF	0	0	1,000,000	1,000,000
DOT09-6C21	MAG regionwide	Preliminary engineering (ADOT staff)	.00	0	0	RARF	0	0	1,200,000	1,200,000

**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
DOT09-6C22	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	.00	0	0	RARF	0	0	18,000,000	18,000,000
DOT09-769	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000
DOT09-6C23	MAG regionwide	Right of way plans and titles	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT09-6C24	MAG regionwide	Right of way property management	.00	0	0	RARF	0	0	500,000	500,000
DOT09-6C25	MAG regionwide	Risk management indemnification	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT09-GAN7	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	.00	0	0	STP-MAG	0	31,206,331	(31,206,331)	0

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:****\$151,791,700****FEDERAL:****\$31,206,331****REGIONAL:****\$299,132,169****TOTAL:****\$604,839,000****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT08-668	10: Loop 101 (Agua Fria Fwy) to I-17	Construct roadway widening	9.20	8	10	RARF	0	0	68,000,000	68,000,000
DOT10-755	10: Sarival Rd to Dysart Rd	Design landscape	4.00			State	320,000	0	0	320,000
DOT08-666	10: 40th St to Baseline Rd	Construct CD roads (FY 2010)	4.00	8	12	NHS	55,765,000	74,235,000	0	130,000,000
DOT10-	10: SR-51 (Piestewa Fwy) to 40th St (CD	Acquire right of way for CD roads	5.20			State	10,000,000	0	0	10,000,000
DOT10-6C27D	10: SR-51 (Piestewa Fwy) to 40th St (CD	Design CD roads	5.20			State	10,000,000	0	0	10,000,000
DOT10-6C28	10R: Loop 303 (Estrella) to Loop 202 (South	Protect right of way	14.00	0	0	RARF	0	0	3,000,000	3,000,000
DOT08-6C39	17: Bethany Home Rd to Northern Ave	Design and initial construction of a	2.00	4	4	CMAQ	688,500	1,606,500	0	2,295,000
DOT10-6C29	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to	Widen roadway	12.50	6	10	RARF	0	0	27,165,000	27,165,000
DOT10-6C30	60 (Superstition Fwy): I-10 to Loop 101	Construct general purpose 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	.00	2	2	State	1,000,000	0	0	1,000,000

**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
DOT10-6C32	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy); MP 13-15	Construct eastbound passing lanes	2.00	2	3	State	2,000,000	0	0	2,000,000
DOT05-168R	85: I-8 to I-10	Widen roadway, adding 2 through lanes	34.00	2	4	State	40,000,000	0	0	40,000,000
DOT10-6C33A	101 (Price Fwy): Baseline Rd to Loop 202	Construct HOV lanes (CMAQ and RARF	5.50	6	6	CMAQ	0	3,700,000	10,300,000	14,000,000
DOT10-6C33B	101 (Price Fwy): Baseline Rd to Loop 202	Construct HOV lanes (State funds)	5.50	6	6	State	16,000,000	0	0	16,000,000
DOT10-6C36	202 (South Mountain Fwy): 51st Ave to I-10	Design roadway and purchase right of way	8.00	0	0	RARF	0	0	40,000,000	40,000,000
DOT10-6C35	202 (South Mountain Fwy): I-10 (west) to 51st	Construct new 6 lane freeway	6.00	0	6	RARF	0	0	110,000,000	110,000,000
DOT09-6C09	202 (South Mountain Fwy): I-10 (west) to 51st	Construct new freeway (RARF Share)	6.00	0	6	RARF	0	0	60,000,000	60,000,000
DOT10-6C37	202 (Williams Gateway Fwy): 202 (Santan	Protect right of way (FY 2010)	5.00	0	0	RARF	0	0	2,000,000	2,000,000
DOT10-	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway	15.00	2	4	RARF	0	0	5,500,000	5,500,000
DOT10-6C38D	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2010)	15.00	2	4	RARF	0	0	4,500,000	4,500,000
DOT10-6C40	MAG regionwide	Advance acquire right of way	.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT10-6C41	MAG regionwide	Design change orders	.00	0	0	RARF	0	0	3,000,000	3,000,000
DOT06-699	MAG regionwide	Freeway service patrols	.00	0	0	State	698,000	0	0	698,000
DOT10-6C42	MAG regionwide	Maintenance (landscape, litter removal	.00	0	0	RARF	0	0	12,000,000	12,000,000
DOT10-6C39	MAG regionwide	Noise mitigation projects (FY 2010)	.00	0	0	RARF	0	0	1,000,000	1,000,000
DOT10-6C43	MAG regionwide	Preliminary engineering (ADOT staff)	.00	0	0	RARF	0	0	1,200,000	1,200,000
DOT10-6C44	MAG regionwide	Preliminary engineering (management	.00	0	0	RARF	0	0	18,000,000	18,000,000
DOT10-770	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000
DOT10-771	MAG regionwide	Rehabilitate FMS facilities	.00	0	0	CMAQ	1,100,000	2,500,000	0	3,600,000
DOT10-6C45	MAG regionwide	Right of way plans and titles	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT10-6C46	MAG regionwide	Right of way property management	.00	0	0	RARF	0	0	500,000	500,000
DOT10-6C47	MAG regionwide	Risk management indemnification	.00	0	0	RARF	0	0	2,500,000	2,500,000

**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-GAN8	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	.00	0	0	STP-MAG	0	30,297,408	(30,297,408)	0

**TOTALS FOR FISCAL YEAR : 2010****LOCAL:  
\$145,791,500****FEDERAL:  
\$30,297,408****REGIONAL:  
\$345,867,592****TOTAL:  
\$604,498,000****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT11-754	10: Loop 303 (Estrella) to Sarival Rd	Construct HOV and general purpose lanes	1.00			STP-AZ	0	20,746,000	1,254,000	22,000,000
DOT08-	10: Sarival Rd to Dysart Rd	Repayment of advance construction for HOV and general purpose lanes advance	4.00			RARF	-79,000,000	0	79,000,000	0
DOT10-6C26	10: 40th St to Baseline Rd	Construct CD roads (FY 2011 -	4.00	8	12	STP-AZ	4,845,000	80,155,000	0	85,000,000
DOT09-696	10: 40th St to Baseline Rd	Construct CD roads (FY 2011)	4.00	8	12	RARF	0	0	85,000,000	85,000,000
DOT11-718	10: SR-51 (Piestewa Fwy) to 40th St (CD Road)	Construct CD roads	5.20	0	0	NHS	0	60,000,000	60,000,000	120,000,000
DOT11-719	10R: Loop 303 (Estrella) to Loop 202 (South Mountain Fwy)	Protect right of way	14.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT11-720	17: Arizona Canal to Loop 101 (Pima Fwy)	Design FMS	.00	0	0	CMAQ	43,890	726,110	0	770,000
DOT11-721	17: Loop 101 (Pima Fwy) to SR-74 (Carefree	Design FMS	.00	0	0	CMAQ	50,160	829,840	0	880,000
DOT11-722	51 (Piestewa Fwy): Bell Rd to Loop 101 (Pima	Design FMS	5.00	8	8	CMAQ	12,540	207,460	0	220,000
DOT07-702	60 (Superstition Fwy) at Lindsay Rd	Design half-diamond traffic interchange	.00	0	0	State	400,000	0	0	400,000
DOT11-723	74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy)	Protect right of way	.00	2	2	State	1,000,000	0	0	1,000,000
DOT11-724	101 (Agua Fria Fwy) at Beardsley Rd	Design traffic interchange	.00	0	0	State	2,600,000	0	0	2,600,000
DOT11-725	101 (Pima Fwy): I-17 to SR-51 (Piestewa Fwy)	Design FMS	.00	0	0	CMAQ	43,890	726,110	0	770,000
DOT11-726	101 (Pima Fwy): SR-51 (Piestewa Fwy) to Princess Dr	Design FMS	.00	0	0	CMAQ	37,620	622,380	0	660,000
DOT11-727	101 (Pima Fwy): Tatum Blvd to Princess Dr	Construct HOV lanes	5.00	6	6	State	26,000,000	0	0	26,000,000

**AGENCY: ADOT****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
DOT11-728	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Price Fwy)	Design general purpose lanes	2.00	6	8	State	1,430,000	0	0	1,430,000
DOT11-729	202 (Santan Fwy): Dobson Rd to I-10	Design FMS	.00	0	0	CMAQ	31,350	518,650	0	550,000
DOT11-730	202 (Santan Fwy): Dobson Rd to I-10	Design HOV lanes and ramps	.00	0	0	RARF	0	0	4,000,000	4,000,000
DOT11-731	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan T1	Acquire right of way	8.00	0	0	RARF	0	0	80,000,000	80,000,000
DOT11-732	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Construct new 6 lane freeway	6.00	0	6	STP-AZ	0	38,000,000	152,000,000	190,000,000
DOT07-712	303 (Estrella Pkwy): I-10 to US-60 (Grand Ave)	Construct new freeway	15.00	0	6	NHS	0	30,000,000	120,000,000	150,000,000
DOT11-733	MAG regionwide	Advance acquire right of way	.00	0	0	RARF	0	0	5,000,000	5,000,000
DOT11-734	MAG regionwide	Design and construct FMS	.00	0	0	CMAQ	192,090	3,177,910	0	3,370,000
DOT11-735	MAG regionwide	Design change orders	.00	0	0	RARF	0	0	3,000,000	3,000,000
DOT11-736	MAG regionwide	Freeway service patrols	.00	0	0	State	876,000	0	0	876,000
DOT11-737	MAG regionwide	Maintenance (landscape, litter removal)	.00	0	0	RARF	0	0	13,000,000	13,000,000
DOT11-738	MAG regionwide	Noise mitigation projects (FY 2011)	.00	0	0	RARF	0	0	1,000,000	1,000,000
DOT11-739	MAG regionwide	Preliminary engineering (ADOT staff)	.00	0	0	RARF	0	0	1,200,000	1,200,000
DOT11-740	MAG regionwide	Preliminary engineering (management)	.00	0	0	RARF	0	0	13,000,000	13,000,000
DOT11-772	MAG regionwide	Preserve and maintain FMS	.00	0	0	CMAQ	220,000	500,000	0	720,000
DOT11-741	MAG regionwide	Right of way plans and titles	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT11-742	MAG regionwide	Right of way property management	.00	0	0	RARF	0	0	500,000	500,000
DOT11-743	MAG regionwide	Risk management indemnification	.00	0	0	RARF	0	0	2,500,000	2,500,000
DOT11-GAN9	MAG regionwide	STP-MAG funds available for repayment of	.00	0	0	STP-MAG	0	29,414,960	(29,414,960)	0

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> -\$41,217,460	<b>FEDERAL:</b> \$29,414,960	<b>REGIONAL:</b> \$598,539,040	<b>TOTAL:</b> \$822,946,000
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**TOTALS FOR ALL YEARS FOR: ADOT**

<b>LOCAL:</b> \$542,274,635	<b>FEDERAL:</b> \$854,895,681	<b>REGIONAL:</b> \$1,847,071,184	<b>TOTAL:</b> \$3,244,241,500
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**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
AVN06-603	107th Ave: Van Buren St to north of Buckeye Rd	Add 1 southbound through lane and left turn lane	1.00	2	3	Private	250,000	0	0	250,000
AVN06-626	Dysart Rd: Thomas Rd to Osborn Rd	Add 2 through lanes	.50	4	6	Private	500,000	0	0	500,000
AVN07-622	El Mirage Rd: Lower Buckeye Rd to Durango	Add 1 northbound through lane and left	.50	2	3	Private	250,000	0	0	250,000
AVN07-701	El Mirage Rd: Lower Buckeye Rd to Elwood	Add 1 northbound through lane	.50	2	3	Private	250,000	0	0	250,000
AVN06-608	Lower Buckeye Rd: El Mirage Rd to Avondale Blvd	Add 1 westbound through lane and left turn lane	1.00	2	3	Private	2,500,000	0	0	2,500,000
AVN03-213	Roosevelt St: Avondale Blvd to 107th Ave	Construct new 2 lane roadway, turn lane, curb, gutter and sidewalk	1.00	0	2	Private	1,000,000	0	0	1,000,000
AVN07-702	Van Buren St: 111th Ave to 107th Ave	Add 1 through lane in each direction	.50	2	4	Private	900,000	0	0	900,000
AVN06-617	Van Buren St: Agua Fria Bridge to El Mirage	Add 1 through lane in each direction and	.50	2	4	Local	1,000,000	0	0	1,000,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$6,650,000****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$6,650,000****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	Add 1 southbound through lane	.50	4	5	Private	800,000	0	0	800,000
AVN97-702	Avondale Blvd: Thomas Rd to McDowell Rd	Add 2 through lanes and left turn lane	1.00	2	4	Local	1,400,000	0	0	1,400,000
AVN07-621	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 2 lane roadway	.50	0	2	Local	1,900,000	0	0	1,900,000
AVN08-624	McDowell Rd: Agua Fria River to 119th Ave	Construct pedestrian improvements on	.50	4	4	CMAQ	83,220	194,180	0	277,400
AVN08-625	Van Buren St: 99th Ave to 107th Ave	Add 1 westbound through lane and	1.00	2	3	Private	900,000	0	0	900,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$5,083,220****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$5,277,400**

**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
AVN96-608	Thomas Rd: RID Canal to 99th Ave	Add 2 through lanes and continuous left turn lane	.50	2	4	Private	650,000	0	0	650,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$650,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$650,000
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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
AVN10-703	Van Buren St: 121st Ave to 122nd Ave	Add 1 westbound through lane, paving, curb and gutter.	.20	2	3	Local	270,000	0	0	270,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$270,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$270,000
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
AVN11-706	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Design and construct sidewalk and landscaping	.25	4	4	CMAQ	64,500	150,500	0	215,000
AVN11-705	Litchfield Rd: Broadway Rd to Lower Buckeye Rd	Add 1 through lane in each direction	1.00	2	4	Local	1,600,000	0	0	1,600,000
AVN11-704	Palm Ln	Construct new 2 lane roadway, curb, gutter, bike lane and sidewalks	.20	0	2	Local	250,000	0	0	250,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$1,914,500	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$2,065,000
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**TOTALS FOR ALL YEARS FOR: Avondale**

<b>LOCAL:</b> \$14,567,720	<b>FEDERAL:</b> \$344,680	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$14,912,400
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**AGENCY: Buckeye**

**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
BKY07-701	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	2.00	2	4	Local	3,224,000	0	0	3,224,000
BKY07-702	Watson Rd: Extension to MC-85	Construct new roadway with crossing over Palo Verde Nuclear Generating Station water line, BID Canal and RR Tracks	1.00	0	2	Local	2,852,000	0	0	2,852,000

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$6,076,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$6,076,000
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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
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**

<b>LOCAL:</b> \$1,500,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,500,000
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**TOTALS FOR ALL YEARS FOR: Buckeye**

<b>LOCAL:</b> \$7,576,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$7,576,000
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**AGENCY: Cave Creek**

**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CVK07-601	Townwide	Pave dirt roads program (FY 2007)	10.00			CMAQ	250,000	250,000	0	500,000

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$250,000	<b>FEDERAL:</b> \$250,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$500,000
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**TOTALS FOR ALL YEARS FOR: Cave Creek**

<b>LOCAL:</b> \$250,000	<b>FEDERAL:</b> \$250,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$500,000
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**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
CHN100-03ACX	Arizona Ave at Ray Rd	Repayment of advance construction for intersection improvement advance constructed in 2005	1.00	4	6	RARF	0	0	2,349,000	2,349,000
CHN100-03ADX	Arizona Ave at Ray Rd	Repayment of advance design for intersection improvement advance designed in 2004	1.00	4	6	RARF	0	0	209,000	209,000
CHN100-03ARWX	Arizona Ave at Ray Rd	Repayment of advance right of way acquisition for intersection improvement advance acquired in 2004	1.00	4	6	RARF	0	0	793,000	793,000
CHN120-	Chandler Blvd at Dobson Rd	Acquire right of way for intersection	1.00	4	6	RARF	1,078,000	0	1,222,000	2,300,000
CHN06-601	Chandler Heights Rd: Arizona Ave to	Reconstruct roadway to add 1 through lane	1.00	2	4	Private	7,900,000	0	0	7,900,000
CHN06-214	Citywide	Install Chandler Fire/Police Department signal system integration and variable	.00	0	0	CMAQ	22,800	377,200	0	400,000
CHN07-301	Citywide	Pilot program to study the use of an automatic vehicle location system to pre-empt traffic signals	.00	0	0	CMAQ	80,000	320,000	0	400,000
CHN07-601	Commonwealth Ave: Hamilton St to McQueen Rd	Pave dirt road	.50			CMAQ	325,000	325,000	0	650,000
CHN99-710	Cooper Rd: Consolidated Canal to Germann Rd	Reconstruct roadway to add 2 through lanes in each direction	1.80	2	6	Local	14,856,000	0	0	14,856,000
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	5,516,000	3,000,000	0	8,516,000
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
CHN96-217	Germann Rd: Dobson to Alma School Rd	Reconstruct roadway to add 2 through lanes in each direction	1.00	2	6	Local	7,970,000	0	0	7,970,000
CHN410-09ARW	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance acquire right of way for roadway widening for repayment in 2022	1.30	4	6	Local	2,900,000	0	0	2,900,000
CHN410-08AD	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance design roadway widening for repayment in 2022	1.30	4	6	Local	1,065,000	0	0	1,065,000
CHN05-403	Lindsay Rd: Chandler Heights Rd to Ocotillo Rd	Reconstruct roadway to add 1 through lane in each direction	1.00	2	4	Private	10,531,600	0	0	10,531,600
CHN95-208	Pecos Rd: McQueen Rd to west of Gilbert Rd	Reconstruct roadway to add 2 through lanes in each direction	1.75	2	6	Local	12,206,000	0	0	12,206,000
CHN07-701	Queen Creek Rd: Price Rd to Arizona Ave	Widen roadway to add 2 through lanes in each direction	3.00	2	6	Local	23,825,000	0	0	23,825,000

**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
CHN130-06D	Ray Rd at Alma School Rd	Design intersection improvement	1.00	4	6	RARF	150,000	0	350,000	500,000
CHN03-107R	Ryan Rd: Arizona Ave to McQueen Rd	Pave dirt road	1.00	2	2	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
CHN06-216C2	Western Canal: Price Rd to Hamilton St (2 of 2) Alma School Rd to Hamilton St	Construct multi-use path (phase 2 of 2)	1.50	0	0	CMAQ	302,000	1,000,000	0	1,302,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$96,663,800****FEDERAL:  
\$1,000,000****REGIONAL:  
\$4,923,000****TOTAL:  
\$107,804,600****FISCAL YEAR: 2008**

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	1.00	4	6	RARF	379,000	0	320,000	699,000
CHN120-07C	Chandler Blvd at Dobson Rd	Construct intersection improvement	1.00	4	6	RARF	2,626,000	0	2,074,000	4,700,000
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
CHN08-702	Dobson Rd: Chandler Blvd to Frye Rd	Widen roadway to add 1 through lane in each direction	.50	4	6	Local	1,200,000	0	0	1,200,000
CHN08-607	Frye Rd: Consolidated Canal to Cooper Rd	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	.10	0	2	Local	2,210,000	0	0	2,210,000
CHN410-10AC	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance construct roadway widening for repayment in 2022	1.30	4	6	Local	7,100,000	0	0	7,100,000
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	23,825,000	0	0	23,825,000
CHN97-003	Queen Creek Rd: Arizona Ave to 1/2 mile west	Reconstruct roadway to add 2 through lanes in each direction	.50	2	6	Private	2,800,000	0	0	2,800,000
CHN130-07RW	Ray Rd at Alma School Rd	Acquire right of way for intersection improvement	1.00	4	6	RARF	2,140,000	0	1,660,000	3,800,000
CHN04-114	Riggs Rd: Gilbert Rd to Val Vista Rd	Add 4 through lanes	2.00	2	6	Local	12,250,000	0	0	12,250,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$54,628,400****FEDERAL:  
\$0****REGIONAL:  
\$4,054,000****TOTAL:  
\$58,912,000**

**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
CHN110-08RW	Chandler Blvd at Alma School Rd	Acquire right of way for intersection improvement	1.00	4	6	RARF	941,000	0	859,000	1,800,000
CHN06-213	Chandler Blvd: Colorado St to McQueen Rd	Widen roadway from 4 lanes to 6, plus turn lanes	.75	4	6	Local	12,635,000	0	0	12,635,000
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 Galveston St	.25	2	2	CMAQ	1,258,670	1,783,600	0	3,042,270
CHN420-09AD	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance design roadway widening for repayment in 2021	2.00	4	6	Local	1,755,000	0	0	1,755,000
CHN09-703	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 1 through lane in each direction	1.00	4	6	Local	14,625,000	0	0	14,625,000
CHN240-10ARW	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance acquire right of way for roadway widening for repayment in 2012	3.00	4	6	Local	5,200,000	0	0	5,200,000
CHN240-10AD	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance design roadway widening for repayment in 2012	3.00	4	6	Local	2,190,000	0	0	2,190,000
CHN130-08C	Ray Rd at Alma School Rd	Construct intersection improvement	1.00	4	6	RARF	3,759,000	0	1,341,000	5,100,000
CHN270-08AD	Ray Rd at McClintock Dr	Advance design intersection improvement	1.00	4	6	Local	783,000	0	0	783,000
CHN09-611	Various locations along Arizona Ave, Gilbert,	Construct bus bays	.00	0	0	Local	2,213,800	0	0	2,213,800

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:  
\$45,360,470****FEDERAL:  
\$0****REGIONAL:  
\$2,200,000****TOTAL:  
\$49,344,070****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN03-013	Arizona Ave: Pecos Rd to Riggs Rd	Install fiber optic communications line	6.00	0	0	Local	800,000	0	0	800,000
CHN10-613	Buffalo St at Colorado St	Upgrade, retrofit and integrate TMC equipment	.00	0	0	CMAQ	575,000	425,000	0	1,000,000
CHN110-09C	Chandler Blvd at Alma School Rd	Construct intersection improvement	1.00	4	6	RARF	2,488,000	0	2,172,000	4,660,000
CHN420-	Gilbert Rd: Queen Creek Rd to Chandler	Advance acquire right of way for roadway	2.00	4	6	Local	4,000,000	0	0	4,000,000
CHN240-11C	Queen Creek Rd: McQueen Rd to Lindsay Rd	Construct roadway widening	3.00	4	6	RARF	15,253,000	0	7,147,000	22,400,000

**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
CHN260-09AD	Ray Rd at Dobson Rd	Advance design intersection improvement for repayment in 2011	1.00	4	6	Local	850,500	0	0	850,500
CHN270-09ARW	Ray Rd at McClintock Dr	Advance acquire right of way for intersection improvement for repayment in 2011	1.00	4	6	Local	940,000	0	0	940,000
CHN10-618	Various locations	Upgrade outdated TS1 signal equipment with TS2 signal equipment	.00	6	6	CMAQ	422,700	422,700	0	845,400

**TOTALS FOR FISCAL YEAR : 2010****LOCAL:  
\$25,329,200****FEDERAL:  
\$422,700****REGIONAL:  
\$9,319,000****TOTAL:  
\$35,495,900****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
CHN210-09D	Arizona Ave: Ocotillo Rd to Hunt Hwy	Design roadway widening	3.00	4	6	RARF	144,724	0	338,000	482,724
CHN11-704	Arizona Ave: Pecos Rd to Riggs Rd	Install fiber optic cable for interconnecting	4.00	5	5	CMAQ	147,450	344,050	0	491,500
CHN420-11AC	Gilbert Rd: Queen Creek Rd to Chandler	Advance construct roadway widening for	2.00	4	6	Local	21,600,000	0	0	21,600,000
CHN260-	Ray Rd at Dobson Rd	Acquire right of way for intersection	1.00	4	6	RARF	1,220,000	0	661,000	1,881,000
CHN260-	Ray Rd at Dobson Rd	Repayment of advance design for intersection improvement advance designed in 2009	1.00	4	6	RARF	0	0	235,000	235,000
CHN270-10C	Ray Rd at McClintock Dr	Construct intersection improvement	1.00	4	6	RARF	5,220,000	0	2,572,000	7,792,000
CHN270-08ADX	Ray Rd at McClintock Dr	Repayment of advance design for intersection improvement advance designed in 2009	1.00	4	6	RARF	0	0	401,000	401,000
CHN270-	Ray Rd at McClintock Dr	Repayment of advance right of way acquisition for intersection improvement	1.00	4	6	RARF	0	0	378,000	378,000
CHN11-710	Western Canal bike path at Dobson Rd, Alma	Install three pedestrian actuated crossing	.30			CMAQ	117,000	271,000	0	388,000

**TOTALS FOR FISCAL YEAR : 2011****LOCAL:  
\$28,449,174****FEDERAL:  
\$271,000****REGIONAL:  
\$4,585,000****TOTAL:  
\$33,649,224**

**AGENCY: Chandler**

**TOTALS FOR ALL YEARS FOR: Chandler**

<b>LOCAL:</b> \$250,431,044	<b>FEDERAL:</b> \$9,693,750	<b>REGIONAL:</b> \$25,081,000	<b>TOTAL:</b> \$285,205,794
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**AGENCY: Fort McDowell I.C.**

**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
FTM07-601	Communitywide	Pave dirt roads program (FY 2007)	15.00			CMAQ	775,000	775,000	0	1,550,000

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$775,000	<b>FEDERAL:</b> \$775,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,550,000
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**TOTALS FOR ALL YEARS FOR: Fort McDowell I.C.**

<b>LOCAL:</b> \$775,000	<b>FEDERAL:</b> \$775,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,550,000
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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**

<b>LOCAL:</b> \$269,000	<b>FEDERAL:</b> \$1,076,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,345,000
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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
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	.00	0	0	RARF	324,429	0	757,000	1,081,429

**TOTALS FOR FISCAL YEAR : 2008**

<b>LOCAL:</b> \$381,519	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$757,000	<b>TOTAL:</b> \$1,271,729
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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
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	.00	0	0	RARF	579,000	0	1,351,000	1,930,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$730,800	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$1,351,000	<b>TOTAL:</b> \$2,436,000
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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
FTH400-10C	Shea Blvd: Palisades Blvd to Saguaro Blvd	Construct roadway widening	2.75	4	6	RARF	1,412,000	0	3,298,000	4,710,000

**AGENCY: Fountain Hills**

**FISCAL YEAR: 2010**

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$1,412,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$3,298,000	<b>TOTAL:</b> \$4,710,000
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
FTH11-701	Fountain Hills Blvd: Shea Blvd to Crystal Point Dr	Design and construct new sidewalk	2.00	2	2	CMAQ	1,058,000	300,000	0	1,358,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$1,058,000	<b>FEDERAL:</b> \$300,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,358,000
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**TOTALS FOR ALL YEARS FOR: Fountain Hills**

<b>LOCAL:</b> \$3,851,319	<b>FEDERAL:</b> \$1,863,410	<b>REGIONAL:</b> \$5,406,000	<b>TOTAL:</b> \$11,120,729
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**AGENCY: Gila Bend**

**FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GBD05-202R	Martin Ave at Pima St (SR-85)	Improve pedestrian facilities	1.25	4	4	STP-MAG	11,400	188,600	0	200,000
GBD05-	Martin Ave at Pima St (SR-85)	Improve pedestrian facilities (HURF	1.25			STP-MAG	169,740	-169,740	0	0
GBD05-	Martin Ave at Pima St (SR-85)	Improve pedestrian facilities (HURF	1.25	4	4	STP-MAG	18,860	-18,860	0	0

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$200,000	<b>FEDERAL:</b> -\$18,860	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$200,000
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**TOTALS FOR ALL YEARS FOR: Gila Bend**

<b>LOCAL:</b> \$200,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$200,000
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**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
GLB05-107R	Eastern Canal: Baseline Rd to Guadalupe Rd (Santan Vista Trail phase I)	Design and construct multi-use path	1.00	4	4	CMAQ	33,231	549,769	0	583,000
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
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
GLB07-701	Elliot Rd: Higley Rd to Recker Rd	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
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	7.00	6	6	CMAQ	59,840	400,660	0	460,500
GLB06-203B	Gilbert Town Center	Design traffic management center (phase	.00	0	0	CMAQ	126,599	368,401	0	495,000
GLB07-702	Greenfield Rd: Germann Rd to Queen Creek	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB07-703	Higley Rd: Queen Creek Rd to Ocotillo Rd	Add 2 lanes in each direction	1.00	2	6	Local	2,000,000	0	0	2,000,000
GLB07-704	Higley Rd: Williams Field Rd to Pecos Rd	Add 2 lanes in each direction	1.00	2	6	Local	1,500,000	0	0	1,500,000
GLB07-705	Higley Rd: Williams Field Rd to Pecos Rd	Reconstruct roadway to add 2 through	1.00	2	6	Private	1,500,000	0	0	1,500,000
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
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
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
GLB07-729	Val Vista Dr: Warner Rd to Pecos Rd	Repayment of advance design from 2004	3.00			RARF	-3,351,000	0	3,351,000	0
GLB07-706	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	0	1,500,000
GLB140-07RW	Warner Rd at Cooper Rd	Acquire right of way for intersection improvement	1.00	4	6	RARF	467,000	0	1,091,000	1,558,000
GLB140-06D	Warner Rd at Cooper Rd	Design intersection improvement	.40	4	6	RARF	200,000	0	460,000	660,000
GLB07-707	Williams Field Rd: Val Vista Dr to Parkcrest	Add 2 lanes in each direction	.50	2	6	Private	1,000,000	0	0	1,000,000

**TOTALS FOR FISCAL YEAR : 2007**

**LOCAL:  
\$12,386,670**

**FEDERAL:  
\$0**

**REGIONAL:  
\$4,902,000**

**TOTAL:  
\$19,743,500**

**FISCAL YEAR: 2008**

**AGENCY: Gilbert****FISCAL YEAR: 2008**

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
GLB08-708	Elliot Rd: Recker Rd to Power Rd	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB03-904	Elliot Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lane	1.00	2	4	Private	1,000,000	0	0	1,000,000
GLB110-08D	Germann Rd: Gilbert Rd to Power Rd	Design roadway widening	6.00	2	6	RARF	458,500	0	1,069,000	1,527,500
GLB130-07D	Guadalupe Rd at Gilbert Rd	Design intersection improvement	1.00	6	6	RARF	71,400	0	168,000	239,400
GLB08-709	Higley Rd: Ocotillo Rd to Chandler Heights Rd	Add 2 lanes in each direction	1.00	2	6	Local	1,500,000	0	0	1,500,000
GLB08-710	Higley Rd: Pecos Rd to Queen Creek Rd	Add 2 lanes in each direction	2.00	2	6	Private	3,500,000	0	0	3,500,000
GLB08-711	Higley Rd: Ray Rd to Williams Field Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,500,000	0	0	2,500,000
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
GLB08-712	Ray Rd: Higley Rd to Power Rd	Add 2 lanes in each direction	2.00	2	6	Private	3,000,000	0	0	3,000,000
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
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
GLB02-808	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB08-713	Val Vista Dr: Germann Rd to Queen Creek Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,000,000	0	0	2,000,000
GLB08-730	Val Vista Dr: Warner Rd to Pecos Rd	Repayment of advance right of way acquisition completed in 2005	3.00			RARF	-3,351,000	0	3,351,000	0
GLB140-08C	Warner Rd at Cooper Rd	Construct intersection improvement	1.00	4	6	RARF	1,722,800	0	2,077,000	3,799,800
GLB05-113	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through	.40	2	6	Private	800,000	0	0	800,000
GLB08-714	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,000,000	0	0	2,000,000
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
GLB08-715	Williams Field Rd: Gilbert Rd to SRP Canal	Add 2 lanes in each direction	1.50	2	6	Private	1,000,000	0	0	1,000,000
GLB08-716	Williams Field Rd: SRP Canal to Recker Rd	Add 2 lanes in each direction	3.50	2	6	Private	3,500,000	0	0	3,500,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$31,651,700****FEDERAL:  
\$0****REGIONAL:  
\$6,665,000****TOTAL:  
\$38,316,700**

**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
GLB110-09RW	Germann Rd: Gilbert Rd to Power Rd	Acquire right of way for roadway widening (1 of 2)	6.00	2	6	RARF	13,650,000	0	7,350,000	21,000,000
GLB09-717	Germann Rd: Gilbert Rd to Val Vista Rd	Add 2 lanes in each direction	2.00	2	6	Local	400,000	0	0	400,000
GLB09-718	Greenfield Rd: Germann Rd to Pecos Rd	Add 1 lane in each direction	1.00	2	4	Private	2,000,000	0	0	2,000,000
GLB130-08RW	Guadalupe Rd at Gilbert Rd	Acquire right of way for intersection improvement	1.00	6	6	RARF	480,000	0	1,120,000	1,600,000
GLB09-719	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	1.00	2	4	Private	200,000	0	0	200,000
GLB09-720	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
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
GLB09-721	Queen Creek Rd: Lindsay Rd to Val Vista	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB09-722	Recker Rd: Williams Field to Pecos Rds	Add 1 lane in each direction	1.00	2	4	Private	2,000,000	0	0	2,000,000
GLB09-723	Riggs Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,000,000	0	0	2,000,000
GLB09-724	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	Add 2 lanes in each direction	1.00	2	6	Private	2,000,000	0	0	2,000,000
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

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:  
\$27,050,595****FEDERAL:  
\$614,405****REGIONAL:  
\$8,470,000****TOTAL:  
\$36,135,000****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB110-10RW	Germann Rd: Gilbert Rd to Power Rd	Acquire right of way for roadway widening (2 of 2)	6.00	2	6	RARF	3,150,000	0	7,350,000	10,500,000
GLB110-10C	Germann Rd: Gilbert Rd to Power Rd	Construct roadway widening	6.00	2	6	RARF	19,061,500	0	3,907,000	22,968,500
GLB130-09C	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	1.00	6	6	RARF	782,900	0	1,865,000	2,647,900
GLB130-10PS	Guadalupe Rd at Gilbert Rd	Project savings	1.00	6	6	RARF	0	0	199,000	199,000
GLB10-725	Recker Rd: Elliot Rd to Warner Rd	Add 1 lane in each direction	1.00	2	4	Private	1,500,000	0	0	1,500,000
GLB10-726	Recker Rd: Ray Rd to Warner Rd	Add 1 lane in each direction	1.00	2	4	Private	2,000,000	0	0	2,000,000

**AGENCY: Gilbert**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB10-727	Recker Rd: Williams Field Rd to Ray Rd	Add 1 lane in each direction	1.00	2	4	Private	150,000	0	0	150,000
GLB10-602C	Western-Powerline Trail: Gilbert Rd to Lindsay	Construct multi-use path and pedestrian	1.00	6	6	CMAQ	320,595	614,405	0	935,000
GLB10-728	Williams Field Rd: Recker Rd to Power Rd	Add 1 lane in each direction	1.00	2	4	Private	150,000	0	0	150,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$27,114,995	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$13,321,000	<b>TOTAL:</b> \$41,050,400
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLB100-08D	Elliot Rd at Cooper Dr	Design intersection improvement	1.00	4	6	RARF	90,200	0	209,000	299,200
GLB120-08D	Guadalupe Rd at Cooper Rd	Design intersection improvement	1.00	4	6	RARF	99,600	0	234,000	333,600
GLB400-11D	Power Rd: Galveston Rd to Pecos Rd	Advance design roadway widening for repayment in 2021	1.50	2	6	Local	1,312,000	0	0	1,312,000
GLB210-11D	Queen Creek Rd: Lindsay Rd to Power Rd	Design roadway widening	5.00	2	4	RARF	480,000	0	1,120,000	1,600,000
GLB11-731	Town of Gilbert Heritage District	Design and construct sidewalks, landscaping and other pedestrian	1.00	4	4	CMAQ	180,000	420,000	0	600,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$2,161,800	<b>FEDERAL:</b> \$420,000	<b>REGIONAL:</b> \$1,563,000	<b>TOTAL:</b> \$4,144,800
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**TOTALS FOR ALL YEARS FOR: Gilbert**

<b>LOCAL:</b> \$100,365,760	<b>FEDERAL:</b> \$4,103,640	<b>REGIONAL:</b> \$34,921,000	<b>TOTAL:</b> \$139,390,400
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**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
GLN04-316	43rd Ave at Peoria Ave	Design and construct gateway facility	.20	0	0	STP-TEA	283,500	336,826	0	620,326
GLN07-777	51st Ave at Camelback Rd	Improve intersection by adding turn lanes,	.25	6	6	STP-HES	100,000	500,000	0	600,000
GLN05-501	51st Ave at Northern Ave	Improve intersection by adding turn lanes,	.25	6	6	STP-HES	100,000	500,000	0	600,000
GLN07-310	63rd Ave: Olive Ave to Grand Ave	Design and construct bicycle lane,	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	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
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
GLN07-314	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
GLN06-202	Various locations	Install fiber-optic cable & conduit to	4.25	4	4	CMAQ	223,500	894,000	0	1,117,500

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:**  
**\$2,158,800****FEDERAL:**  
**\$894,000****REGIONAL:**  
**\$0****TOTAL:**  
**\$5,788,926****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	Local	2,430,000	0	0	2,430,000
GLN06-201	Bell Rd at Skunk Creek (between 67th Ave	Widen existing bridge to provide pedestrian and bicycle access across	.10	6	6	CMAQ	440,000	424,350	0	864,350
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
GLN08-605	Glendale Ave: Loop 101 to Luke AFB	Pave access points	.00	0	0	CMAQ	27,000	63,000	0	90,000

**AGENCY: Glendale****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN08-611	Old Roma Alley	Design and construct pedestrian enhancements and landscape	.05	0	0	STP-TEA	256,982	500,000	0	756,982

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:**  
\$8,811,365**FEDERAL:**  
\$500,000**REGIONAL:**  
\$0**TOTAL:**  
\$11,456,098**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN08-606C	Glendale Sports Facilities	Installation of fiber optic cable and video detection cameras	4.00	6	6	CMAQ	409,140	319,200	0	728,340
GLN08-606ADX	Glendale Sports Facilities	Repayment of advance design of fiber optic cable and video detection cameras	4.00			CMAQ	-120,000	120,000	0	0
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:**  
\$436,368**FEDERAL:**  
\$147,228**REGIONAL:**  
\$0**TOTAL:**  
\$1,022,796**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 sidewalk	4.00	4	4	Local	2,000,000	0	0	2,000,000
GLN98-297	Camelback Rd: 83rd Ave to 99th Ave	Widen roadway with curb, gutter, sidewalk and landscaping (See Also GLN04-107)	2.00	4	4	Private	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 and landscaping	2.25	4	6	Private	4,000,000	0	0	4,000,000

**TOTALS FOR FISCAL YEAR : 2010****LOCAL:**  
\$6,703,166

**AGENCY: Glendale**

**FISCAL YEAR: 2010**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

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

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GLN11-702	New River (East Bank): Northern Ave to	Construct multi-use path and underpasses, with landscaping, lighting, parking and	2.20	4	4	CMAQ	1,619,000	1,000,000	0	2,619,000
GLN11-703	Various Glendale Sports Facilities	Purchase and Install Dynamic Message	.00	6	6	CMAQ	794,311	156,018	0	950,329

**TOTALS FOR FISCAL YEAR : 2011**

**LOCAL:  
\$2,413,311**

**FEDERAL:  
\$156,018**

**REGIONAL:  
\$0**

**TOTAL:  
\$3,569,329**

**TOTALS FOR ALL YEARS FOR: Glendale**

**LOCAL:  
\$20,523,010**

**FEDERAL:  
\$8,258,026**

**REGIONAL:  
\$0**

**TOTAL:  
\$28,781,036**

**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
GDY99-001	Broadway Rd: Estrella Pkwy to Bullard Ave	Pave dirt road, add 2 lanes and bridge	1.00	2	4	Private	1,150,000	0	0	1,150,000
GDY07-701	Bullard Ave: McDowell Rd to Cambridge Ave	Reconstruct roadway from 2 to 6 lanes with curb, gutter, bike lane and	.50	2	6	Private	1,000,000	0	0	1,000,000
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
GDY07-702	Cotton Ln: Van Buren St to McDowell Rd	Widen roadway from 2 lanes to 4 lanes with curb, gutter, and landscaping	1.00	2	4	Private	2,400,000	0	0	2,400,000
GDY97-002	Elwood St: 159th Ave to Cotton Lane	Construct new 2 lane roadway, curb, gutter, sidewalk and landscape	1.50	0	2	Private	400,000	0	0	400,000
GDY07-703	Estrella Pkwy: Westar Rd to Pecos Rd	Construct roadway with curb, gutter, landscaping and street lighting	3.00	0	0	Private	7,200,000	0	0	7,200,000
GDY07-303	Goodyear TOC	Purchase and install equipment for Traffic Operations Center	.00	0	0	CMAQ	160,000	640,000	0	800,000
GDY07-704	Litchfield Rd at Van Buren St	Improve intersection including busbay, right turn lanes and widening of southbound curb lane	.00	5	6	Local	1,500,000	0	0	1,500,000
GDY07-705	Litchfield Rd at Yuma Rd	Improve intersection including right-turn lanes, dual left-turn lanes and bus bay	.00	0	0	Local	1,750,000	0	0	1,750,000
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
GDY07-706	McDowell Rd: Bullard Ave to PebbleCreek Pkwy	Construct new 6 lane roadway, curb, gutter, sidewalk, landscaping, streetlights, storm drain and utilities	1.00	2	6	Private	12,000,000	0	0	12,000,000
GDY07-707	PebbleCreek Pkwy: McDowell Rd to Virginia	Reconstruct roadway from 2 to 4 lanes with curb, gutter, landscaping and street	.75	2	4	Private	4,500,000	0	0	4,500,000
GDY07-708	Van Buren St: Litchfield Rd to Estrella Pkwy	Reconstruct 2 lane road to 5 lanes with landscaped median, storm drainage, street lighting and bridge at Bullard Wash	2.00	2	5	Local	16,000,000	0	0	16,000,000
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:  
\$48,861,400****FEDERAL:  
\$746,000****REGIONAL:  
\$0****TOTAL:  
\$51,441,000****FISCAL YEAR: 2008**

**AGENCY: Goodyear**

**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	Private	450,000	0	0	450,000
GDY08-709	Cotton Ln: MC-85 to Estrella Pkwy	Reconstruct road from 2 to 4 lanes with	2.50	2	4	Local	63,000,000	0	0	63,000,000
GDY97-008	Lower Buckeye Rd: Estrella Pkwy to 159th Ave	Reconstruct 2 lanes, curb, gutter, sidewalk	.50	2	4	Private	500,000	0	0	500,000
GDY04-403	McDowell Rd and PebbleCreek Pkwy	Install new traffic signals	.10	4	4	Local	340,000	0	0	340,000
GDY08-710	Yuma Rd: Litchfield Rd to Estrella Pkwy	Reconstruct road from 2 lanes to 6 lanes with curb, gutter, landscaped median, and bridge at Bullard Wash	2.00	2	6	Local	12,000,000	0	0	12,000,000

**TOTALS FOR FISCAL YEAR : 2008**

**LOCAL:  
\$76,290,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$76,290,000**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY10-711	Elliot Rd: 185th Ave to Rainbow Valley Rd	Reconstruct road from 2 to 4 lanes	1.00	2	4	Local	3,750,000	0	0	3,750,000
GDY10-712	Estrella Pkwy: MC-85 to Vineyard Ave	Reconstruct road from 2 lanes to 4 lanes	1.50	2	4	Local	34,000,000	0	0	34,000,000

**TOTALS FOR FISCAL YEAR : 2010**

**LOCAL:  
\$37,750,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$37,750,000**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
GDY11-713	Citywide	Implement traffic signal system, including installation of ITS backbone and communications equipment	.00			CMAQ	1,000,000	700,000	0	1,700,000
GDY11-714	Estrella Pkwy: Gila River Bridge to Yuma Rd	Design and construct on-road bike lane	2.28	4	4	CMAQ	33,855	78,994	0	112,849

**LOCAL:**

**AGENCY: Goodyear**

**FISCAL YEAR: 2011**

**TOTALS FOR FISCAL YEAR :2011**

**TOTALS FOR ALL YEARS FOR: Goodyear**

<b>\$1,033,855</b>	<b>FEDERAL: \$78,994</b>	<b>REGIONAL: \$0</b>	<b>TOTAL: \$1,812,849</b>
<b>LOCAL: \$163,935,255</b>	<b>FEDERAL: \$3,358,594</b>	<b>REGIONAL: \$0</b>	<b>TOTAL: \$167,293,849</b>

**AGENCY: Guadalupe**

**FISCAL YEAR: 2007**

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 : 2007**

<b>LOCAL:</b> \$403,000	<b>FEDERAL:</b> \$500,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,450,000
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**TOTALS FOR ALL YEARS FOR: Guadalupe**

<b>LOCAL:</b> \$403,000	<b>FEDERAL:</b> \$1,047,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,450,000
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**AGENCY: Litchfield Park**

**FISCAL YEAR: 2007**

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 : 2007**

<b>LOCAL:</b> \$53,850	<b>FEDERAL:</b> \$886,420	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$940,270
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**TOTALS FOR ALL YEARS FOR: Litchfield Park**

<b>LOCAL:</b> \$53,850	<b>FEDERAL:</b> \$886,420	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$940,270
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**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
MAG07-302	Regionwide	Capitol rideshare program	.00			CMAQ	0	135,000	0	135,000
MAG07-303	Regionwide	Education and promotion to reduce ozone	.00			CMAQ	0	300,000	0	300,000
MAG07-304	Regionwide	MAG elderly mobility pilot program	.00			STP-MAG	200,000	400,000	0	600,000
MAG07-305	Regionwide	Pave dirt roads program (FY 2007)	.00			CMAQ	1,350,000	1,350,000	0	2,700,000
MAG07-307	Regionwide	Purchase PM-10 certified street sweepers	.00			CMAQ	87,040	1,440,000	0	1,527,040
MAG07-308	Regionwide	Regional bicycle map	.00			CMAQ	1,710	30,000	0	31,710
MAG07-309	Regionwide	Regional rideshare program (FY 2007)	.00			CMAQ	0	660,000	0	660,000
MAG07-310	Regionwide	Transportation planning and air quality	.00			STP-MAG	190,000	3,000,000	0	3,190,000
MAG07-311	Regionwide	Travel reduction program (FY 2007)	.00			CMAQ	0	910,000	0	910,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$1,828,750****FEDERAL:  
\$910,000****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)	.00			CMAQ	0	135,000	0	135,000
MAG08-602	Regionwide	MAG/Valley Metro bicycle safety education	.00			CMAQ	57,143	100,000	0	157,143
MAG08-603	Regionwide	MAG/Valley Metro bicycle safety education	.00			CMAQ	58,556	74,000	0	132,556
MAG08-604	Regionwide	MAG/Valley Metro telework outreach and	.00			CMAQ	20,000	300,000	0	320,000
MAG08-605	Regionwide	Pave dirt roads program (FY 2008)	.00			CMAQ	857,000	2,000,000	0	2,857,000
MAG08-606	Regionwide	Purchase PM-10 certified street sweepers (FY 2008)	.00			CMAQ	67,000	1,110,000	0	1,177,000
MAG08-607	Regionwide	Regional rideshare program (FY 2008)	.00			CMAQ	0	660,000	0	660,000
MAG08-608	Regionwide	Transportation planning and air quality	.00			STP-MAG	200,000	3,300,000	0	3,500,000

**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
MAG08-609	Regionwide	Travel reduction program (FY 2008)	.00			CMAQ	0	910,000	0	910,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:****\$1,259,699****FEDERAL:****\$910,000****REGIONAL:****\$0****TOTAL:****\$9,848,699****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)	.00			CMAQ	0	135,000	0	135,000
MAG09-611B	Regionwide	MAG/Valley Metro bicycle safety education program (FY 2009)	.00			CMAQ	64,571	24,000	0	88,571
MAG09-612	Regionwide	MAG/Valley Metro telework outreach and ozone education program (FY 2009)	.00			CMAQ	20,000	300,000	0	320,000
MAG09-613	Regionwide	Pave dirt roads program (FY 2009)	.00			CMAQ	1,500,000	3,500,000	0	5,000,000
MAG09-614	Regionwide	Purchase PM-10 certified street sweepers	.00			CMAQ	73,139	1,210,000	0	1,283,139
MAG09-615	Regionwide	Regional rideshare program (FY 2009)	.00			CMAQ	0	660,000	0	660,000
MAG09-616	Regionwide	Transportation planning and air quality studies and support (FY 2009)	.00			STP-MAG	220,000	3,600,000	0	3,820,000
MAG09-617	Regionwide	Travel reduction program (FY 2009)	.00			CMAQ	0	910,000	0	910,000

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:****\$1,877,710****FEDERAL:****\$910,000****REGIONAL:****\$0****TOTAL:****\$12,216,710****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)	.00			CMAQ	0	135,000	0	135,000
MAG10-619	Regionwide	MAG/Valley Metro telework outreach and ozone education program (FY 2010)	.00			CMAQ	20,000	300,000	0	320,000

**AGENCY: MAG**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG10-620	Regionwide	Pave dirt roads program (FY 2010)	.00			CMAQ	1,500,000	3,500,000	0	5,000,000
MAG10-621	Regionwide	Purchase PM-10 certified street sweepers	.00			CMAQ	79,183	1,310,000	0	1,389,183
MAG10-622	Regionwide	Regional rideshare program (FY 2010)	.00			CMAQ	0	660,000	0	660,000
MAG10-623	Regionwide	Transportation planning and air quality studies and support (FY 2010)	.00			STP-MAG	240,000	3,900,000	0	4,140,000
MAG10-624	Regionwide	Travel reduction program (FY 2010)	.00			CMAQ	0	910,000	0	910,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$1,839,183	<b>FEDERAL:</b> \$910,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$12,554,183
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MAG11-701	Regionwide	Bicycle safety education program	.00			CMAQ	8,500	20,000	0	28,500
MAG11-702	Regionwide	Capitol rideshare program	.00			CMAQ	0	135,000	0	135,000
MAG11-703	Regionwide	MAG/Valley Metro telework outreach and	.00			CMAQ	0	330,000	0	330,000
MAG11-704	Regionwide	Pave dirt roads program	.00			CMAQ	221,131	3,658,362	0	3,879,493
MAG11-705	Regionwide	Purchase PM-10 certified street sweepers	.00			CMAQ	54,401	900,000	0	954,401
MAG11-706	Regionwide	Regional rideshare program	.00			CMAQ	0	721,000	0	721,000
MAG11-708	Regionwide	Transportation planning and air quality studies and support (FY 2011)	.00			STP-MAG	260,000	4,200,000	0	4,460,000
MAG11-707	Regionwide	Travel reduction program	.00			CMAQ	0	910,000	0	910,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$544,032	<b>FEDERAL:</b> \$910,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$11,418,394
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**TOTALS FOR ALL YEARS FOR: MAG**

<b>LOCAL:</b> \$7,349,374	<b>FEDERAL:</b> \$48,742,362	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$56,091,736
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**AGENCY: MAG/Multi-Agency****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA120-08RW1	Northern Pkwy: Dysart Rd to SR-303	Acquire right-of-way for roadway widening	4.50	3	6	STP-MAG	6,669,428	15,047,000	0	21,716,428
MMA120-06D	Northern Pkwy: US-60 (Grand Ave) to SR-303	Pre-design and design of roadway widening	12.00	3	6	STP-MAG	1,436,143	3,351,000	0	4,787,143

**TOTALS FOR FISCAL YEAR : 2007**

<b>LOCAL:</b> \$8,105,571	<b>FEDERAL:</b> \$3,351,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$26,503,571
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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
MMA120-09C1	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	4.50	2	6	STP-MAG	5,100,000	11,653,000	617,000	17,370,000

**TOTALS FOR FISCAL YEAR : 2008**

<b>LOCAL:</b> \$5,100,000	<b>FEDERAL:</b> \$11,653,000	<b>REGIONAL:</b> \$617,000	<b>TOTAL:</b> \$17,370,000
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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
MMA120-09C2	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	4.50	2	6	STP-MAG	2,500,000	5,815,000	0	8,315,000
MMA120-09RW2	Northern Pkwy: US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	8.00	3	6	STP-MAG	3,000,000	5,815,000	618,000	9,433,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$5,500,000	<b>FEDERAL:</b> \$5,815,000	<b>REGIONAL:</b> \$618,000	<b>TOTAL:</b> \$17,748,000
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**FISCAL YEAR: 2010**

**AGENCY: MAG/Multi-Agency**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA120-09RW3	Northern Pkwy: US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	8.00	3	6	STP-MAG	4,860,857	11,138,000	0	15,998,857

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$4,860,857	<b>FEDERAL:</b> \$11,138,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$15,998,857
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**TOTALS FOR ALL YEARS FOR: MAG/Multi-Agency**

<b>LOCAL:</b> \$23,566,428	<b>FEDERAL:</b> \$52,819,000	<b>REGIONAL:</b> \$1,235,000	<b>TOTAL:</b> \$77,620,428
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**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
MMA07-702	152nd St: Rio Verde Dr to Dixeleta Dr	Pave dirt road	1.00	2	2	Private	200,000	0	0	200,000
MMA07-701	67th Ave: Pinnacle Peak Rd to Happy Valley	Widen roadway from 2 to 4 lanes	1.00	2	4	Local	300,000	0	0	300,000
MMA07-703	Bush Hwy: Usery Pass Rd to Stewart Mtn Dam	Widen, pave shoulders for bike lanes and	4.60	2	2	Local	1,240,000	0	0	1,240,000
MMA07-704	Chandler Heights Rd at Sonoqui Wash	Construct 5 lane bridge	.50	2	4	Local	2,611,000	0	0	2,611,000
MMA07-705	Citrus Rd: Olive Ave to 0.75 miles south	Add 1 southbound through lane	.75	2	3	Private	960,000	0	0	960,000
MMA07-706	Citrus Rd: Olive Ave to Cheryl Dr	Add 2 through lanes	.75	2	4	Private	1,920,000	0	0	1,920,000
MMA07-707	Cotton Ln: Elliot Rd to MC-85	Construct new road and bridge over the Gila River	3.50	0	4	Local	38,070,000	0	0	38,070,000
MMA07-708	Dysart Rd: Happy Valley Rd to Beardsley Canal	Construct new 2 lane roadway	.70	0	2	Private	1,680,000	0	0	1,680,000
MMA300-07AD	El Mirage Rd: Bell Rd to Jomax Rd	Advance design of roadway widening for repayment in phase 3	6.00	0	6	RARF	1,273,000	0	0	1,273,000
MMA07-709	Ellsworth Rd: Ray Rd to Elliot Rd AND Elliot Rd: L202 to Ellsworth Rd	Widen roadway from 2 lanes to 6	2.50	2	6	Local	11,500,000	0	0	11,500,000
MMA07-710	Gavilan Peak Pkwy: Joy Ranch Rd to Daisy Mtn Dr	Construct new road by developer	2.40	0	2	Private	5,760,000	0	0	5,760,000
MMA07-711	Happy Valley Rd: El Granada to Vistancia Blvd	Construct new road	1.90	0	4	Private	9,120,000	0	0	9,120,000
MMA07-712	Indian School Rd: Litchfield Rd to Dysart Rd	Widen roadway from 2 to 4 lanes	1.40	2	4	Local	4,865,000	0	0	4,865,000
MMA07-713	Jomax Rd: El Granada Blvd to Dysart Rd	Pave dirt road	.50	2	2	Private	100,000	0	0	100,000
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
MMA07-303	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0	Local	500,000	0	0	500,000
MMA07-714	Olive Ave: 183rd Ave to Citrus Rd	Add 2 through lanes	.50	2	4	Private	1,200,000	0	0	1,200,000
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
MMA210-	Power Rd: Baseline Rd to East Maricopa	Acquire right of way for roadway widening	1.00	4	6	RARF	1,225,714	0	1,750,000	2,975,714
MMA210-07D	Power Rd: Baseline Rd to East Maricopa	Design of roadway widening	1.00	4	6	RARF	490,429	0	701,000	1,191,429
MMA210-	Power Rd: Baseline Rd to East Maricopa	Partial advance construct roadway	1.00	4	6	RARF	4,100,000	0	2,400,000	6,500,000

**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
MMA06-207	Regionwide	Construct Aztech smart corridors, Phase 3 (design-build)	43.10	5	5	CMAQ	600,000	1,350,000	0	1,950,000
MMA07-715	Riggs Rd: Ellsworth Rd to 1/2 Mi West	Add 2 through lanes	.50	2	4	Private	1,200,000	0	0	1,200,000
MMA100-07P	Three Salt River bridges at Dobson, McKellips and Gilbert Rds and McKellips Rd: Loop 101	Advance pre-design for four projects	.00			Local	2,000,000	0	0	2,000,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:**  
**\$94,887,143****FEDERAL:**  
**\$0****REGIONAL:**  
**\$4,851,000****TOTAL:**  
**\$103,088,143****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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
MMA08-716	Gavilan Peak Pkwy: Cloud Rd to Joy Ranch	Construct new 2 lane roadway	1.00	0	2	Local	1,000,000	0	0	1,000,000
MMA03-912	MC-85: Cotton Ln to Estrella Pkwy	Widen roadway from 2 lanes to 4	2.00	2	4	Local	5,834,000	0	0	5,834,000
MMA08-606	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0	Local	500,000	0	0	500,000
MMA210-07ACX	Power Rd: Baseline Rd to East Maricopa Floodway	Repayment (partial) of roadway widening advance constructed in 2007	1.00	4	6	RARF	-2,150,000	0	2,150,000	0
MMA06-215	Queen Creek Rd: Arizona Ave to McQueen Rd	Widen roadway from 2 lanes to 4	1.00	2	4	Local	5,410,000	0	0	5,410,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:**  
**\$11,444,000****FEDERAL:**  
**\$0****REGIONAL:**  
**\$2,150,000****TOTAL:**  
**\$13,594,000****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)	Construct ITS Improvements	10.50	4	4	CMAQ	500,000	1,000,000	0	1,500,000

**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
MMA09-725	Bush Hwy: Usery Path Rd to Stewart Mountain Dam Rd	Design and construct bicycle lane	4.60			STP-TEA	620,817	500,000	0	1,120,817
MMA09-608	MC-85: 107th Ave to 91st Ave	Widen roadway from 2 lanes to 4, plus a raised median	2.00	2	4	Local	14,519,000	0	0	14,519,000
MMA08-605	MC-85: 91st Ave to 75th Ave	Widen roadway from 2 lanes to 4, plus a raised median	2.00	2	4	Local	15,280,000	0	0	15,280,000
MMA09-609	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	.00	0	0	Local	500,000	0	0	500,000
MMA09-717	Riggs Rd: Gilbert Rd to Val Vista Dr	Widen roadway from 2 to 6 lanes	2.00	2	6	Local	3,140,000	0	0	3,140,000
MMA09-610	Rio Verde Dr: Forest Rd to 136th St alignment	Pave shoulders to include a bicycle lane	5.80	2	2	CMAQ	932,500	507,500	0	1,440,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$35,492,317	<b>FEDERAL:</b> \$507,500	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$37,499,817
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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
MMA10-611	MCDOT Traffic Management Center	Design and construct TMC upgrade	5.00	0	0	CMAQ	315,000	735,000	0	1,050,000
MMA10-612	Maricopa County CDBG projects: City and	Projects to be selected each year	.00	0	0	Local	500,000	0	0	500,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$815,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,550,000
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA11-722	5 Different Locations	Upgrade traffic signals, including CCTV	3.50	6	6	CMAQ	150,000	100,000	0	250,000
MMA11-723	Bell Rd: Loop 303 (Estrella Pkwy) to 75th Ave	Construct Dynamic Message Signs and	11.50	6	6	CMAQ	234,000	382,200	0	616,200
MMA11-718	Bell Rd: Loop 303 to 75th Ave	Construct DMS infrastructure	11.50	0	0	Local	780,000	0	0	780,000

**AGENCY: Maricopa County**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MMA11-719	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	1.80	0	4	Local	27,000,000	0	0	27,000,000
MMA11-724	Forrest Rd: McDowell Mtn Rd to Rio Verde Dr	Add paved dirt shoulder and bike lane on both sides	2.23	2	2	CMAQ	464,751	400,000	0	864,751
MMA11-720A	McDowell Rd at 92nd St, at Longmore and at Alma School Rd	Signalization, modernization & CCTV installation	.00	0	0	Local	300,000	0	0	300,000
MMA11-720B	McKellips Rd at 92nd St and at Alma School	Signalization, modernization & CCTV installation	.00	0	0	Local	200,000	0	0	200,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$29,128,751	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$30,010,951
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**TOTALS FOR ALL YEARS FOR: Maricopa County**

<b>LOCAL:</b> \$171,767,211	<b>FEDERAL:</b> \$6,974,700	<b>REGIONAL:</b> \$7,001,000	<b>TOTAL:</b> \$185,742,911
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**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	4	6	RARF	117,873	0	275,000	392,873
MES07-311	Citywide	Implement clean fuel and diesel engine emissions control system retrofit pilot	.00	0	0	CMAQ	19,951	330,049	0	350,000
MES300-07AD	Country Club Dr at University Dr	Advance design intersection improvement	.00	4	6	RARF	85,058	0	0	85,058
MES04-125C	Country Club Dr: 8th Ave to Baseline Rd	Install real-time adaptive signal system	1.50	0	0	CMAQ	581,190	788,810	0	1,370,000
MES110-07D	Dobson Rd at Guadalupe Rd	Design intersection improvement	.00	4	5	RARF	28,914	0	68,000	96,914
MES450-07AC	Gilbert Rd at University Dr	Advance construct intersection improvement for repayment in 2021	.00	4	6	Local	4,337,108	0	0	4,337,108
MES120-07RW	Greenfield Rd: Baseline Rd to Southern Ave	Acquire right of way for roadway widening	.00	0	0	RARF	425,089	0	992,000	1,417,089
MES125-07P	Greenfield Rd: Southern Ave to University Dr	Pre-design roadway widening	.00	0	0	RARF	143,374	0	333,000	476,374
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
MES07-313D	Main St: Mesa Dr to Mill Ave	Design non intrusive detection systems, cameras, dynamic message signs and one mile of fiber optic cable	6.00	6	6	CMAQ	36,000	144,000	0	180,000
MES130-07RW	McKellips Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway widening	.00	0	0	RARF	478,860	0	1,117,000	1,595,860
MES130-06D	McKellips Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	.00	0	0	RARF	126,662	0	295,000	421,662
MES130-07P	McKellips Rd: Val Vista Dr to Higley Rd	Pre-design roadway widening	.00	0	0	RARF	141,260	0	328,000	469,260
MES150-07P	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Pre-design roadway widening	2.00	4	6	RARF	74,471	0	174,000	248,471
MES06-203C	Pepper Pl: Lewis St to Robson St	Construct multi-use path	.50	2	2	CMAQ	18,494	305,961	0	324,455
MES240-	Power Rd: East Maricopa Floodway to	Acquire right of way for roadway widening	.00	0	0	RARF	770,000	0	1,795,000	2,565,000
MES240-06AD	Power Rd: East Maricopa Floodway to	Design roadway widening	.00	0	0	RARF	250,000	0	583,000	833,000
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
MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts	.45	6	6	CMAQ	3,437,000	910,000	0	4,347,000
MES180-07D	Southern Ave: Country Club Dr to Stapley Dr	Design roadway widening	.00	0	0	RARF	356,571	0	832,000	1,188,571

**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
MES190-07D	Thomas Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2.00	0	4	RARF	143,281	0	335,000	478,281

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:****\$12,012,356****FEDERAL:****\$0****REGIONAL:****\$7,127,000****TOTAL:****\$22,995,976****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES100-	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right of way for roadway widening	2.00	4	6	RARF	1,131,975	0	2,641,000	3,772,975
MES300-	Country Club Dr at University Dr	Advance acquire right of way for intersection improvement for repayment in	.00	4	6	RARF	1,334,449	0	0	1,334,449
MES110-	Dobson Rd at Guadalupe Rd	Acquire right of way for intersection	.00	4	5	RARF	198,964	0	465,000	663,964
MES120-08C	Greenfield Rd: Baseline Rd to Southern Ave	Construct roadway widening	1.00	4	6	RARF	1,561,550	0	3,645,000	5,206,550
MES125-08D	Greenfield Rd: Southern Ave to University Dr	Design roadway widening	.00	0	0	RARF	143,374	0	333,000	476,374
MES08-602C	Lewis St: First St to Main Library	Construct pedestrian improvements	.09	0	0	CMAQ	101,217	236,173	0	337,390
MES08-602ADX	Lewis St: First St to Main Library	Repayment of advance design of pedestrian improvements completed in FY 2006	.09	4	4	CMAQ	-17,500	17,500	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	15.00	6	6	CMAQ	359,400	838,700	0	1,198,100
MES130-08C	McKellips Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2.00	4	6	RARF	1,301,108	0	3,036,000	4,337,108
MES130-08D	McKellips Rd: Val Vista Dr to Higley Rd	Design roadway widening	.00	0	0	RARF	141,260	0	328,000	469,260
MES150-08D	Mesa Dr: Broadway Rd to US-60 (Superstition)	Design roadway widening	2.00	4	6	RARF	74,471	0	174,000	248,471
MES240-09AC	Power Rd: East Maricopa Floodway to	Construct roadway widening	3.50	2	6	RARF	2,850,000	0	6,605,000	9,455,000

**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
MES180-08RW	Southern Ave: Country Club Dr to Stapley Dr	Acquire right of way for roadway widening	.00	0	0	RARF	624,136	0	1,457,000	2,081,136
MES190-08RW	Thomas Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway widening	2.00	0	4	RARF	531,805	0	1,241,000	1,772,805

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$10,919,222****FEDERAL:  
\$0****REGIONAL:  
\$19,925,000****TOTAL:  
\$33,019,334****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES100-08C	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.00	4	6	RARF	3,051,881	0	3,496,000	6,547,881
MES300-09AC	Country Club Dr at University Dr	Advance construct intersection	.00	4	6	RARF	1,701,150	0	0	1,701,150
MES110-09C	Dobson Rd at Guadalupe Rd	Construct intersection improvement	.00	4	5	RARF	581,280	0	1,357,000	1,938,280
MES110-09PS	Dobson Rd at Guadalupe Rd	Project savings	.00	4	5	RARF	0	0	529,000	529,000
MES310-09AD	Dobson Rd at University Dr	Advance design intersection improvement	.00	0	0	Local	356,763	0	0	356,763
MES09-605	Grand St: Broadway Rd to 6th Ave (Nuestro	Improve pedestrian facilities	.25	2	2	CMAQ	189,018	441,041	0	630,059
MES125-	Greenfield Rd: Southern Ave to University Dr	Acquire right of way for roadway widening	.00	0	0	RARF	521,637	0	1,217,000	1,738,637
MES250-09AD	Guadalupe Rd: Power Rd to Hawes Rd	Advance design roadway widening for	.00	4	6	Local	998,936	0	0	998,936
MES465-	Hawes Rd: Santan Fwy to Ray Rd	Advance acquire right of way for roadway	.00	0	0	Local	1,934,533	0	0	1,934,533
MES465-08AD	Hawes Rd: Santan Fwy to Ray Rd	Advance design roadway widening for	.00	0	0	Local	322,394	0	0	322,394
MES130-	McKellips Rd: Val Vista Dr to Higley Rd	Acquire right of way for roadway widening	.00	0	0	RARF	268,396	0	626,000	894,396
MES150-	Mesa Dr: Broadway Rd to US-60 (Superstition	Acquire right of way for roadway widening	2.00	4	6	RARF	1,825,163	0	4,259,000	6,084,163
MES485-	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance acquire right of way for roadway	.00	0	0	Local	5,491,259	0	0	5,491,259

**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
MES485-09AD	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance design roadway widening for repayment in 2024	.00	0	0	Local	508,150	0	0	508,150
MES180-09C	Southern Ave: Country Club Dr to Stapley Dr	Construct roadway widening	2.00	4	6	RARF	2,327,571	0	5,431,000	7,758,571
MES185-10D	Southern Ave: Stapley Dr to Lindsay Rd	Design roadway widening	.00	0	0	RARF	295,071	0	689,000	984,071
MES490-09AD	Stapley Dr at University Dr	Advance design intersection improvement for repayment in 2025	.00	0	0	Local	356,763	0	0	356,763
MES190-09C	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2.00	0	4	RARF	1,434,809	0	3,348,000	4,782,809
MES190-09PS	Thomas Rd: Gilbert Rd to Val Vista Dr	Project savings	2.00	0	4	RARF	0	0	49,000	49,000
MES09-607	Various locations	Upgrade TMC equipment and purchase central components, field cameras and VMS	.00	4	4	CMAQ	169,950	396,600	0	566,550

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:  
\$22,334,724****FEDERAL:  
\$396,600****REGIONAL:  
\$21,001,000****TOTAL:  
\$44,173,365****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES400-10AD	Country Club Dr at Brown Rd	Advance design intersection improvement for repayment in 2021	.00	0	0	RARF	356,763	0	0	356,763
MES310-10ARW	Dobson Rd at University Dr	Advance acquire right of way for intersection improvement for repayment in 2020	.00	0	0	Local	1,070,289	0	0	1,070,289
MES125-10C	Greenfield Rd: Southern Ave to University Dr	Construct roadway widening	2.00	4	6	RARF	6,790,471	0	2,737,000	9,527,471
MES250-10ARW	Guadalupe Rd: Power Rd to Hawes Rd	Advance acquire right of way for roadway widening for repayment in 2014	.00	4	6	Local	2,996,809	0	0	2,996,809
MES465-10AC	Hawes Rd: Santan Fwy to Ray Rd	Advance construct roadway widening for repayment in 2025	.75	2	6	Local	3,223,937	0	0	3,223,937
MES470-10AD	Lindsay Rd at Brown Rd	Advance design intersection improvement for repayment in 2024	.00	0	0	Local	356,763	0	0	356,763
MES130-10P	McKellips Rd: Higley Rd to Power Rd	Pre-design roadway widening	.00	0	0	RARF	144,224	0	336,000	480,224
MES130-10C	McKellips Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.00	4	6	RARF	2,815,193	0	6,570,000	9,385,193

**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	2.00	4	6	RARF	1,490,420	0	3,479,000	4,969,420
MES150-10PS	Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)	Project savings	2.00	4	6	RARF	0	0	238,000	238,000
MES485-07AC	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance construct roadway widening for repayment in FY 2024	2.00	2	6	Local	7,261,261	0	0	7,261,261
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
MES185-11RW	Southern Ave: Stapley Dr to Lindsay Rd	Acquire right of way for roadway widening	.00	0	0	RARF	885,214	0	2,067,000	2,952,214
MES490-10ARW	Stapley Dr at University Dr	Advance acquire right of way for intersection improvement for repayment in 2025	.00	0	0	Local	1,070,289	0	0	1,070,289
MES310-10AD	Val Vista Dr: Baseline Rd to Southern Ave	Advance design roadway widening for repayment in 2020	.00	0	0	Local	695,688	0	0	695,688

**TOTALS FOR FISCAL YEAR : 2010****LOCAL:  
\$29,725,658****FEDERAL:  
\$0****REGIONAL:  
\$15,427,000****TOTAL:  
\$46,005,163****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES400-11ARW	Country Club Dr at Brown Rd	Advance acquire right of way for intersection improvement for repayment in 2021	.00	0	0	RARF	1,070,289	0	0	1,070,289
MES310-11AC	Dobson Rd at University Dr	Advance construct intersection improvement for repayment in 2020	.00	4	6	Local	2,140,578	0	0	2,140,578
MES250-11D	Guadalupe Rd: Hawes Rd to Crismon Rd	Design	.00	0	0	RARF	299,936	0	699,000	998,936
MES250-11C	Guadalupe Rd: Power Rd to Hawes Rd	Construct roadway widening for repayment in 2014	2.00	4	6	RARF	1,797,618	0	4,196,000	5,993,618
MES11-701	Lewis St (alignment): Library to Centennial Center	Design and construct Town Center pathway extension	.10	4	4	CMAQ	115,568	269,658	0	385,226
MES470-11ARW	Lindsay Rd at Brown Rd	Advance acquire right of way for intersection improvement for repayment in 2024	.00	0	0	Local	1,070,289	0	0	1,070,289
MES130-11D	McKellips Rd: Higley Rd to Power Rd	Design	.00	0	0	RARF	131,084	0	307,000	438,084

**AGENCY: Mesa**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
MES190-09D	Southern Ave: Lindsay Rd to Greenfield Rd	Design roadway widening	.00	0	0	RARF	295,071	0	689,000	984,071
MES185-11C	Southern Ave: Stapley Dr to Lindsay Rd	Construct roadway widening	2.00	4	6	RARF	1,771,428	0	4,133,000	5,904,428
MES490-11AC	Stapley Dr at University Dr	Advance construct intersection improvement for repayment in 2025	.00	4	6	Local	2,140,578	0	0	2,140,578
MES310-11ARW	Val Vista Dr: Baseline Rd to Southern Ave	Advance acquire right of way for roadway widening for repayment in 2020	.00	0	0	Local	2,087,064	0	0	2,087,064
MES11-703	Various locations	Install fiber optic communications and upgrade traffic signal controllers	6.50	6	6	CMAQ	500,000	700,000	0	1,200,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$13,419,503	<b>FEDERAL:</b> \$700,000	<b>REGIONAL:</b> \$10,024,000	<b>TOTAL:</b> \$24,413,161
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**TOTALS FOR ALL YEARS FOR: Mesa**

<b>LOCAL:</b> \$88,411,463	<b>FEDERAL:</b> \$8,691,536	<b>REGIONAL:</b> \$73,504,000	<b>TOTAL:</b> \$170,606,999
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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**

<b>LOCAL:</b> \$38,400	<b>FEDERAL:</b> \$89,600	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$128,000
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**TOTALS FOR ALL YEARS FOR: Paradise Valley**

<b>LOCAL:</b> \$38,400	<b>FEDERAL:</b> \$89,600	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$128,000
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**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
PEO07-701	67th Ave: Pinnacle Peak Rd to Happy Valley Rd	Widen roadway to add 1 through lane in each direction	1.00	2	4	Local	375,000	0	0	375,000
PEO07-702	83rd Ave at Grand Ave	Widen intersection	.20	2	6	Local	4,900,000	0	0	4,900,000
PEO07-703	83rd Ave at Pinnacle Peak Rd	Widen intersection	.20	4	6	Local	940,000	0	0	940,000
PEO07-309	83rd Ave at Union Hills Dr	Improve intersection and widen bridge	.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,	1.00	2	4	Local	1,640,000	0	0	1,640,000
PEO07-704	91st Ave at Monroe St	Widen intersection	.20	4	4	Local	261,000	0	0	261,000
PEO06-202C	91st Ave at Olive Ave	Construct intersection project	.20	2	2	CMAQ	2,100,000	800,000	0	2,900,000
PEO07-705	91st Ave at Pinnacle Peak Rd	Widen intersection	.20	4	4	Local	966,000	0	0	966,000
PEO99-735	Butler Dr: 89th Ave to 91st Ave	Widen roadway from 2 lanes to 4, paving, curb and gutter	.30	2	4	Private	150,000	0	0	150,000
PEO120-07ACX	Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd	Repayment of interim construction for roadway widening completed in 2006	.00	0	0	RARF	0	0	7,027,000	7,027,000
PEO07-311	Lone Mountain Rd: El Mirage Rd to Lake Pleasant Pkwy	Pave, curb, gutter, sidewalk, bike lane, median, landscaping and bridge.	3.00	0	2	Private	18,900,000	0	0	18,900,000
PEO98-707	Mountain View Rd: 73rd Ave to 75th Ave	Widen roadway from 2 lanes to 4, paving, curb and gutter	.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	.30	2	4	Private	290,000	0	0	290,000
PEO07-312	Skunk Creek Corridor: 75th Ave to New River confluence (follows Greenway Ave)	Develop multi-use path	1.50	5	5	CMAQ	450,000	900,000	0	1,350,000
PEO07-706	Thunderbird Rd: Loop 101 (Agua Fria Fwy) to 95th Ave	Widen roadway to add 1 through lane in each direction	1.10	4	6	Local	23,880,000	0	0	23,880,000
PEO100-06ARW	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Advance acquire right of way for roadway	2.00	0	4	Local	7,600,000	0	0	7,600,000
PEO100-05AD	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Advance design new frontage road and bridges for repayment in 2011	2.00	0	4	Local	2,000,000	0	0	2,000,000

**TOTALS FOR FISCAL YEAR : 2007**

**LOCAL:**  
\$64,787,000

**FEDERAL:**  
\$0

**REGIONAL:**  
\$7,027,000

**TOTAL:**  
\$74,314,000

**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
PEO98-699	71st Ave: Grand Ave to Olive Ave	Pave, curb, gutter and sidewalk	.50	0	2	Private	250,000	0	0	250,000
PEO08-707	83rd Ave: Deer Valley Rd to Pinnacle Peak Rd	Widen roadway to add 1 through lane in	1.00	2	4	Local	5,250,000	0	0	5,250,000
PEO08-708	83rd Ave: Mountain View Rd to Peoria Ave	Realign and widen roadway, adding two	.70	2	4	Local	13,000,000	0	0	13,000,000
PEO08-602	84th Ave: Peoria Ave to Monroe St	Design and construct at-grade pedestrian	.28	2	2	CMAQ	1,013,030	1,164,057	0	2,177,087
PEO08-709	91st Ave at Deer Valley Rd	Widen intersection	.20	4	4	Local	1,100,000	0	0	1,100,000
PEO96-016	Acoma Dr: 75th Ave to 73rd Ave	Widen, pave, curb and gutter	.25	0	2	Local	154,000	0	0	154,000
PEO200-06AC	Happy Valley Rd: Lake Pleasant Pkwy to	Advance construct roadway widening for	3.00	0	2	Local	14,466,000	0	0	14,466,000
PEO08-710	Peoria Ave: Loop 101 (Agua Fria Fwy) to 91st	Widen roadway to add 1 through lane in	.30	4	6	Local	4,300,000	0	0	4,300,000
PEO08-603	Traffic Management Center	Construct Traffic Management Center	.00	0	0	CMAQ	424,350	990,200	0	1,414,550
PEO100-07AC1	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Advance construct new frontage road and bridges for repayment in 2011 and 2012 (phase 1 of 2)	2.00	0	4	Local	16,000,000	0	0	16,000,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$55,957,380****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$58,111,637****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO09-711	67th Ave at Cactus Rd	Widen intersection	.20	4	6	Local	1,300,000	0	0	1,300,000
PEO09-712	67th Ave at Peoria Ave	Widen intersection	.20	4	6	Local	691,000	0	0	691,000
PEO09-713	67th Ave at Thunderbird Rd	Widen intersection	.20	4	6	Local	2,100,000	0	0	2,100,000
PEO09-714	67th Ave: Pinnacle Peak Rd to Happy Valley	Widen roadway to add 1 through lane in	1.00	4	6	Local	18,200,000	0	0	18,200,000
PEO09-715	75th Ave at Thunderbird Rd	Widen intersection	.20	4	6	Local	6,000,000	0	0	6,000,000
PEO09-716	83rd Ave at Deer Valley Rd	Widen intersection	.20	4	6	Local	633,000	0	0	633,000

**AGENCY: Peoria****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO09-717	83rd Ave: Happy Valley Rd to Pinnacle Peak Rd	Widen roadway to add 1 through lane in each direction	1.00	4	6	Local	7,600,000	0	0	7,600,000
PEO09-718	83rd Ave: Olive Ave to Mountain View Rd	Widen roadway to add 1 through lane in each direction	.50	2	4	Local	3,500,000	0	0	3,500,000
PEO05-306	El Mirage Rd: Vistancia 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
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-	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake	Advance construct new frontage road and bridges for repayment in 2011 and 2012	2.00	0	4	Local	15,573,395	0	0	15,573,395

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:  
\$59,127,395****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$59,127,395****FISCAL YEAR: 2010**

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,	.50	2	4	Local	160,000	0	0	160,000
PEO99-716	71st Ave: Thunderbird Rd to Banff Ln	Widen roadway from 2 lanes to 4, paving,	.60	2	4	Local	420,000	0	0	420,000
PEO10-719	75th Ave at Peoria Ave	Widen intersection	.20	4	6	Local	4,800,000	0	0	4,800,000
PEO10-720	83rd Ave at BNSF RR Crossing	Narrow intersection	.10	4	2	Local	1,090,000	0	0	1,090,000
PEO10-721	83rd Ave at Lake Pleasant Pkwy	Widen intersection	.20	4	6	Local	1,300,000	0	0	1,300,000
PEO10-722	87th Ave at Peoria Ave	Re-align intersection	.20	4	4	Local	786,000	0	0	786,000
PEO96-674	Carefree Hwy: Agua Fria River to Twin Buttes	Pave, curb, gutter, sidewalk, landscape	3.00	0	4	Private	5,000,000	0	0	5,000,000
PEO97-004	Peak Pkwy: SR-74 to Stagecoach Pkwy	Pave, curb, gutter, sidewalk, landscape	2.00	0	4	Private	2,200,000	0	0	2,200,000
PEO96-024	Peak Pkwy: Stagecoach Pkwy to Lake	Pave, curb, gutter, sidewalk, landscape	2.00	0	4	Private	2,000,000	0	0	2,000,000
PEO97-697	Stagecoach Pkwy: SR-74 to Lake Pleasant	Pave, curb, gutter, sidewalk, landscape	3.00	0	4	Private	6,000,000	0	0	6,000,000

**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
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
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:  
\$33,606,000****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$33,606,000****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO97-721	85th Ave at Monroe St	Install new traffic signals	.10	0	0	Local	120,000	0	0	120,000
PEO11-723	91st Ave at Bell Rd	Widen intersection	.20	6	6	Local	1,155,000	0	0	1,155,000
PEO11-724	91st Ave: Grand Ave to Cactus Rd	Widen roadway to add 1 through lane in each direction	.30	4	6	Local	2,600,000	0	0	2,600,000
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
PEO11-725	Citywide	ITS installation of CCTV cameras, fiber and conduit	.10	4	0	Local	1,200,000	0	0	1,200,000
PEO110-11D	Lake Pleasant Pkwy: Dynamite Blvd to SR-74	Final design of arterial improvement	4.50	2	6	RARF	5,100,000	0	3,405,000	8,505,000
PEO110-	Lake Pleasant Pkwy: Dynamite Blvd to SR-74	Repayment of interim design for roadway	.00	0	0	RARF	0	0	908,000	908,000
PEO120-11D	Lake Pleasant Pkwy: Union Hills Dr to	Final design for roadway widening	7.20	4	6	RARF	2,700,000	0	2,162,000	4,862,000
PEO11-701	New River Trail at Peoria and Olive Aves	Acquire right of way, design and construct	3.00	4	4	CMAQ	820,000	700,000	0	1,520,000
PEO11-702	Various locations	Design and construct extension to fibre	5.50	4	4	CMAQ	500,000	700,000	0	1,200,000
PEO100-	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake	Repayment 1 of 2 of advance construction for new frontage road and bridges	2.00	0	4	RARF	0	0	6,919,000	6,919,000

**AGENCY: Peoria**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO100-06ARWX	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Repayment 1 of 2 of advance right of way acquisition for new frontage road and bridges completed in 2008	2.00	0	4	RARF	0	0	2,649,000	2,649,000
PEO100-05ADX	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	Repayment of advance design for new frontage road and bridges completed in 2007	2.00	0	4	RARF	0	0	1,514,000	1,514,000

**TOTALS FOR FISCAL YEAR :2011**

<b>LOCAL:</b> \$14,595,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$17,557,000	<b>TOTAL:</b> \$33,552,000
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**TOTALS FOR ALL YEARS FOR: Peoria**

<b>LOCAL:</b> \$228,072,775	<b>FEDERAL:</b> \$6,054,257	<b>REGIONAL:</b> \$24,584,000	<b>TOTAL:</b> \$258,711,032
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**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
PHX07-308	16th St at Glendale Ave	Widen intersection	.25	5	5	CMAQ	800,000	800,000	0	1,600,000
PHX07-701	19th Ave at Grand Canal	Acquire right of way for bridge replacement	.00	0	0	Local	80,000	0	0	80,000
PHX07-702	19th Ave at Grand Canal	Acquire right of way for roadway improvements leading to bridge replacement	.00	0	0	Local	80,000	0	0	80,000
PHX07-309	19th Ave at Thunderbird Rd	Widen intersection	.25	5	5	CMAQ	844,000	656,000	0	1,500,000
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
PHX05-402	2nd Ave: Fillmore St to Roosevelt St	Improve pedestrian facilities and upgrade landscape	.25	2	2	STP-TEA	537,415	500,000	0	1,037,415
PHX07-704	32nd St: Southern Ave to Broadway Rd	Acquire right of way for reconstruction of roadway to 64ft section	1.00	2	2	Local	800,000	0	0	800,000
PHX07-703	32nd St: Southern Ave to Broadway Rd	Design and reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	350,000	0	0	350,000
PHX07-314	44th St at Indian School Rd	Widen intersection	.25	5	5	CMAQ	976,000	1,424,000	0	2,400,000
PHX04-407	51st Ave: North of Dobbins Rd to Southern	Reconstruct roadway to 74ft section,	1.80	2	4	Local	5,100,000	0	0	5,100,000
PHX07-705	64th Street: Mayo Blvd to Loop 101 (Pima	Acquire right of way	.50	0	0	Local	5,200,000	0	0	5,200,000
PHX07-315	7th Ave at the ACDC Canal	Design and construct multi-use underpass	.10	0	0	CMAQ	1,121,507	1,750,000	0	2,871,507
PHX07-316	7th St at McDowell Rd	Widen intersection	.25	5	5	CMAQ	494,000	1,256,000	0	1,750,000
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
PHX07-706	Cave Creek Rd: Beardsley Rd to Rose Garden Ln	Design	.75	0	0	Local	300,000	0	0	300,000
PHX07-317	Downtown Phoenix	Design parking management system (phase 3)	.00	0	0	CMAQ	100,000	400,000	0	500,000
PHX400-07AD	Happy Valley Rd: 43rd Ave to 35th Ave	Advance design roadway widening for repayment in FY 2023	.00	0	0	Local	200,000	0	0	200,000
PHX410-07AD	Happy Valley Rd: 55th Ave to 43rd Ave	Advance design roadway widening for repayment in FY 2024	1.50	0	0	Local	310,000	0	0	310,000
PHX07-708	Lower Buckeye Rd: 43rd Ave to 35th Ave	Design	1.00	0	0	Local	400,000	0	0	400,000
PHX04-024	McDowell Rd: 83rd Ave to 75th Ave	Reconstruct roadway to 64ft section,	1.00	2	4	Local	4,300,000	0	0	4,300,000
PHX07-709	Pinnacle Peak Rd at Tatum Blvd	Acquire right of way for intersection	.00	0	0	Local	1,019,000	0	0	1,019,000

**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
PHX07-607	Pinnacle Peak Rd: 43rd Ave to 35th Ave	Acquire right of way and reconstruct roadway to 74ft section	1.00	4	4	Local	2,560,000	0	0	2,560,000
PHX09-623	Southern Ave: 27th Ave to 19th Ave	Acquire right of way and reconstruct roadway to 64ft to 74ft section, adding 2 through lanes (variable cross-section)	1.00	2	4	Local	5,470,000	0	0	5,470,000
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
PHX07-321	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 - Phase 1	.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
PHX07-329	Various locations	Repair bridge	.00	0	0	Local	150,000	0	0	150,000
PHX07-330	Various locations	Retrofit landscape program	.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	.00	2	2	Local	11,850,000	0	0	11,850,000
PHX07-707	34th Ave alignment at McDowell Rd	Advance acquire right of way for Isaac School pedestrian bridge (phase 1) for eventual repayment with HPP funds by 2009	.00	0	0	Local	200,000	0	0	200,000

**LOCAL:**

**AGENCY: Phoenix****FISCAL YEAR: 2007****TOTALS FOR FISCAL YEAR :2007****\$87,735,369****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$95,521,369****FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX08-710	19th Ave at Grand Canal	Construct bridge replacement	.00	0	0	Local	200,000	0	0	200,000
PHX08-711	19th Ave at Grand Canal	Construct roadway improvements leading to bridge replacement	.00	0	0	Local	400,000	0	0	400,000
PHX07-612	19th Ave at Greenway Rd	Design and acquire right-of-way for a multi-use path and bridge (phase 1)	.04	0	0	CMAQ	335,000	333,000	0	668,000
PHX08-613	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	1.00	2	4	Local	3,500,000	0	0	3,500,000
PHX08-712	35th Ave: Baseline Rd to Southern Ave	Design for reconstruction of roadway to 74ft section	.00	0	0	Local	320,000	0	0	320,000
PHX07-605	35th Ave: Pinnacle Peak Rd to Happy Valley Rd	Acquire right of way and construct new 4 lane roadway to 74ft section	1.00	0	4	Local	5,400,000	0	0	5,400,000
PHX08-713	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 64ft section	1.00	4	4	Local	800,000	0	0	800,000
PHX08-714	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Construct new roadway to 64ft section.	.50	0	4	Local	2,200,000	0	0	2,200,000
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
PHX08-715	7th Ave: Southern Ave to the Salt River (south bank)	Acquire right of way	1.50	0	0	Local	100,000	0	0	100,000
PHX08-716	91st Ave: Indian School Rd to Camelback Rd	Design and reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	500,000	0	0	500,000
PHX08-717	Buckeye Rd: 67th Ave to 59th Ave	Design	1.00	0	0	Local	300,000	0	0	300,000
PHX08-718	Cave Creek Rd: Beardsley Rd to Rose Garden	Acquire right of way	.75	0	0	Local	1,000,000	0	0	1,000,000
PHX400-08ARW	Happy Valley Rd: 43rd Ave to 35th Ave	Advance acquire right of way for roadway widening for repayment in FY 2023	.00	3	7	Local	750,000	0	0	750,000
PHX410-08ARW	Happy Valley Rd: 55th Ave to 43rd Ave	Advance acquire right of way for roadway widening for repayment in FY 2024	1.50	0	0	Local	200,000	0	0	200,000
PHX420-07AD	Happy Valley Rd: 67th Ave to 55th Ave	Advance design roadway widening for repayment in FY 2024	1.00	0	0	Local	310,000	0	0	310,000
PHX08-720	Lower Buckeye Rd: 51st Ave to 43rd Ave	Design	1.00	0	0	Local	300,000	0	0	300,000
PHX08-641	Papago Trail - Arcadia Portal	Design and construct multi-use trail	.15	0	0	STP-TEA	330,282	500,000	0	830,282

**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
PHX08-642	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights	.00	0	0	STP-TEA	49,837	328,133	0	377,970
PHX08-615	Van Buren St: 75th Ave to 67th Ave	Reconstruct roadway to 64ft section,	1.00	2	4	Local	3,500,000	0	0	3,500,000
PHX08-721	Various locations	Construct Phoenix regional ITS fiber optic	30.00	0	0	Local	1,000,000	0	0	1,000,000
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
PHX08-719	34th Ave alignment at McDowell Rd	Advance construct Isaac School pedestrian bridge (phase 2) for eventual repayment with HPP funds by 2009	.00	0	0	Local	1,400,000	0	0	1,400,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$26,793,219****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$29,233,252****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
PHX09-722	35th Ave: Baseline Rd to Southern Ave	Acquire right of way for reconstruction of roadway to 74ft section	.00	0	0	Local	490,000	0	0	490,000
PHX09-723	43rd Ave: Baseline Rd to Southern Ave	Acquire right of way for reconstruction of roadway to 64ft section	.00	0	0	Local	400,000	0	0	400,000
PHX09-724	75th Ave: Lower Buckeye Rd to Buckeye Rd	Design	1.00	0	0	Local	320,000	0	0	320,000
PHX09-725	Buckeye Rd: 67th Ave to 59th Ave	Acquire right of way	1.00	0	0	Local	245,000	0	0	245,000
PHX09-726	Cave Creek Rd: Beardsley Rd to Rose Garden	Reconstruct roadway to 94ft section	.75	4	4	Local	2,500,000	0	0	2,500,000
PHX400-09AC	Happy Valley Rd: 43rd Ave to 35th Ave	Advance construct roadway widening for	1.00	2	6	Local	1,700,000	0	0	1,700,000
PHX410-09AC	Happy Valley Rd: 55th Ave to 43rd Ave	Advance construct roadway widening for	1.50	2	6	Local	2,500,000	0	0	2,500,000
PHX420-	Happy Valley Rd: 67th Ave to 55th Ave	Advance construct roadway widening for	1.00	3	7	Local	3,000,000	0	0	3,000,000

**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
PHX09-727	Lower Buckeye Rd: 51st Ave to 43rd Ave	Acquire right of way	1.00	0	0	Local	185,000	0	0	185,000
PHX09-728	Lower Buckeye: 43rd Ave to 35th Ave	Reconstruct roadway to 64ft section	1.00	4	4	Local	2,800,000	0	0	2,800,000
PHX09-622	Pinnacle Peak Rd: 55th Ave to 43rd Ave	Acquire right of way and reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	3,805,000	0	0	3,805,000
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
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

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:  
\$28,106,000****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$29,781,000****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 2 through lanes	1.00	2	4	Local	4,000,000	0	0	4,000,000
PHX10-730	35th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 74ft section	.00	4	4	Local	490,000	0	0	490,000
PHX10-731	43rd Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section	.00	4	4	Local	2,000,000	0	0	2,000,000
PHX10-732	75th Ave: Lower Buckeye Rd to Buckeye Rd	Acquire right of way	1.00	0	0	Local	185,000	0	0	185,000
PHX10-729	7th Ave: Southern Ave to the Salt River	Reconstruct roadway to 64ft section	1.50	4	4	Local	2,000,000	0	0	2,000,000
PHX10-733	91st Ave: Indian School Rd to Camelback Rd	Acquire right of way and reconstruct roadway to 74ft section, adding 1 through lane in each direction	1.00	2	4	Local	500,000	0	0	500,000
PHX100-06D	Black Mountain Pkwy: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design new roadway ramps	1.30	0	3	STP-MAG	950,000	2,195,000	0	3,145,000
PHX10-734	Buckeye Rd: 67th Ave to 59th Ave	Reconstruct roadway to 74ft section	1.00	4	4	Local	1,610,000	0	0	1,610,000

**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
PHX10-735	Lower Buckeye Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section	1.00	4	4	Local	1,610,000	0	0	1,610,000
PHX10-632	Salt River: 24th St to Priest Dr (Rio Salado	Design and acquire right-of-way for multi-	4.00	0	0	CMAQ	686,445	1,601,706	0	2,288,151
PHX10-633	Various locations	Construct regional ITS fiber optic	30.00	0	0	CMAQ	1,835,000	665,000	0	2,500,000
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:  
\$19,066,445****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$23,528,151****FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX11-737	24th St: Chipman Rd to Roeser Rd	Acquire right of way and construct multi-	.20	4	4	CMAQ	2,719,000	1,700,000	0	4,419,000
PHX11-736	75th Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 74ft section	1.00	4	4	Local	1,610,000	0	0	1,610,000
PHX09-620	91st Ave: Indian School Rd to Camelback Rd	Reconstruct roadway to 74ft section, adding 2 through lanes	1.00	2	4	Local	4,800,000	0	0	4,800,000
PHX200-11RW	Avenida Rio Salado: 7th St to SR 202L (South Mountain Fwy)	Acquire right of way for new 6 lane roadway	7.00	0	6	STP-MAG	2,145,857	5,007,000	0	7,152,857
PHX200-11D	Avenida Rio Salado: 7th St to SR 202L (South Mountain Fwy)	Design for new 6 lane roadway	7.00	0	6	STP-MAG	2,716,000	3,784,000	0	6,500,000
PHX100-07RW	Black Mountain Pkwy: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Acquire right of way for new roadway ramps	1.30	0	3	STP-MAG	1,600,000	3,659,000	0	5,259,000
PHX09-621	Cave Creek Rd: Union Hills Dr to Loop 101 (Pima Fwy)	Design/Acquire right of way/Construct roadway to 94ft section, adding 2 through lanes	1.00	4	6	Local	2,750,000	0	0	2,750,000
PHX210-11D	Sonoran Pkwy: Central Ave to 32nd St	Design for new 6 lane roadway	4.00	0	6	RARF	1,575,429	0	3,676,000	5,251,429
PHX11-739	Various locations	Construct regional ITS telecommunications	.00			CMAQ	500,000	700,000	0	1,200,000

**AGENCY: Phoenix**

**FISCAL YEAR: 2011**

**TOTALS FOR FISCAL YEAR : 2011**

**TOTALS FOR ALL YEARS FOR: Phoenix**

<b>LOCAL:</b> \$20,416,286	<b>FEDERAL:</b> \$700,000	<b>REGIONAL:</b> \$3,676,000	<b>TOTAL:</b> \$38,942,286
<b>LOCAL:</b> \$182,117,319	<b>FEDERAL:</b> \$31,212,739	<b>REGIONAL:</b> \$3,676,000	<b>TOTAL:</b> \$217,006,058

**AGENCY: Queen Creek****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC07-701	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway, adding WB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-702	Chandler Heights Rd: Hawes Rd to 204th St	Widen roadway, adding EB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-703	Cloud Rd: Crismon Rd to 220th St	Widen roadway, adding EB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC07-704	Cloud Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-706	Crismon Rd: Barnes Pkwy to Ocotillo Rd	Widen roadway to add one through lane in each direction	.50	2	4	Private	1,000,000	0	0	1,000,000
QNC07-705	Crismon Rd: Queen Creek Rd to Barnes Pkwy	Widen roadway, adding SB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC07-744	Ellsworth Rd Bypass: Ocotillo Rd to Barnes	Construct new six lane roadway	.75	0	6	Local	2,300,000	0	0	2,300,000
QNC07-743	Ellsworth Rd Bypass: Ocotillo Rd to Chandler	Construct new six lane roadway	.75	0	6	Local	2,300,000	0	0	2,300,000
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
QNC07-710	Ellsworth Rd: Chandler Heights Rd to Queen	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-712	Ellsworth Rd: Hunt Rd to Riggs Rd	Widen roadway, adding NB lane	1.00	2	3	Local	1,500,000	0	0	1,500,000
QNC07-707	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway, adding SB lane	.50	2	3	Local	500,000	0	0	500,000
QNC07-708	Ellsworth Rd: Ocotillo Rd to Rittenhouse Rd	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-714	Ellsworth Rd: Queen Creek Rd to Rittenhouse	Widen roadway, adding SB lane	.50	3	4	Local	1,500,000	0	0	1,500,000
QNC07-711	Ellsworth Rd: Queen Creek Rd to Ryan Rd	Widen roadway, adding NB lane	.50	2	3	Local	1,500,000	0	0	1,500,000
QNC07-709	Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd	Widen roadway, adding SB lane	.50	2	3	Local	500,000	0	0	500,000
QNC07-713	Ellsworth Rd: Rittenhouse Rd to Queen Creek	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-715	Empire Blvd: Crismon Rd to 220th Street	Widen roadway, adding EB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-716	Empire Blvd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-717	Germann Rd: Power Rd to Re-aligned	Widen roadway, adding EB lane	.75	2	3	Private	1,250,000	0	0	1,250,000
QNC07-718	Hawes Rd: Cloud Rd to Chandler Heights Rd	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-719	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-720	Hawes Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000

**AGENCY: Queen Creek****FISCAL YEAR: 2007**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC07-721	Hawes Rd: Rittenhouse Rd to Queen Creek Rd	Widen roadway, adding SB lane	.25	2	3	Private	500,000	0	0	500,000
QNC07-722	Ocotillo Rd: 209th Way to Ellsworth Rd	Widen roadway, adding WB lane	.20	2	3	Private	250,000	0	0	250,000
QNC07-724	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway, adding EB lane	.50	2	3	Private	1,500,000	0	0	1,500,000
QNC07-729	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway, adding WB lane	.30	2	3	Private	500,000	0	0	500,000
QNC07-725	Ocotillo Rd: Ellsworth Rd Bypass to Ellsworth	Widen roadway, adding EB lane	.25	2	3	Local	250,000	0	0	250,000
QNC07-726	Ocotillo Rd: Ellsworth Rd Bypass to Hawes Rd	Widen roadway, adding WB lane	.75	2	3	Private	750,000	0	0	750,000
QNC07-723	Ocotillo Rd: Ellsworth Rd to 211th St	Widen roadway, adding EB lane	.25	3	4	Local	250,000	0	0	250,000
QNC07-727	Ocotillo Rd: Ellsworth Rd to Ellsworth Rd	Widen roadway, adding WB lane	.25	3	4	Local	250,000	0	0	250,000
QNC07-728	Ocotillo Rd: Rittenhouse Rd to 209th Way	Widen roadway, adding WB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-730	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway, adding WB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-731	Ocotillo Rd: Sossaman Rd to 188th St	Widen roadway, adding WB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC07-732	Power Rd: Rittenhouse Rd to Re-aligned Rittenhouse Rd	Widen roadway, adding SB lane	.50	2	3	Private	750,000	0	0	750,000
QNC07-734	Queen Creek Rd: 188th St to Sossaman Rd	Widen roadway, adding EB lane	.50	2	4	Private	500,000	0	0	500,000
QNC07-735	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway, adding WB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC07-733	Queen Creek Rd: Sossaman Rd to 188th St	Widen roadway, adding WB lane	.50	2	3	Private	750,000	0	0	750,000
QNC07-736	Rittenhouse Rd (re-aligned): Power Rd to	Widen roadway, adding EB lane	.50	0	4	Private	1,000,000	0	0	1,000,000
QNC07-737	Rittenhouse Rd: Ellsworth Rd to 203rd St	Widen roadway, adding WB lane	.70	2	4	Local	2,000,000	0	0	2,000,000
QNC07-738	Rittenhouse Rd: Ocotillo Rd to Ellsworth Rd	Widen roadway, adding lane	.70	2	4	Private	1,500,000	0	0	1,500,000
QNC07-739	Signal Butte Rd: Ocotillo Rd to Chandler	Widen roadway, adding SB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-740	Sossaman Rd: Ocotillo Rd to Appleby Rd	Widen roadway, adding NB lane	.50	2	3	Private	500,000	0	0	500,000
QNC07-741	Sossaman Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC07-742	Sossaman Rd: Ryan Rd to Queen Creek Rd	Widen roadway, adding SB lane	.75	2	3	Private	750,000	0	0	750,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$38,950,000****FEDERAL:  
\$0****REGIONAL:  
\$0****TOTAL:  
\$39,250,000**

**AGENCY: Queen Creek**

**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC08-745	Crismon Rd: Comacho Rd to Queen Creek Rd	Widen roadway, adding NB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC08-746	Ellsworth Rd: Riggs Rd to Chandler Heights	Widen roadway, adding NB lane	1.00	2	3	Private	1,500,000	0	0	1,500,000
QNC08-748	Meridian Rd: Chandler Heights Rd to Riggs Rd	Widen roadway, adding SB lane	1.00	0	3	Private	1,500,000	0	0	1,500,000
QNC08-747	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding SB lane	1.00	0	3	Private	1,500,000	0	0	1,500,000
QNC08-749	Ocotillo Rd: 220th St to Signal Butte Rd	Widen roadway, adding EB lane	.50	2	3	Private	1,000,000	0	0	1,000,000
QNC08-750	Ocotillo Rd: Recker Rd to Power Rd	Widen roadway, adding EB lane	1.00	0	2	Private	1,000,000	0	0	1,000,000
QNC08-751	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC08-752	Queen Creek Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC08-755	Riggs Rd: Crismon Rd to Ellsworth Rd	Widen roadway, adding WB lane	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-754	Riggs Rd: Crismon Rd to Signal Butte Rd	Widen roadway, adding EB lane	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-756	Riggs Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-753	Riggs Rd: Signal Butte Rd to Crismon Rd	Widen roadway, adding WB lane	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-757	Riggs Rd: Signal Butte Rd to Meridian Rd	Construct new roadway	1.00	0	3	Local	1,500,000	0	0	1,500,000
QNC08-758	Riggs Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	1.00	2	3	Local	1,500,000	0	0	1,500,000
QNC08-759	Rittenhouse Rd: 203rd St to Queen Creek Rd	Widen roadway, adding WB lane	.25	2	4	Local	500,000	0	0	500,000
QNC08-760	Rittenhouse Rd: Hawes Rd to 196th St	Widen roadway, adding EB lane	.70	2	4	Local	1,000,000	0	0	1,000,000
QNC08-761	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Germann Rd	Widen roadway, adding SB lane	.75	2	4	Local	1,500,000	0	0	1,500,000
QNC08-762	Signal Butte Rd: Barnes Pkwy to Ocotillo Rd	Widen roadway, adding SB lane	.50	2	3	Private	500,000	0	0	500,000
QNC08-763	Signal Butte Rd: Ocotillo Rd to Chandler	Widen roadway, adding NB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC08-764	Sossaman Rd: Appleby Rd to Queen Creek	Widen roadway, adding NB lane	.25	2	3	Private	250,000	0	0	250,000

**TOTALS FOR FISCAL YEAR : 2008**

**LOCAL:  
\$23,250,000**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$23,250,000**

**FISCAL YEAR: 2009**

**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
QNC09-766	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-765	Chandler Heights Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-605	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	0	25,000,000
QNC09-767	Ellsworth Rd: Riggs Rd to Hunt Rd	Widen roadway, adding SB lane	1.00	3	4	Local	1,500,000	0	0	1,500,000
QNC09-768	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	1.00	2	3	Private	1,500,000	0	0	1,500,000
QNC09-769	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway, adding WB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-770	Ocotillo Rd: Meridian Rd to Signal Butte Rd	Widen roadway, adding WB lane	1.00	2	3	Private	1,000,000	0	0	1,000,000
QNC09-771	Ocotillo Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-772	Ocotillo Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-773	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	.50	2	3	Private	1,500,000	0	0	1,500,000
QNC09-774	Rittenhouse Rd (re-aligned): Sossaman Rd to	Widen roadway, adding EB lane	1.00	2	4	Local	2,000,000	0	0	2,000,000
QNC09-608	Rittenhouse Rd at Sossaman Rd	Improve and improve railroad	.30	2	2	Local	150,000	0	0	150,000
QNC09-775	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	.50	2	4	Local	1,000,000	0	0	1,000,000
QNC09-776	Rittenhouse Rd: Crismon Rd to Signal Butte	Widen roadway, adding EB lane	1.40	2	3	Private	1,000,000	0	0	1,000,000
QNC09-777	Rittenhouse Rd: Re-aligned Rittenhouse Rd to	Widen roadway, adding EB lane	.25	2	3	Local	250,000	0	0	250,000
QNC09-778	Rittenhouse Rd: Signal Butte Rd to Cloud Rd	Widen roadway, adding 2 through lanes	.50	2	4	Private	1,000,000	0	0	1,000,000
QNC09-780	Signal Butte Rd: Barnes Pkwy to Queen Creek Rd	Widen roadway, adding NB lane	.50	2	3	Local	1,000,000	0	0	1,000,000
QNC09-779	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	1.00	2	3	Local	1,000,000	0	0	1,000,000
QNC09-781	Sossaman Rd: Ocotillo Rd to Sonoqui Blvd	Widen roadway, adding SB lane	.50	2	3	Local	500,000	0	0	500,000
QNC09-782	Sossaman Rd: Sonoqui Blvd to Ocotillo Rd	Widen roadway, adding NB lane	.50	3	4	Local	1,000,000	0	0	1,000,000

**TOTALS FOR FISCAL YEAR : 2009**

<b>LOCAL:</b> \$44,400,000	<b>FEDERAL:</b> \$0	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$44,400,000
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**AGENCY: Queen Creek**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
QNC11-783	Townwide	Design and construct/implement ITS hardware and software	.00			CMAQ	300,000	490,000	0	790,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$300,000	<b>FEDERAL:</b> \$490,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$790,000
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**TOTALS FOR ALL YEARS FOR: Queen Creek**

<b>LOCAL:</b> \$106,900,000	<b>FEDERAL:</b> \$790,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$107,690,000
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**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
SCT120-07P	Loop 101 (Pima Fwy) Eastbound Frontage Rd: Hayden Rd to Pima Rd / Princess Dr	Pre-design new frontage road	2.00	0	2	RARF	51,000	0	119,000	170,000
SCT100-07RW	Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd	Acquire right of way for new frontage road	1.00	0	2	RARF	240,000	0	560,000	800,000
SCT100-06C	Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd	Construct new frontage road	1.00	0	2	RARF	1,760,000	0	4,105,000	5,865,000
SCT100-07D	Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd	Design new frontage road	1.00	0	2	RARF	270,000	0	630,000	900,000
SCT100-07P	Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd	Pre-design new frontage road	1.00	0	2	RARF	66,266	0	46,386	112,652
SCT110-07RW	Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquire right-of-way for roadway	1.00	0	2	RARF	234,000	0	546,000	780,000
SCT110-06D	Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design new frontage road	1.00	0	2	RARF	240,000	0	560,000	800,000
SCT07-603	McDowell Rd: Scottsdale Rd to Granite Reef Rd	Construct bicycle lanes and pedestrian improvements	1.50	6	6	Local	4,004,400	0	0	4,004,400
SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Advance construct roadway widening for repayment in FY 2012	1.00	4	6	Local	2,000,000	0	0	2,000,000
SCT07-605B	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	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
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
SCT410-07AC	Shea Blvd at 134th St	Advance construct intersection improvements for repayment in phase 4	.20	6	6	Local	450,000	0	0	450,000
SCT410-07AD	Shea Blvd at 134th St	Advance design intersection improvements for repayment in phase 4	.20	6	6	Local	15,000	0	0	15,000
SCT400-07AD	Shea Blvd: Loop 101 (Pima Fwy) to 96th St	Advance design road improvements (primarily ITS) for repayment in phase 4	1.00	6	6	Local	75,000	0	0	75,000
SCT06-618	Arizona Canal (Sun Circle Trail): Goldwater Blvd to Scottsdale Rd	Construct grade-separated trail connection along the Arizona Canal	.25			STP-TEA	386,000	364,000	0	750,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:  
\$16,911,066****FEDERAL:  
\$364,000****REGIONAL:  
\$6,566,386****TOTAL:  
\$25,664,252****FISCAL YEAR: 2008**

**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
SCT08-606	Crosscut Canal: Thomas Rd to Indian School Rd	Reconstruct and improve multi-use path (phase II)	.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 Rd	Add multi-use path and grade-separated crossing	.50	6	6	CMAQ	546,169	494,891	0	1,041,060
SCT120-07D	Loop 101 (Pima Fwy) Eastbound Frontage Rd: Hayden Rd to Pima Rd / Princess Dr	Design new frontage road	2.00	0	2	RARF	231,857	0	541,000	772,857
SCT110-08C	Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct new frontage road	1.00	0	2	RARF	1,800,000	0	4,200,000	6,000,000
SCT110-08PS	Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Project savings	.00	0	0	RARF	0	0	10,000,000	10,000,000
SRP100-08D	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	.00	0	0	RARF	1,714,286	0	4,000,000	5,714,286
SCT03-007	Pinnacle Peak Rd: Scottsdale Rd to Pima Rd	Reconstruct roadway to add 1 through lane	2.00	2	4	Local	10,754,100	0	0	10,754,100
SCT400-07AC	Shea Blvd: Loop 101 (Pima Fwy) to 96th St	Advance construct road improvements	1.00	6	6	Local	450,000	0	0	450,000

**TOTALS FOR FISCAL YEAR : 2008****LOCAL:  
\$18,346,212****FEDERAL:  
\$0****REGIONAL:  
\$18,741,000****TOTAL:  
\$37,582,103****FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT09-703	Crosscut Canal: Thomas Rd to Indian School	Design and construct multi-use path	.75			STP-TEA	937,390	500,000	0	1,437,390
SCT09-609A	Hayden Rd: Deer Valley Rd to Pinnacle Peak	Reconstruct roadway to add 1 through lane	1.00	2	4	Private	1,600,000	0	0	1,600,000
SCT09-609B	Hayden Rd: Deer Valley Rd to Pinnacle Peak	Reconstruct roadway to add 1 through lane	1.00	2	4	Local	1,469,400	0	0	1,469,400
SCT120-	Loop 101 (Pima Fwy) Eastbound Frontage Rd:	Acquire right of way for new frontage road	2.00	0	2	RARF	2,270,143	0	5,297,000	7,567,143
SRP100-	Pima Rd: McKellips Rd to Via Linda	Acquire right of way for roadway widening	.00	0	0	RARF	2,780,143	0	6,487,000	9,267,143

**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
SCT09-610	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	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	1.50	4	4	Local	658,000	0	0	658,000
SCT210-09AD	Scottsdale Rd: Thompson Peak Pkwy to	Advance design roadway widening for	2.00	4	6	Local	1,000,000	0	0	1,000,000
SCT09-613	Thomas Rd: 64th St to Granite Reef Rd	Construct bicycle lanes and pedestrian	2.50	5	5	Local	4,613,900	0	0	4,613,900

**TOTALS FOR FISCAL YEAR : 2009****LOCAL:  
\$20,401,599****FEDERAL:  
\$0****REGIONAL:  
\$11,784,000****TOTAL:  
\$35,324,814****FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT10-615	Indian Bend Wash: McDowell Rd to	Reconstruct and improve multi-use path	.00	0	0	Local	3,577,700	0	0	3,577,700
SCT120-10C	Loop 101 (Pima Fwy) Eastbound Frontage Rd:	Construct new frontage road	2.00	0	2	RARF	1,621,714	0	3,784,000	5,405,714
SCT120-10PS	Loop 101 (Pima Fwy) Eastbound Frontage Rd:	Project savings	1.00	0	2	RARF	0	0	2,584,000	2,584,000
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
SRP100-10C	Pima Rd: McKellips Rd to Via Linda	Construct roadway widening	7.00	2	4	RARF	6,921,571	0	16,757,000	23,678,571
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
SCT210-	Scottsdale Rd: Thompson Peak Pkwy to	Advance acquire right of way for roadway	2.00	4	6	Local	750,000	0	0	750,000
SCT210-10AC	Scottsdale Rd: Thompson Peak Pkwy to	Advance construct roadway widening for	2.00	4	6	Local	7,100,000	0	0	7,100,000

**TOTALS FOR FISCAL YEAR : 2010****LOCAL:  
\$22,861,726**

**AGENCY: Scottsdale**

**FISCAL YEAR: 2010**

**FEDERAL:  
\$0**

**REGIONAL:  
\$23,125,000**

**TOTAL:  
\$46,847,422**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SCT11-701	McDowell Rd: Scottsdale Rd to Granite Reef	Enhance sidewalks and add bicycle lanes	1.50	6	6	CMAQ	3,106,743	600,000	0	3,706,743
SCT200-	Pima Rd: Pinnacle Peak Rd to Happy Valley	Repayment of advance right of way acquisition for roadway widening advance	1.00	4	6	RARF	0	0	14,789,000	14,789,000
SCT11-702	Scottsdale and Hayden Rds: Shea Blvd to	Install detection equipment, variable	2.00	6	6	CMAQ	177,500	102,500	0	280,000

**TOTALS FOR FISCAL YEAR :2011**

**LOCAL:  
\$3,284,243**

**FEDERAL:  
\$102,500**

**REGIONAL:  
\$14,789,000**

**TOTAL:  
\$18,775,743**

**TOTALS FOR ALL YEARS FOR: Scottsdale**

**LOCAL:  
\$81,804,846**

**FEDERAL:  
\$7,384,102**

**REGIONAL:  
\$75,005,386**

**TOTAL:  
\$164,194,334**

**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
SUR07-701	115th Ave & Avenue of the Arts: Union Hills Dr to Bell Rd	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	1.50	2	3	Local	2,000,000	0	0	2,000,000
SUR07-702	Bullard Rd: Acoma Dr to Greenway Rd	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	.50	2	4	Local	1,000,000	0	0	1,000,000
SUR07-703	Bullard Rd: Waddell Rd to Cactus Rd	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	1.00	2	4	Local	2,000,000	0	0	2,000,000
SUR07-705	Cactus Rd: 175th Ave to Citrus Rd	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.50	2	3	Local	1,000,000	0	0	1,000,000
SUR07-706	Cactus Rd: Litchfield Rd to 143th Ave	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.50	2	3	Local	1,000,000	0	0	1,000,000
SUR07-707	Cactus Rd: Litchfield Rd to to West of 143th Ave	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	.50	2	4	Local	1,000,000	0	0	1,000,000
SUR07-708	Cactus Rd: Reems Rd to 151st Ave	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	1.00	2	3	Local	1,000,000	0	0	1,000,000
SUR07-704	Cactus Rd: Reems Rd to Sarival Rd	Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping	1.00	2	4	Local	1,000,000	0	0	1,000,000
SUR07-709	Citrus Rd: Cactus Rd to Waddell Rd	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	1.00	4	5	Local	4,000,000	0	0	4,000,000
SUR07-710	Cotton Ln: North of Bell Rd to Eastham Parkway	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.75	2	3	Local	1,000,000	0	0	1,000,000
SUR07-711	El Mirage Rd: Bell Rd to Paradise Ln	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	.50	4	5	Local	2,000,000	0		2,000,000
SUR07-325	Various locations	Pave dirt roads	5.50	2	2	CMAQ	203,680	305,520	0	509,200
SUR07-712	Waddell Rd: 175th Ave to Citrus Rd	Reconstruct arterial roadway, add 1 lane,	.50	2	3	Local	1,000,000	0	0	1,000,000
SUR07-713	Waddell Rd: Reems Rd to Bullard Rd	Reconstruct arterial roadway, add 2 lanes,	1.00	4	6	Local	4,000,000	0	0	4,000,000

**TOTALS FOR FISCAL YEAR : 2007****LOCAL:**  
\$22,203,680**FEDERAL:**  
\$0**REGIONAL:**  
\$0**TOTAL:**  
\$22,509,200**FISCAL YEAR: 2008**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR08-612	Surprise Center Pkwy at Statler Blvd	Supply and install TMC equipment (phase	9.00	6	6	CMAQ	400,000	600,000	0	1,000,000

**AGENCY: Surprise**

**FISCAL YEAR: 2008**

**TOTALS FOR FISCAL YEAR : 2008**

<b>LOCAL:</b> \$400,000	<b>FEDERAL:</b> \$600,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,000,000
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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: US-60 (Grand Ave) to Surprise Traffic Manangement Center	Construct fiber optic interconnection of traffic signals, cameras and VMS	6.00	4	4	CMAQ	300,000	150,000	0	450,000
SUR10-614	Greenway Rd: US-60 (Grand Ave) to Cotton Ln	Construct fiber optic interconnection of traffic signals, cameras and VMS	9.00	6	6	CMAQ	500,000	500,000		1,000,000

**TOTALS FOR FISCAL YEAR : 2010**

<b>LOCAL:</b> \$800,000	<b>FEDERAL:</b> \$500,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$1,450,000
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**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR11-714	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	2.50	6	6	CMAQ	500,000	1,000,000	0	1,500,000
SUR11-715	Peoria Ave: Litchfield Rd to Jackrabbit Rd	Design and construct fibre optic cable interconnection of existing and future ITS facilities	7.00	6	6	CMAQ	1,000,000	700,000	0	1,700,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$1,500,000	<b>FEDERAL:</b> \$700,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$3,200,000
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**TOTALS FOR ALL YEARS FOR: Surprise**

<b>LOCAL:</b> \$24,903,680	<b>FEDERAL:</b> \$3,255,520	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$28,159,200
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**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
TMP07-302	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
TMP06-251	Crosscut Canal: (phase 2) Marigold Rd to Moer Park	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
TMP06-257	Tempe Canal: UPRR to US-60	Design multi-use path	.75	4	4	Local	50,000	0	0	50,000
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	2.00	6	6	Local	282,900	0	0	282,900
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
TMP07-601	Various locations	Minor concrete improvements	.00	0	0	Local	200,000	0	0	200,000
TMP07-308	Various locations	Neighborhood transportation management	.00	0	0	Local	200,000	0	0	200,000
TMP07-304	Various locations	Reconstruct local and major streets	.00	0	0	Local	2,258,311	0	0	2,258,311
TMP07-305	Various locations	Renovate local streets	.00	0	0	Local	1,107,896	0	0	1,107,896
TMP07-306	Various locations	Renovate major streets	.00	0	0	Local	1,384,614	0	0	1,384,614
TMP07-307	Various locations	Widen sidewalk, 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:  
\$9,425,321****FEDERAL:  
\$1,750,000****REGIONAL:  
\$0****TOTAL:  
\$13,353,521****FISCAL YEAR: 2008**

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 Terrace Rd	Enhance bicycle and pedestrian facilities	2.00	6	4	Local	250,000	0	0	250,000
TMP08-602	College Ave	Construct pedestrian improvements	2.00	2	2	CMAQ	750,000	1,750,000	0	2,500,000
TMP08-603	Downtown Tempe	Construct Traffic Management Center	.00	0	0	CMAQ	437,500	510,000	0	947,500

**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
TMP08-629	Downtown Tempe Transit Center	Design and construct a bicycle station	.00	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
TMP08-609	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
TMP08-607	Various locations	Reconstruct local and major streets	.00	0	0	Local	2,118,831	0	0	2,118,831
TMP08-608	Various locations	Renovate local streets	.00	0	0	Local	12,100,910	0	0	12,100,910
TMP08-611	Various locations	Renovate major streets	.00	0	0	Local	648,530	0	0	648,530

**TOTALS FOR FISCAL YEAR : 2008**

**LOCAL:  
\$17,228,608**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$19,988,608**

**FISCAL YEAR: 2009**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP09-704	Crosscut Canal: South end of existing path to	Design and construct multi-use path	1.00			STP-TEA	1,471,235	500,000	0	1,971,235
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
TMP09-617	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
TMP09-615	Various locations	Reconstruct local and major streets	.00	0	0	Local	1,792,936	0	0	1,792,936
TMP09-616	Various locations	Renovate local streets	.00	0	0	Local	797,637	0	0	797,637
TMP09-619	Various locations	Renovate major streets	.00	0	0	Local	384,559	0	0	384,559

**LOCAL:**

**AGENCY: Tempe**

**FISCAL YEAR: 2009**

**TOTALS FOR FISCAL YEAR : 2009**

**\$5,286,367**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$5,786,367**

**FISCAL YEAR: 2010**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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
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
TMP10-626	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
TMP10-624	Various locations	Reconstruct local and major streets	.00	0	0	Local	1,946,708	0	0	1,946,708
TMP10-625	Various locations	Renovate local streets	.00	0	0	Local	1,125,000	0	0	1,125,000
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:  
\$8,483,488**

**FEDERAL:  
\$0**

**REGIONAL:  
\$0**

**TOTAL:  
\$11,055,268**

**FISCAL YEAR: 2011**

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
TMP05-227	Bonarden Lane Railroad Crossing	Construct multi-use path railroad crossing	.25	4	4	Local	500,000	0	0	500,000
TMP06-249	Country Club Way at Railroad Crossing	Construct multi-use path railroad crossing	.25	4	4	Local	500,000	0	0	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
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
TMP05-233	University Dr: Entire length in Tempe	Enhance bicycle and pedestrian facilities	2.00	6	6	Local	250,000	0	0	250,000

**AGENCY: Tempe**

**FISCAL YEAR: 2011**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
TMP11-701	University Dr: Priest Dr to SPRR	Improve bicycle and pedestrian facilities	1.00	4	4	CMAQ	5,425,080	1,100,000	0	6,525,080
TMP11-702	Various locations	Install fibre optic connection between ADOT FMS backbone and signal cabinets	.00			CMAQ	81,126	100,294	0	181,420
TMP11-703	Various locations	Install wireless communications and CCTV	.00			CMAQ	93,600	218,400	0	312,000

**TOTALS FOR FISCAL YEAR : 2011**

<b>LOCAL:</b> \$10,109,806	<b>FEDERAL:</b> \$218,400	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$11,528,500
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**TOTALS FOR ALL YEARS FOR: Tempe**

<b>LOCAL:</b> \$50,533,590	<b>FEDERAL:</b> \$11,178,674	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$61,712,264
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## **SECTION VIII**

### **TRANSIT PROJECT LISTINGS**

The following pages contain a listing of all of the Transit projects submitted by member agencies for inclusion in the FY 2007-2011 MAG TIP. They are sorted by Agency, then by fiscal year and then alphabetically. This section contains the expected investment in Light Rail projects and a new "Agency" (Valley Metro 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 TIP Amendments and/or Administrative Adjustments and these 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, as appropriate.

**REPORT: 07-10  
Transit TIP**

**MARICOPA ASSOCIATION OF GOVERNMENTS  
FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM  
TRANSIT PROJECTS**

**TABLE : 07-11 TIP**

**AGENCY: ADOT**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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
DOT11-701T	2011	Regionwide	Elderly and handicapped vehicles	5310	160,000	640,000	0	800,000
DOT11-702T	2011	Regionwide	Support rural transit	5311	34,000	136,000	0	170,000

**TOTALS FOR ADOT**

<b>LOCAL:</b> \$907,750	<b>FEDERAL:</b> \$3,631,000	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$4,538,750
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**AGENCY: EI Mirage**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
ELM11-701T	2011	Regionwide	Purchase bus: < 30 foot - 1 Replace (dial-a-ride)	5307	0	68,000	17,000	85,000

**TOTALS FOR EI Mirage**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$68,000	<b>REGIONAL:</b> \$17,000	<b>TOTAL:</b> \$85,000
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**AGENCY: Glendale**

**AGENCY: Glendale**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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	0	112,000	28,000	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
GLN11-701	2011	Downtown Glendale	Design, acquire right of way and construct the Downtown Transit Center	5307	1,174,000	4,696,000	0	5,870,000
GLN11-702T	2011	Regionwide	Associated capital maintenance	5310	28,902	115,608	0	144,510
GLN11-701T	2011	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	5307	0	272,000	68,000	340,000

**TOTALS FOR Glendale**

<b>LOCAL:</b> \$1,338,901	<b>FEDERAL:</b> \$6,203,228	<b>REGIONAL:</b> \$211,906	<b>TOTAL:</b> \$7,754,035
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**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	0	2,034,665	508,666	2,543,331

**TOTALS FOR Goodyear**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$2,034,665	<b>REGIONAL:</b> \$508,666	<b>TOTAL:</b> \$2,543,331
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**AGENCY: Maricopa County**

**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
MMA11-701T	2011	Regionwide	Associated capital maintenance	5307	37,600	150,400	0	188,000
MMA11-702T	2011	Regionwide	Purchase bus: < 30 foot - 10 replace (dial-a-ride)	5307	170,000	680,000	0	850,000

**TOTALS FOR Maricopa County**

<b>LOCAL:</b> \$821,800	<b>FEDERAL:</b> \$3,287,200	<b>REGIONAL:</b> \$0	<b>TOTAL:</b> \$4,109,000
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**AGENCY: Peoria**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PEO07-301T	2007	Regionwide	Associated capital maintenance	5307	0	37,600	9,400	47,000
PEO07-302T	2007	Regionwide	Purchase bus: < 30 foot - 2 replace	5307	0	112,000	28,000	140,000
PEO07-701T	2007	Regionwide	Purchase bus: < 30 foot - 2 replace	5307	0	272,000	68,000	340,000
PEO08-601T	2008	Regionwide	Associated capital maintenance	5307	0	37,600	9,400	47,000
PEO09-602T	2009	Regionwide	Associated capital maintenance	5307	0	37,600	9,400	47,000
PEO10-603T	2010	Regionwide	Associated capital maintenance	5307	0	37,600	9,400	47,000
PEO11-702T	2011	Regionwide	Associated capital maintenance	5307	0	37,600	9,400	47,000

**TOTALS FOR Peoria**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$572,000	<b>REGIONAL:</b> \$143,000	<b>TOTAL:</b> \$715,000
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**AGENCY: Phoenix**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
PHX04-	2007	17 at Peoria Ave	Repayment of advance design for 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
PHX07-306T	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
PHX07-640T	2007	Regionwide	Construct regional heavy maintenance facility	5307	0	1,972,000	493,000	2,465,000
PHX07-702T	2007	Happy Valley Rd and I-17	Advance design regional park-and-ride (Happy Valley/I-	Local	251,090	0	0	251,090
PHX07-703T	2007	Happy Valley Rd and I-17	Advance acquire land regional park-and-ride (Happy Valley/I-17) for repayment in a future year	Local	1,426,645	0	0	1,426,645
PHX07-701T	2007	27th Ave and Baseline Rd	Design regional park-and-ride (27th Avenue/Baseline)	Local	500,000	0	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
PHX08-705T	2008	Happy Valley Rd and I-17	Advance construct regional park-and-ride (Happy Valley/I-17) for repayment in a future year	Local	2,535,126	0	0	2,535,126
PHX08-704T	2008	27th Ave and Baseline Rd	Construct regional park-and-ride (27th Avenue/Baseline)	Local	4,000,000	0	0	4,000,000
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
PHX07-310T	2009	Various locations	Upgrade LNG fuel station - North Division	5307	300,000	1,200,000	0	1,500,000
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
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

**AGENCY: Phoenix**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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	PTF	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
PHX11-706T	2011	Regionwide	Associated capital maintenance	5307	1,237,200	4,948,800	0	6,186,000
PHX11-707T	2011	Regionwide	Purchase bus: < 30 foot - 35 replace (dial-a-ride)	5307	0	2,040,000	510,000	2,550,000
PHX11-708T	2011	Regionwide	Purchase bus: standard 40 foot - 46 replace	5307	0	17,131,200	3,508,800	20,640,000
PHX11-709T	2011	Regionwide	Purchase bus: commuter - 5 expand (Black Canyon	5307	0	2,905,000	595,000	3,500,000
PHX11-710T	2011	Regionwide	Design-major transit center expansion (MetroCenter)	5307	0	600,000	150,000	750,000
PHX11-711T	2011	Regionwide	Repayment of Purchase bus: standard 40' - 5 Expand	5307	0	1,776,200	(1,776,200)	0

**TOTALS FOR Phoenix**

<b>LOCAL:</b> \$17,254,188	<b>FEDERAL:</b> \$116,741,531	<b>REGIONAL:</b> \$17,112,767	<b>TOTAL:</b> \$151,108,486
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**AGENCY: Scottsdale**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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
SCT11-701T	2011	Regionwide	Purchase bus: standard 40 foot - 10 replace	STP-Flex	0	3,569,000	731,000	4,300,000

**TOTALS FOR Scottsdale**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$6,490,600	<b>REGIONAL:</b> \$1,329,400	<b>TOTAL:</b> \$7,820,000
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**AGENCY: Surprise**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
SUR07-601T	2007	Regionwide	Associated capital maintenance	5307	0	4,960	1,240	6,200

**AGENCY: Surprise**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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	0	5,200	1,300	6,500
SUR09-604T	2009	Regionwide	Associated capital maintenance	5307	0	5,200	1,300	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	0	5,200	1,300	6,500
SUR10-607T	2010	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	5307	0	64,000	16,000	80,000
SUR10-608T	2010	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	5307	0	115,200	28,800	144,000
SUR11-701T	2011	Regionwide	Associated capital maintenance	5307	0	5,200	1,300	6,500
SUR11-702T	2011	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	5307	0	136,000	34,000	170,000

**TOTALS FOR Surprise****LOCAL:  
\$0****FEDERAL:  
\$524,160****REGIONAL:  
\$131,040****TOTAL:  
\$655,200****AGENCY: Tempe**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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
TMP11-701T	2011	Regionwide	Associated capital maintenance	5307	0	88,320	22,080	110,400
TMP11-702T	2011	Regionwide	Purchase bus: standard 40 foot - 40 replace	5307	0	14,276,000	2,924,000	17,200,000

**TOTALS FOR Tempe****LOCAL:  
\$88,440****FEDERAL:  
\$32,687,580****REGIONAL:  
\$6,626,580****TOTAL:  
\$39,402,600**

**AGENCY: VM Rail**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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 Construction	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
VMR07-482T	2007	Various locations	Fixed guideway corridor - Fare Collection Equipment Acquisition	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	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	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 Maintenance I	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 Construction	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

**AGENCY: VM Rail**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR07-4C1T	2007	Various locations	Fixed guideway corridor - Repayment of funds advanced	5309	-90,000,000	90,000,000	0	0
VMR07-702T	2007	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Preliminary Engineering/FEIS	Local	12,227,730	0	0	12,227,730
VMR07-701T	2008	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Final Design	CMAQ-Flex	3,997,277	14,506,633	0	18,503,910
VMR10-603T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	8,704,656	0	0	8,704,656
VMR10-604T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	96,340,420	0	0	96,340,420
VMR10-605T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Construction	Local	9,885,491	0	0	9,885,491
VMR10-606T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Construction Management	Local	16,694,324	0	0	16,694,324
VMR10-607T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Contingencies	Local	1,041,936	0	0	1,041,936
VMR10-608T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Contingencies	Local	1,401,779	0	0	1,401,779
VMR10-609T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Equipment/Materials	Local	6,216,767	0	0	6,216,767
VMR10-610T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Final Engineering	Local	3,120,197	0	0	3,120,197
VMR10-611T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Final Engineering	Local	5,127,005	0	0	5,127,005
VMR10-612T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Project	Local	13,948,019	0	0	13,948,019
VMR10-613T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Project Management	Local	19,826,643	0	0	19,826,643
VMR10-614T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Project Reserve	Local	17,688,737	0	0	17,688,737
VMR10-615T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Project Reserve	Local	30,451,116	0	0	30,451,116
VMR10-616T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Public Art	Local	332,154	0	0	332,154
VMR10-617T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Public Art	Local	845,520	0	0	845,520
VMR10-618T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Rail Cars - LRT	Local	169,854	0	0	169,854
VMR10-619T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Rail Cars - LRT	Local	37,923,312	0	0	37,923,312
VMR10-620T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Right-of-Way Acquisition	Local	150,356	0	0	150,356
VMR10-621T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Right-of-Way	Local	202,283	0	0	202,283

**AGENCY: VM Rail**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMR10-622T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Systems	Local	8,291,368	0	0	8,291,368
VMR10-623T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Systems	Local	65,500,476	0	0	65,500,476
VMR10-624T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Testing and Start-	Local	11,908,911	0	0	11,908,911
VMR10-625T	2008	Regionwide	Fixed guideway corridor - CPEV LRT - Testing and Start-Up costs	Local	13,519,615	0	0	13,519,615
VMR10-630T	2008	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0	0
VMR09-601T	2009	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension -	CMAQ-Flex	11,209,474	11,406,416	0	22,615,890
VMR09-602T	2009	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	5309	-90,000,000	90,000,000	0	0
VMR10-703T	2010	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	CMAQ-Flex	0	4,081,681	246,719	4,328,400
VMR10-704T	2010	Tempe	Fixed guideway corridor - Tempe South - Preliminary	CMAQ-Flex	0	3,979,639	240,551	4,220,190
VMR10-626T	2010	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	CMAQ-Flex	43,363,000	6,250,210	0	49,613,210
VMR10-628T	2010	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	Local	4,600,000	0	0	4,600,000
VMR10-631T	2010	Regionwide	Fixed guideway corridor - Repayment of funds advanced	5309	-90,000,000	90,000,000	0	0
VMR11-706T	2011	Main Street Corridor	Fixed guideway corridor - Central Mesa - Final Design	CMAQ-Flex	0	6,287,830	380,070	6,667,900
VMR11-708T	2011	Tempe	Fixed guideway corridor - Tempe South - Final Design	CMAQ-Flex	0	4,898,017	296,063	5,194,080
VMR11-705T	2011	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation Begins in 2013)	5309	35,782,520	48,694,500	8,800,000	93,277,020
VMR11-707T	2011	Regionwide	Fixed guideway corridor - CPEV LRT - Repayment of funds advanced in prior years	5309	-3,940,903	3,940,903	0	0

**TOTALS FOR VM Rail**

<b>LOCAL:</b> \$333,017,496	<b>FEDERAL:</b> \$464,045,829	<b>REGIONAL:</b> \$9,963,403	<b>TOTAL:</b> \$807,026,728
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**AGENCY: Valley Metro**

**AGENCY: Valley Metro**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMT07-715T	2007	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	728,000	728,000
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
RPT07-321T	2007	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	5307	0	175,200	43,800	219,000
RPT07-322T	2007	Regionwide	Purchase bus: < 30 foot - 13 replace (East Valley dial-a-ride)	5307	0	811,200	202,800	1,014,000
RPT07-323T	2007	Regionwide	Purchase bus: standard - 12 replace	5307	0	3,779,820	774,180	4,554,000
RPT07-324T	2007	Regionwide	Purchase vanpools: 30 replace	5307	0	675,000	225,000	900,000
RPT07-325T	2007	Regionwide	Repayment of advance design, right of way acquisition	CMAQ-Flex	0	7,162,500	1,790,625	8,953,125
RPT07-326T	2007	Regionwide	Purchase vanpools: 15 expand	CMAQ-Flex	0	337,500	112,500	450,000
VMT07-213T	2007	Regionwide	Purchase bus: standard - 15 expand	5307	0	4,980,000	1,020,000	6,000,000
VMT07-614T	2007	Regionwide	Associated capital maintenance	5307	0	637,520	159,380	796,900
VMT07-615T	2007	Regionwide	Associated capital maintenance - Sun City area transit	5307	0	24,800	6,200	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
VMT07-618T	2007	Regionwide	Purchase bus: standard - 13 expand Articulated	PTF	0	0	7,263,178	7,263,178
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 Articulated	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 Articulated	5307	0	1,854,904	379,920	2,234,824
VMT07-623T	2007	Regionwide	Purchase new fareboxes - 13 expand	PTF	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	PTF	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

**AGENCY: Valley Metro**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMT07-630T	2007	Regionwide	Purchase new radios/VMS - 4 expand	5307	0	42,022	10,506	52,528
VMT07-702T	2007	Regionwide	Acquire land - two regional park-and-ride	5309	0	2,608,000	652,000	3,260,000
VMT07-701T	2007	Regionwide	Design and acquire right of way for Regional Transit	5307	0	825,921	206,480	1,032,401
VMT07-703T	2007	Regionwide	Install bus stop passenger improvements - 55 sites	PTF	0	0	771,000	771,000
VMT08-716T	2008	Regionwide	Install bus stop passenger improvements - 55 sites	PTF	0	0	794,000	794,000
VMT08-717T	2008	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	750,000	750,000
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)	PTF	0	0	737,924	737,924
VMT08-633T	2008	Regionwide	Acquire right of way and design regional transit center (6-bay)	PTF	0	0	1,106,886	1,106,886
VMT08-634T	2008	Regionwide	Associated capital maintenance	5307	0	822,160	205,540	1,027,700
VMT08-635T	2008	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	5307	0	728,000	182,000	910,000
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
VMT09-718T	2009	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	772,000	772,000
VMT09-642T	2009	Regionwide	Associated capital maintenance	5307	0	822,160	205,540	1,027,700
VMT09-643T	2009	Regionwide	Construct regional transit center (4-bay)	PTF	0	0	737,924	737,924
VMT09-644T	2009	Regionwide	Construct regional transit center (6-bay)	PTF	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	PTF	0	0	819,000	819,000
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

**AGENCY: Valley Metro**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
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	PTF	0	0	4,680,000	4,680,000
VMT09-651T	2009	Regionwide	Purchase bus: standard - 19 (of 22) expand	PTF	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
VMT10-719T	2010	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	800,000	800,000
VMT10-655T	2010	Regionwide	Associated capital maintenance	5307	0	822,160	205,540	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	PTF	0	0	842,000	842,000
VMT10-658T	2010	Regionwide	Purchase bus: < 30 foot - 1 Expand (rural)	PTF	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
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	PTF	0	0	11,700,000	11,700,000
VMT10-663T	2010	Regionwide	Purchase bus: standard - 8 expand	PTF	0	0	3,200,000	3,200,000
VMT10-664T	2010	Regionwide	Purchase bus: standard 40 foot - 9 replace	5307	0	2,988,000	612,000	3,600,000
VMT10-665T	2010	Regionwide	Purchase vanpools: 45 replace	PTF	0	0	1,485,000	1,485,000
VMT11-720T	2011	Regionwide	Install bus stop passenger improvements - 55 sites	PTF	0	0	868,000	868,000
VMT11-704T	2011	Regionwide	Purchase bus: < 30 foot - 14 replace (dial-a-ride)	5307	0	952,000	238,000	1,190,000
VMT11-705T	2011	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT dial-a-ride)	5307	0	204,000	51,000	255,000
VMT11-706T	2011	Regionwide	Design two regional park-and-ride	5307	0	460,000	115,000	575,000
VMT11-710T	2011	Regionwide	Repayment of Purchase bus: commuter - 26 expand	5309	0	15,106,000	(15,106,000)	0
VMT11-711T	2011	Regionwide	Purchase bus: standard - 33 expand (Super-grid - Elliot, University, Alma School)	PTF	0	0	14,190,000	14,190,000
VMT11-714T	2011	Regionwide	Purchase vanpools: 45 replace	STP-Flex	0	1,575,000	0	1,575,000

**AGENCY: Valley Metro**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost
VMT11-712T	2011	Regionwide	Purchase vanpools: 25 expand	PTF	0	0	1,125,000	1,125,000
VMT11-713T	2011	Regionwide	Install bus stop pull-outs - 5 sites	PTF	0	0	820,000	820,000
VMT11-707T	2011	Regionwide	Bus Rapid Transit right of way Improvements	5307	0	1,400,000	350,000	1,750,000
VMT11-708T	2011	Regionwide	Purchase bus: < 30 foot - 2 replace (rural routes)	5307	0	136,000	34,000	170,000
VMT11-709T	2011	Regionwide	Associated capital maintenance	5307	0	822,160	205,540	1,027,700

**TOTALS FOR Valley Metro**

<b>LOCAL:</b> \$0	<b>FEDERAL:</b> \$95,801,511	<b>REGIONAL:</b> \$58,390,796	<b>TOTAL:</b> \$154,192,307
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